



No.	Operation	Tools Required
28	If oil consumption is stable fill with W100 (W80 - in cold conditions and W120 in very hot conditions). If it is still using oil remain on run in oil or seek advice from Jabiru Aircraft or local authorized representative	

## 7.6 Prop Strike Inspection

After ground contact of a wooden propeller, check the crankshaft flange for run-out at the front seal surface. If run-out is evident, the engine will have to be stripped and crankshaft checked for cracks. The flywheel bolts (6 OFF UNF cap screws) will also need to be replaced.

Engines running a non-Jabiru propeller (especially composite propellers) must check the flywheel bolts for security using an allen key at each service.

If an engine stoppage due to force is not recorded in the logbook and not advised to Jabiru, the liability for all subsequent and consequential damage will remain with the owner. This applies to both prior to and after engine overhaul. If a crankshaft has been severely stressed but measurements and MPI testing indicate a sound item, it is Jabiru Policy to not re-use but replace with new.

## 7.7 Build Sheets and Run In Programme

Included with the build sheets are\*

- \* Pre Run Check List
- \* Run In Programme
- \* Post Run Checklist

Photocopy all documents and use photocopies to fill in. When complete, fax to Jabiru Aircraft so all documents can be kept up to date. This helps us provide a better service to our customers if we know what our engine is in and what has been done to it.

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