The installation instruction no. 1078-6 is additional to the Service Bulletin TM 1078-6 and contains instructions for an additional installation of a primer system. This system is optional and can be installed at any time.

Material: Parts according to the parts list
1 set cables
1 system drawing 115-6290
1 wiring diagram G 115-WP9335
   Pages for the Flight Manual

Tools: Normal tool set
1 AIR-LB tool (included in the set)

1. Installation of the Injector Lines
- Remove plugs at cylinders 1 and 2 with a hex allen key.
- Rework engine baffles on cylinder 2 (clearance of the nozzles and tubes must be guaranteed!)
- Screw nozzle (3) in the cylinder. Torque up to 110 in.Lbs.
- Connect tube left (1) and tube right (2) and route it along the engine.
- Clamp tubes with clamps and protective hose (parts (5) to (8)) to the intake pipes.
- Connect tee fitting (4) with the tubes.

2. Installation of the Fuel Lines at the Firewall
- Remove the existing fuel line on the electrical fuel pump (20), which is routed to the mechanical fuel pump.
- Remove straight fitting from the electrical pump.
- Screw tee fitting (19) to the electrical fuel pump (wrap teflon tap around the thread as required) and install hose (18).
- Screw elbow fitting (17) and reducer fitting (11) into the primer valve (16). Than screw elbow fitting (10) into (11). Observe flowdirection on the valve (arrow).
- Remove the inner mounting screw of the bracket from the left distributor panel (the screw which is through the aluminum angle at the firewall below the instrument panel).
- Connect the valve to the firewall with parts (12) to (15). Mark the second hole and drill (0.2 in. diameter) make sure that the new hole comes through the bracket from the distributor panel.
- Connect tee fitting (4) and elbow fitting (10) thru hose (9).
3. Installation of the Electrical Components

- Drill a hole (0.6 in. diameter) in the instrument panel beside the ignition switch for the push button.
- Install push button and connect it with a cable (QC5F20) to the fuel pump switch.
- Connect 2nd terminal link by means of a cable (QC4F20) to VV2.
- Link connecting cable (QC3F20) between VV2 and VV1 to the existing wire bundle.
- Connect cable (QC2E20) with VV1 and cable (QC1E20N) with grounding stud VV5 (cable with integrated plug).
- Connect valve cable to the plug. Route the cable along the existing wire bundle for the electrical fuel pump.

Notice: To get access to the bus VV2 it is necessary to tilt the right half of the instrument panel.
On aircraft without the optional OAT sensor, block 27 must be installed on bus VV2 (s/n below 8035).
All cables are supplied and ready for installation.

4. Installation of the Placard

The placard PRIMER should be installed on the instrument panel above the primer push button; before doing so, prepare the surface and apply the placard.

After installation a final functional check and a leak test should be made.
Amend the Flight Manual.

The correct installation has to be certified in the log-book by an authorized inspector.

Mattsies, 20. December 1988
signed i. A. R. Rischer
PRIMER SYSTEM

115 - 6290
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### Notes

- **Tag**: Grob
- **Name**: Kühn
- **Werkstoff**: ---
- **Oberhakenszustand**: ---
- **Oberhakenschule**: ---

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**PRIMER SYSTEM**

**STÜCKLISTE**

**PARTS LIST**

**Zeichnungs-Nr**: 115 - 6290

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**GROB TFN**

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**2/2**
Explanation:

10C = Valve from the valve
IQA = Socket coupling
VWI = Electrical bus 1 (behind fire wall on top, right; block 8 is located just right)
IQA = Electrical bus 2 (behind I-panel on the distributor skin, block 271 is just right)
VW3 = Ground bolt on the fire wall
3QM = Switch "FUEL PUMP"