

**DATE RELEASED:**

09-12-25

DATE EFFECTIVE:

09-16-25

SUBJECT:

Fuel Line Chaffing

EFFECTIVITY:**MODEL:** Ranger R7**SERIAL NO:** SN 10131-10250

Rev A	-INITIAL RELEASE
REV B	-SERIAL NO. Effectivity Revised -METHOD OF COMPLIANCE updated to show corrective action

SYNOPSIS:

Chaffing has been identified on the aluminum fuel delivery line(s) that feed from the main tanks to the header tank, due to the proximity of the glareshield pass-through hole. In one instance, the chaffing resulted in a leak of the fuel line, which caused fuel to drip into the avionics bay.

REQUIRED ACTION:

Inspect both fuel lines in the cockpit where they meet with the glareshield.

TYPE OF MAINTENANCE:

Low (inspection)

Moderate (corrective action)

MINIMUM LEVEL OF CERTIFICATION:

Owner / Pilot (inspection)

Owner / Pilot (corrective action)

A&P (fuel line replacement)

TIME OF COMPLIANCE:

Inspect within next 10 hours, apply corrective action by time of next annual.

METHOD OF COMPLIANCE:

Remove the black wrap covering the vee brace tubes and inspect the underside of each fuel line in the cockpit for chaffing or fuel residue. Figure 2 shows an example of the punctured fuel line. If any leaks are present, or chaffing is severe, contact Vashon support for replacement fuel lines. This service bulletin has been complied with when the inspection has been completed, and edge grommeting has been installed.

LABOR REQUIRED:

If chaffing is not severe and leaks are not present, or replacement fuel lines have been installed, attach edge grommet to both glareshield holes, as shown in Figure 3. If there is not enough clearance to do so, the glareshield hole must be filed down until sufficient clearance is reached. A suggested clearance profile is shown in Figure 4, but it is not necessary to replicate it. The suggested grommet (Grommet Edging SL1-0025-ERO201, or similar) can be found [here](https://www.aircraftspruce.com/catalog/appages/slseriesgromedge1.php?clickkey=4582).

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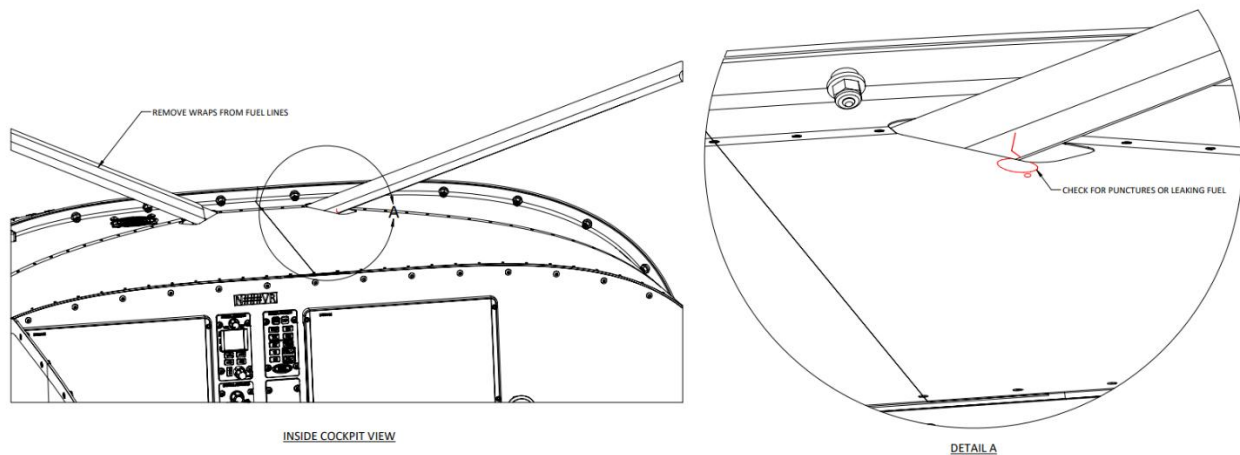


Figure 1



Figure 2

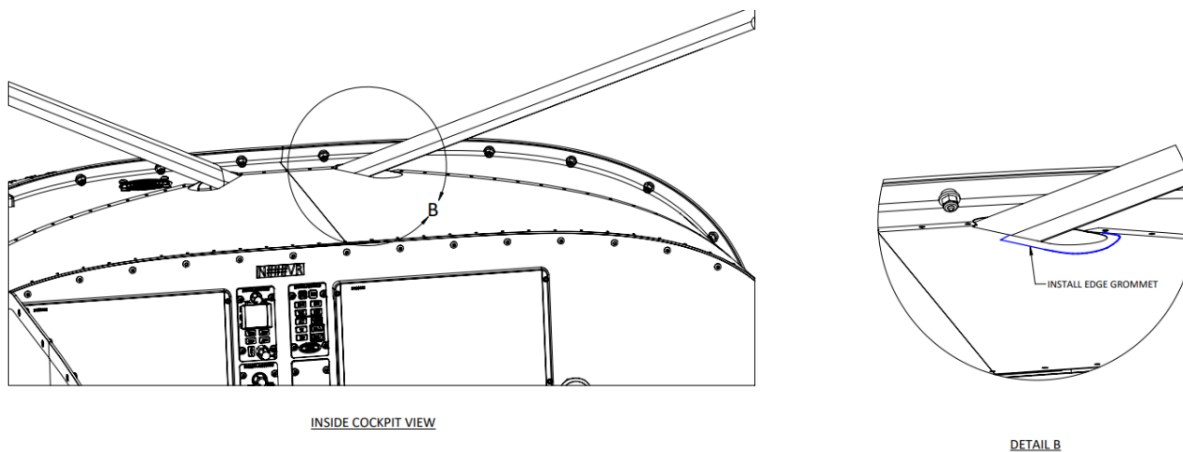


Figure 3

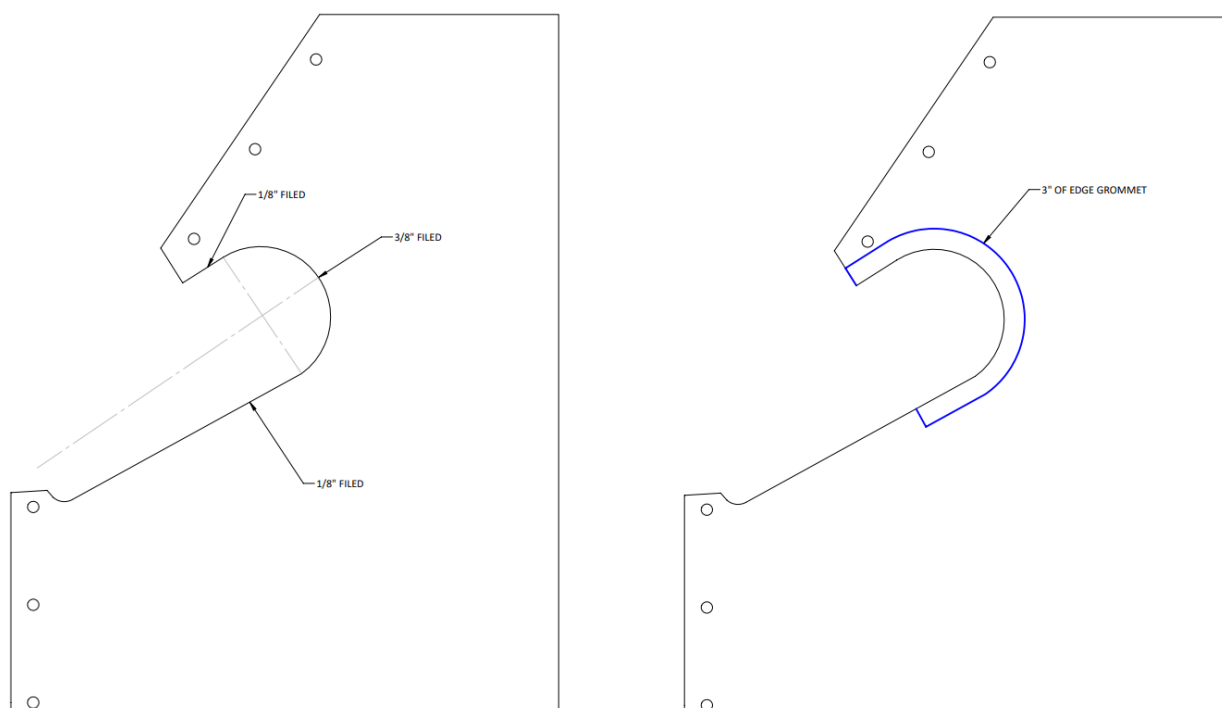


Figure 4

