# SERVICE BULLETIN

## Engine

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|---|---|
| Title: | 2200 Ignition Rotor Arms |
| Identifier: | JSB 053 |
| Initial Release Date: | 7 Nov 2025 |
| Initial Effective Date: | 14 Nov 2025 |
| Revision: | 1 |
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### Requirements and Deadline

This Service Bulletin provides actions which are **mandatory** and must be completed as detailed in Table 1 and thereafter at the intervals detailed in Section 3.

**Table 1: Deadline**

| | |
|---|---|
| **Rotor arms with less than 25 hours TTIS** | During the next scheduled 25-hour engine service. |
| **Rotor arms with more than 25 hours TTIS** | Within the next 10 hours TIS. |

### Purpose

This Service Bulletin has been released to address failures identified in a batch of ignition rotor arms.

### Applicability

**Table 2: Applicability**

| | |
|---|---|
| **Applicability** | Jabiru 2200 engines, S/No. 22A4017 and above, and S/No. 22B407 and above<br>**And,**<br>All P/No. PII0632N Ignition Rotor Arms supplied after 01 February 2023. |

### Superseded Notices

This notice does not supersede any other document.

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## 1. BACKGROUND

1.1. Jabiru 2200 engine are fitted with two (2) distributors which direct the ignition spark from the coils to the individual spark plugs by means of an arm rotating inside the distributor cap. Two (2) separate and independent ignition systems are provided.

1.2. A batch of these ignition rotor arms have had failures in service.

1.3. This Service Bulletin stipulates additional inspections of the rotor arms fitted to the engines listed in Table 2. These inspections are required for continued safe operation.

**CAUTION**

*Jabiru Flight Manuals and Pilot Operating Handbooks specify pre-flight test procedures for the two (2) ignition systems. The aircraft must not be operated unless both ignition systems are operating correctly.*

## 2. INSTRUCTIONS

### Detect

2.1. The following actions are considered necessary to prevent an unsafe condition from developing in the in-service fleet.

### Inspect

2.2. Remove the upper engine cowling in accordance with the current applicable aircraft technical / maintenance manual; JTM001 Issue 14 is applicable for most Jabiru aircraft models.

2.3. Remove the distributor caps from the engine in accordance with the Engine Operation and Maintenance Manual, JEM0002 Issue 12, Section 9.12 (Gen 1 – 3 engines) or JEM0005 Issue 9, Section 8.24 (Gen 4 engines).

2.4. Inspect the distributor cap, rotor arm and high tension leads in accordance with Section 9.12 and 9.9 of JEM0002 or Section 8.24 and 8.11 of JEM0005.

2.5. Using a bright light, inspection mirror and 2x magnification, do a detailed visual inspection of the distributor caps and rotor arms for cracking, looseness, wear or other damage. In particular, look for cracks at the sides of the flat faces of the ignition rotor arm socket.

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**NOTE**

*Do not remove the rotor arm unless damage or excess wear is detected.*

## Rectify

2.6. If rotor arm cracking, looseness, wear or other damage is found, replace the parts with serviceable items in accordance with the applicable engine Maintenance Manual: Section 9.12 of JEM0002 Issue 12 for Gen 1 – 3 engines; or Section 4.5.3 of JEM0004 Issue 13 for Gen 4 engines.

2.7. Return the engine to service in accordance with the applicable engine Maintenance Manual and re-fit the engine cowl in accordance with the applicable aircraft technical / maintenance manual.

## Document

2.8. Make an entry in the engine and / or aircraft logbook, as applicable, detailing the completion of this Service Bulletin.

2.9. Where ignition rotor arms are replaced as a result of the inspections detailed in this Service Bulletin, complete the Jabiru Service Issue Reporting form available on the Jabiru website;

jabiru.aero/service-issue-reporting/

## 3. CONTINUING AIRWORTHINESS

3.1. After the initial inspection detailed above, the inspection is to be repeated at 25-hour intervals, as a part of the regular engine 25-hour service.

3.2. A terminating action for this inspection will be provided in a later revision of this Service Bulletin.

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## Notification

This document has been provided to all owners of applicable engines who are registered with Jabiru. If you are no longer in possession of this engine, please forward this information to the new owner and immediately notify Jabiru at info@jabiru.net.au or via the members section of the website at jabiru.aero.

## Implementation

This document has been prepared in accordance with ASTM standard F3198 – Light Sport Aircraft Manufacturer's Continued Operational Safety (COS) Program.

Jabiru strongly recommends the implementation of this notice, in the interests of safety, regardless of the relevant products certification basis or the aviation authority under which the product is operated.

For operations in Australia, Civil Aviation Safety Regulations 1998, Part 91.900 requires pilots of Light Sport Aircraft to comply with any safety direction or requirement issued by the aircraft's manufacturer. Similar requirements exist for all National Aviation Authorities (NAA) that recognise the Light Sport Aircraft category.

For Type Certificated products, this notice must be complied with if it has been issued as an Airworthiness Directive by the relevant authority.

For products operating under an Experimental Certificate (or similar) the owner of the product is responsible for the design and continued airworthiness of the product.

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