

**New Exhaust Safety Directive  
Apollo Delta Jet AS-III 912S  
Apollo North America, Inc.  
Dec 1st, 2006  
Requirement: Mandatory**

## **Introduction:**

It has been reported that the Delta Jet AS-III equipped with Rotax 912ULS engine has experienced repeated cracks. An analysis by a qualified service station recommended certain design changes to build a new exhaust system that relieves certain stress points. It is essential that the new exhaust be installed in all Delta Jet trikes equipped with 912UL or 912ULS trikes. The exhaust can be ordered from Apollo North America, Inc. or by contacting your Apollo dealer. Although 912UL engines didn't seem to have this issue, this directive applies to trikes equipped with 912UL as well as the new exhaust system has clear advantages in design to relieve stress points.

## **Scope:**

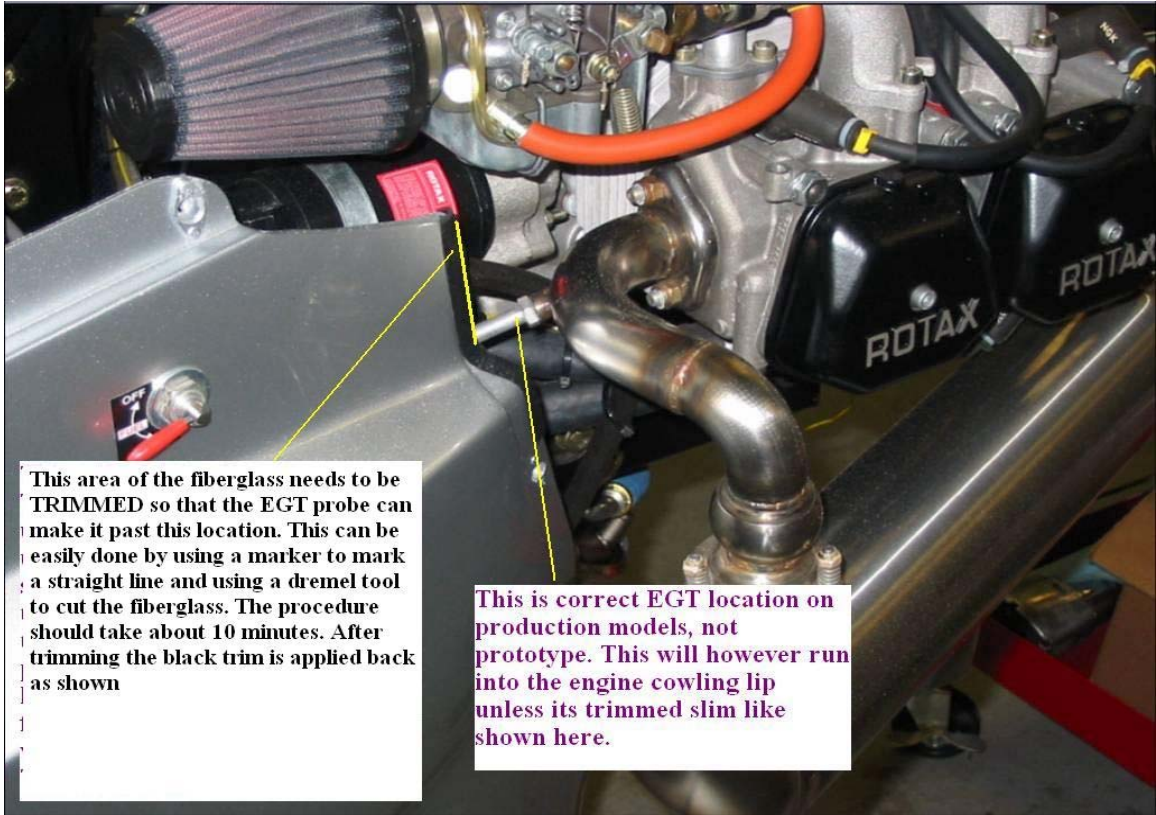
All Apollo North America, Inc. Delta Jet AS-III trikes equipped with 912UL or 912ULS engines delivered prior to December 1, 2006.

## **How To Comply:**

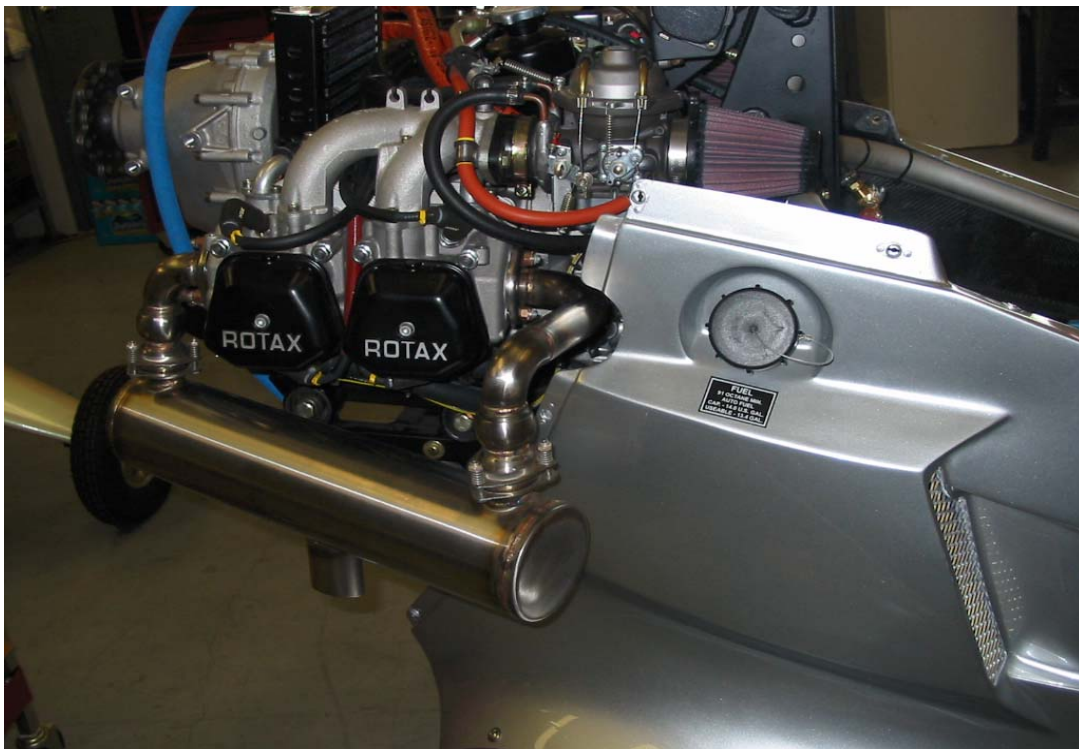
Order the new exhaust system by contacting Apollo North America, Inc. or appropriate dealer and have a Light Sport Repairman – Maintenance or higher mechanic install the exhaust. Return the older exhaust back to Apollo North America, Inc. for warranty refund purchase price of the new exhaust system if your trike is under warranty (100 hours or 1 year, whichever comes first).

The EGT probes can be unhooked from the RDAC to allow de-fastening from the old headers and allow fastening into the new headers without severely twisting the wires or the headers can be turned instead to allow the same effect instead.

It will be necessary to trim the fiberglass on the Delta Jet body using a Dremel tool a bit by the mechanic as shown in the picture below



The right exhaust should not require any trimming of the fiberglass and is shown below



The hardware to secure the ball and bell joint is secured with NAS bolt head facing downward and spring applied on top and the supplied nut goes on top above the spring. This bolt, spring and nut has to be pretty tight and snug but not so tight that the spring is completely bottomed out. Any pre-flight inspection obviously includes checking the exhaust assembly for proper geometry alignment.

The new exhaust system allows for much more expansion and contraction of the muffler without bending and stressing the headers.

### **When to Comply:**

Comply before the end of January, 2007 or within next 5 flight hours whichever comes first. Compliance is mandatory.