

VIKING & VALKYRIE POWER (/)



SERVICE BULLETINS

LEGAL NOTICE - AIRWORTHINESS - LIABILITY - WARRANTY

SERVICE BULLETINS CONTAIN SERVICE REQUIREMENTS AND INSTRUCTIONS THAT ARE VERY IMPORTANT TO FLIGHT SAFETY AND MUST BE ADDRESSED, COMPLIED WITH, OR ACCOMPLISHED BEFORE CONTINUED FLIGHT OPERATIONS.

Please use all guidelines and general safety measures for the installation of your engine. Viking is not responsible for individual engine installations nor workmanship of an individual.

1. The use of non-genuine/unauthorized parts and/or unapproved modifications fitted to any Viking Aircraft Engines constitutes a modification and/or alteration and as such all warranties express or implied, to the extent permitted by law, are voided. A product should be maintained in accordance with the requirements of the manufacturer, meets approved type design and has not been modified unless approved by the manufacturer.
2. Viking Aircraft Engines does not warrant or accept liability for any damage or malfunction caused by non-genuine/unauthorized parts and/or unapproved modifications fitted to any Viking Aircraft Engine (and any subsequent damage, including damage or malfunctions to associated parts or systems).

3. Viking Aircraft Engines does not warrant or accept liability for any damage or malfunction caused by failure to comply with Service Bulletins and/or Service Letters, lack of maintenance, including, but not limited to, the failure to follow recommended maintenance procedures, types of lubrications and/or fuels and use instructions as set forth in the Engine Maintenance Manuals, Aircraft Technical Manuals and Propeller Manuals.
4. The installation of non-genuine/unauthorized parts and/or unapproved modifications to any Viking Aircraft Engine constitutes a complete and total waiver to the extent permitted by law of any and all rights the operator may have had to hold Viking Aircraft Engines responsible or liable for the malfunction or failure of such a non-genuine/unauthorized part and or unapproved modification.
5. To the extent permitted by law, the owner, operator, overhaul facility and/or maintainer responsible for installation of non-genuine/unauthorized parts and/or unapproved modifications to any Viking Aircraft Engine shall bear the responsibility and liability for any damages of whatever nature, injury or death arising from any malfunction or failure of such nongenuine/unauthorized and/or unapproved modification.
6. A non-genuine/unauthorized part and/or unapproved modification is classed as any product that is a parallel, imitation, salvaged, counterfeit and/or aftermarket item that has not been manufactured and/or sourced directly from Viking Aircraft Engines or can be traced back as supplied to an authorized dealer direct from Viking Aircraft Engines.

ALL ENGINES

GEAR OIL AND GEAR OIL TEMPERATURES

All 3 gear - gearboxes used on Viking engines should use 8 ounces of Mobile One 75W-90 or 75W-140 gear oil to ensure proper lubrication of all internal areas of the gearboxes. Gearboxes with a sight glass measure 5 ounces to the top of the glass / visible area. You would need 3 additional ounces on top of this for a total of 8 ounces.

With 8 ounces of gear oil, oil can leak out of the gearbox vent. It is best to install a catch tank on all systems.

Be sure to monitor normal temperatures; if for any reason you see an increase in average trends, please contact Viking. Gearbox temperatures should not typically exceed 170 Fahrenheit.

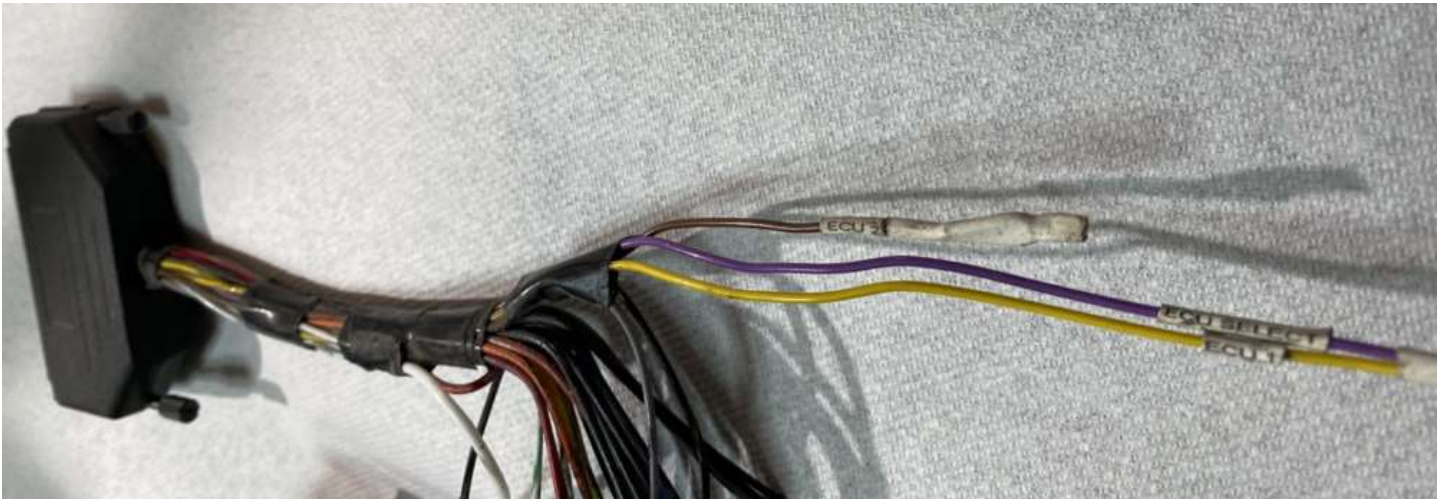
100LL FUEL

VIKING 110 WIRING UPGRADE

Change wiring to match the current wiring diagram for the Viking 130.

Remove ECU select switch in order to operate on a single computer only. Do this by locating the select switch on the panel, remove the three wires labeled; ECU 1, ECU 2 and SELECT. Disregard and tape the ECU 2 wire. Solder ECU 1 and SELECT together and protect with shrink tubing. If done correctly, the engine will start and run normally and the TAC (RPM) will be working.

The reason for this change is several instances of intermittent operation between ECU 1 and ECU 2 with zero failures of either one.



Locate these wires



Cap and solder as shown.

VIKING 110 VALVE ADJUSTMENT