



**Gulfstream Aerospace Corporation**

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**SERVICE**

**SERVICE BULLETIN NO. 175**  
**June 26, 1987**

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**SUBJECT: INSPECTION OF CARBURETOR INLET DUCT**

**MODEL AND SERIALS AFFECTED: AA-5 Serial 0641 and Subs, AA-5A Serial 0001 and Subs.**

This Service Bulletin is considered by Gulfstream Aerospace Corporation to be **MANDATORY** and must be complied with within 20 flight hours and at each 100 hour or annual inspection thereafter.

**GENERAL**

The subject duct (P/N 5503004-1) has been found torn or split on some aircraft and in one instance has been reported as the apparent cause of loss of engine power and a subsequent forced landing.

The duct is subject to deflections on engine start and shutdown. To prevent tears from progressing to the point of engine malfunction, torn ducts should be replaced as soon as discovered.

**NOTE**

If your aircraft has been sold or has been deregistered as an in-service aircraft please notify Gulfstream Aerospace Corporation immediately upon receipt of this bulletin by completing and returning the attached prepaid card.

**INSTRUCTIONS**

1. Remove the lower cowl to gain access to the duct, which is between the engine air filter box and the carburetor.
2. Pull the air box down to extend the duct fully. Inspect the duct all around its circumference for tears or cracks. If cracks are discovered, even if not completely through the thickness of the material. The duct should be replaced before further flight.
3. If no cracks are found. Record compliance with this service bulletin in aircraft log book and return aircraft to service.