A Textron Company

ALERT SERVICE BULLETIN **412RSAF-25-56**

28 July 2025
Revision A, 19 August 2025

MODEL AFFECTED: **412RSAF**

SUBJECT: **ENGINE FUEL SYSTEM TUBE ASSEMBLIES 212-060-613-001 AND 212-060-614-001 INSPECTION, AND CHANGE OF CLAMPING ARRANGEMENT**

HELICOPTERS AFFECTED: **All Serial Numbers.**

COMPLIANCE:

PART I: Within 25 flight hours or 30 days after the release date of this bulletin and every 25 flight hours or 30 days thereafter, until the accomplishment of **PART II.**

PART II: Within the next 330 flight hours or 180 days after accomplishment of **PART I**, or before next flight if a fouling condition was found during accomplishment of **PART I.**

DESCRIPTION:

Bell has determined that a fouling condition may exist between the left-hand engine 212-060-613-001 tube assembly and a screw securing the 212-030-285-119 panel (Figure 1). A fouling condition may also exist between the right-hand engine 212-060-614-001 tube assembly and the structure (Figure 3).

PART I of this bulletin mandates an initial inspection of the engine fuel system installation for a possible fouling condition and damage to the 212-060-613-001 and 212-060-614-001 tube assemblies.

PART II of this bulletin provides instructions to improve the clamping and positioning of the affected tube assemblies. The screws securing the panels 212-030-285-119 (L/H) and 212-030-285-121 (R/H) are also replaced to minimize the risk of a fouling condition.

Revision A of this bulletin corrected the part number of the AS21919WDG10Y clamp as well as the NAS9926-3L nut in the **ACCOMPLISHMENT INSTRUCTIONS** and in **Figure 3a**.

APPROVAL:

The engineering design aspects of this bulletin are Bell Engineering approved.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering
Tel: 1-450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com

MANPOWER:

Approximately 1 man-hour is required to complete **PART I** of this bulletin and 4 man-hours to complete **PART II**. This estimate is based on hands-on time and may vary with personnel and facilities available.

WARRANTY:

There is no warranty credit applicable for parts or labor associated with this bulletin.

MATERIAL:

Required Material:

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Supply Center.

Part Number	Nomenclature	Qty (Note)
212-060-614-001	Tube assembly (R/H)	1 (1)
212-060-613-001	Tube assembly (L/H)	1 (1)
CA-412-25-203	Hardware Kit	1(2)
1. 120-276C3T2P	Screw	24
2. MS27039-1-06	Screw	1
3. MS9551-028	Bracket, Flat	1
4. NAS1149C0332R	Washer	24
5. NAS1149D0332J	Washer	3
6. NAS1801-3-8	Screw	1
7. NAS9926-3L	Nut	1

NOTES:

1. Tube assemblies are only required if found damaged beyond limits.
2. Items listed under the CA-412-25-203 hardware kit are part of the kit. However, depending on the aircraft configuration, some of the listed items may not be required.

Consumable Material:

None Required

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT-412RSAF-IPB Illustrated Parts Breakdown, Chapter 28

PUBLICATIONS AFFECTED:

BHT-412RSAF-IPB Illustrated Parts Breakdown, Chapter 28

ACCOMPLISHMENT INSTRUCTIONS:

PART I: Inspection of 212-060-613-001 and 212-060-614-001 tube assemblies for evidence of fouling and damage.

1. Prepare the helicopter for maintenance and gain access to the affected tube assemblies by opening the lower forward engine access door (Figure 1a and 1b).

2. On the L/H engine side, using a bright light and a mirror, look for clearance and possible fouling damage to the 212-060-613-001 tube assembly caused by a screw securing the 212-030-285-119 forward engine access panel (Figure 2a). If a fouling condition exists, and/or there is evidence of damage to the tube assembly, accomplish **PART II** before the next flight. If there is no fouling and no evidence of damage on the tube assembly, perform **PART I** inspection every 25 flight hours until **PART II** can be accomplished.

3. On the R/H engine side, using a bright light and a mirror, look for evidence of fouling between the 212-060-614-001 tube assembly and the structure (Figure 2b). If there is no fouling with the structure but there is less than 0.125 inch (3.18 mm) clearance, perform **PART I** inspection every 25 flight hours until **PART II** can be accomplished. If there is more than 0.125 inch (3.18 mm) clearance, no further action is required on the right-side installation.

4. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with **PART I** of this Alert Service Bulletin.

PART II: Tube assemblies clamping change and repositioning.

1. Prepare the helicopter for maintenance and gain access to the 212-030-285-119 (L/H) and 212-030-285-121 (R/H) engine access panels located on each side of the pylon structure (Figure 1 c).

2. Remove both engine access panels to gain access to the 212-060-613-001 and 212-060-614-001 tube assemblies. The attaching hardware will not be reused for later access panels installation.

3. Inspect 212-060-613-001 and 212-060-614-001 tube assemblies for damage. Any damage deeper than 0.002 inch (0.051 mm) is cause for rejection. If the damage is less than 0.002 inch (0.051 mm), blend smooth in the longitudinal direction with a 220-grit abrasive cloth/paper (C-406).

4. On the L/H engine side, remove the clamp AS21919WDG10Y from fuel line 212-060-611-001 and attaching hardware as follows:

   a. Remove and discard Screw MS27039-1-13, Washer NAS1149D0316J and Spacer NAS43DD3-28N (Figure 3a).

   b. Remove and retain Clamp AS21919WDG10Y.

5. Install Bracket MS9551-028 using Screw MS27039-1-06 and Washer NAS1149D0332J.

6. Loosen both B-nuts of 212-060-611-001 tube assembly for proper positioning before re-clamping.

CAUTION

Make sure tube assemblies B-nuts are retorqued properly and leak checked before returning the helicopter to service.

7. Clamp tube assembly 212-060-611-001 on bracket MS9551-028 using previously removed Clamp AS21919WDG10Y, Screw NAS1801-3-8, Washers NAS1149D0332J (qty 2) and Nut NAS9926-3L. Re-torque both B-nuts.

8. On the R/H engine side, no clamping modification is required. If adjustment is required to achieve proper clearance of 0.125 inch (3.18 mm), loosen both B-nuts and the screw securing the clamp (Figure 3b). Rotate the 212-060-614-001 tube assembly to achieve proper clearance and retorque both B-nuts and tighten the screw securing the clamp.

9. Confirm a minimum of 0.125 inch (3.18 mm) clearance exists between 212-060-613-001 and 212-060-614-001 tube assemblies and any components or adjacent structure.

10. Perform a leak check of all disconnected tube assemblies and re-install 212-030-285-119 and 212-030-258-121 engine access panels using Screws 120-276C3T2P and Washers NAS1149C0332R.

11. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.

Figure 1a. Tube assembly 212-060-613-001 inspection.

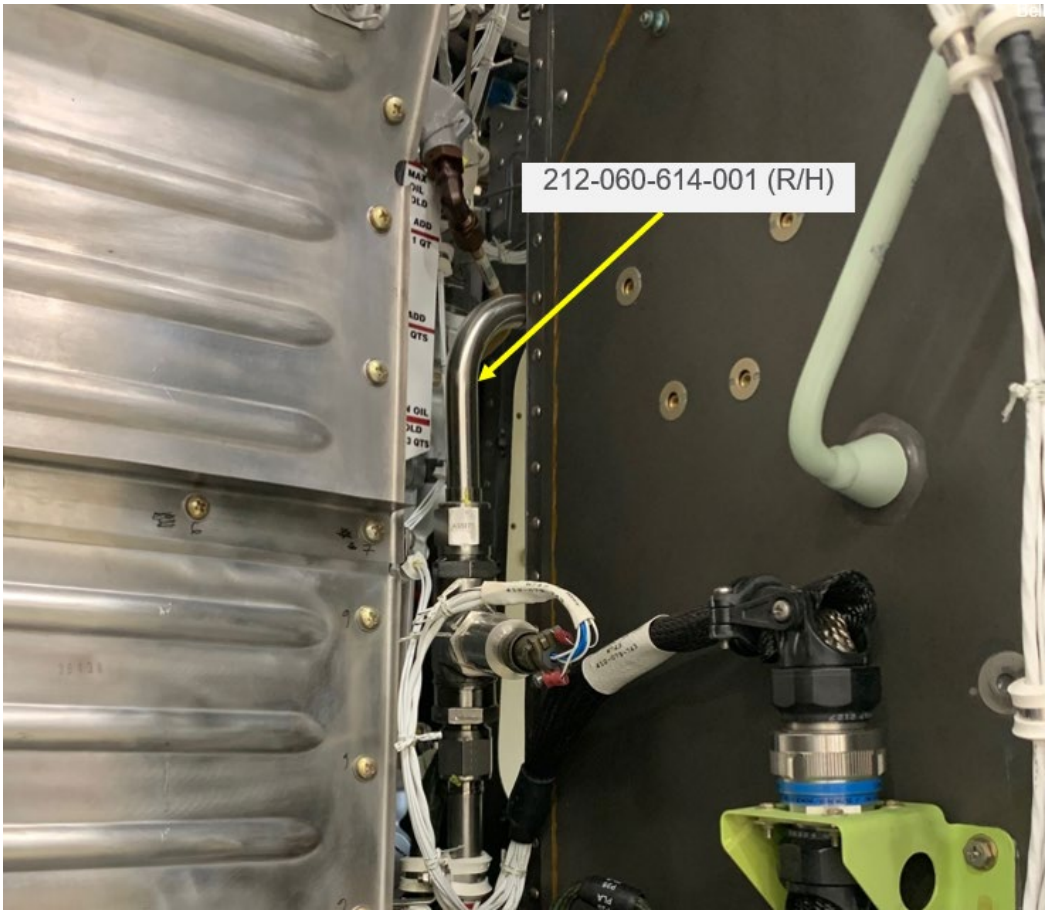


Figure 1b. Tube assembly 212-060-614-001 inspection.

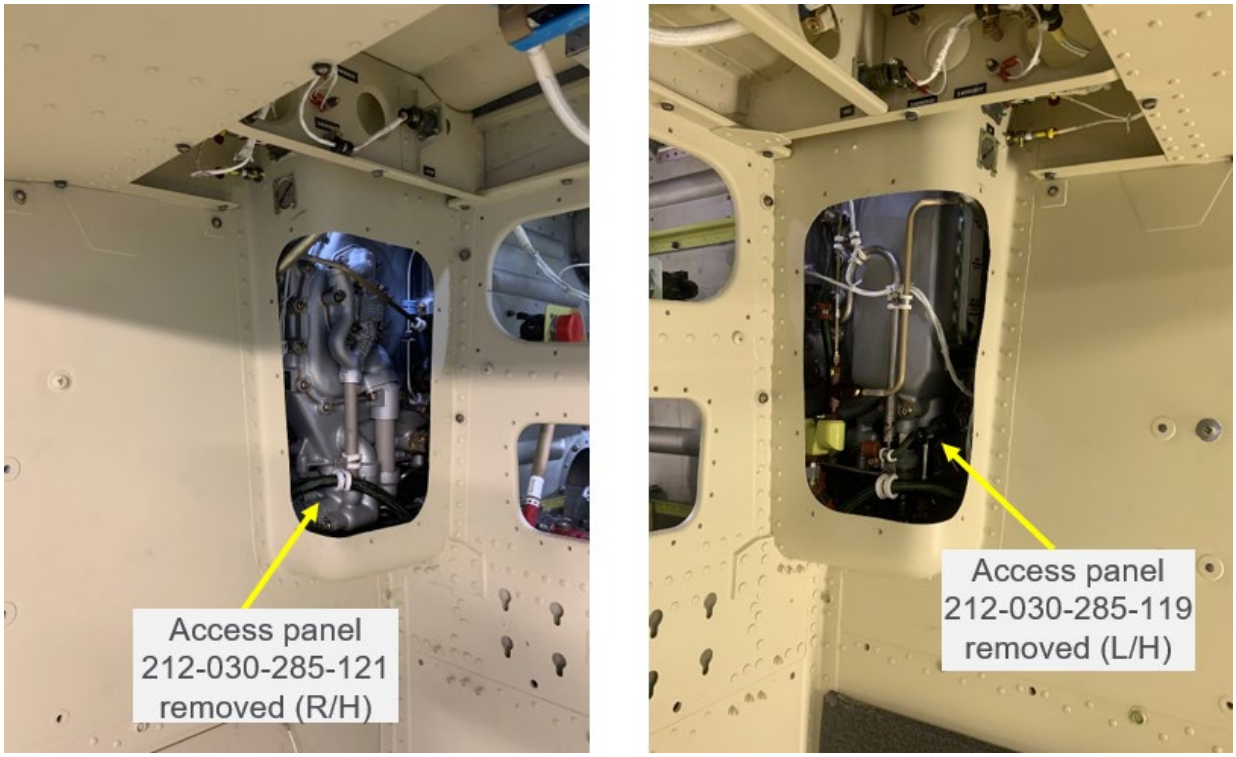


Figure 1c. Forward engine access panels removed.

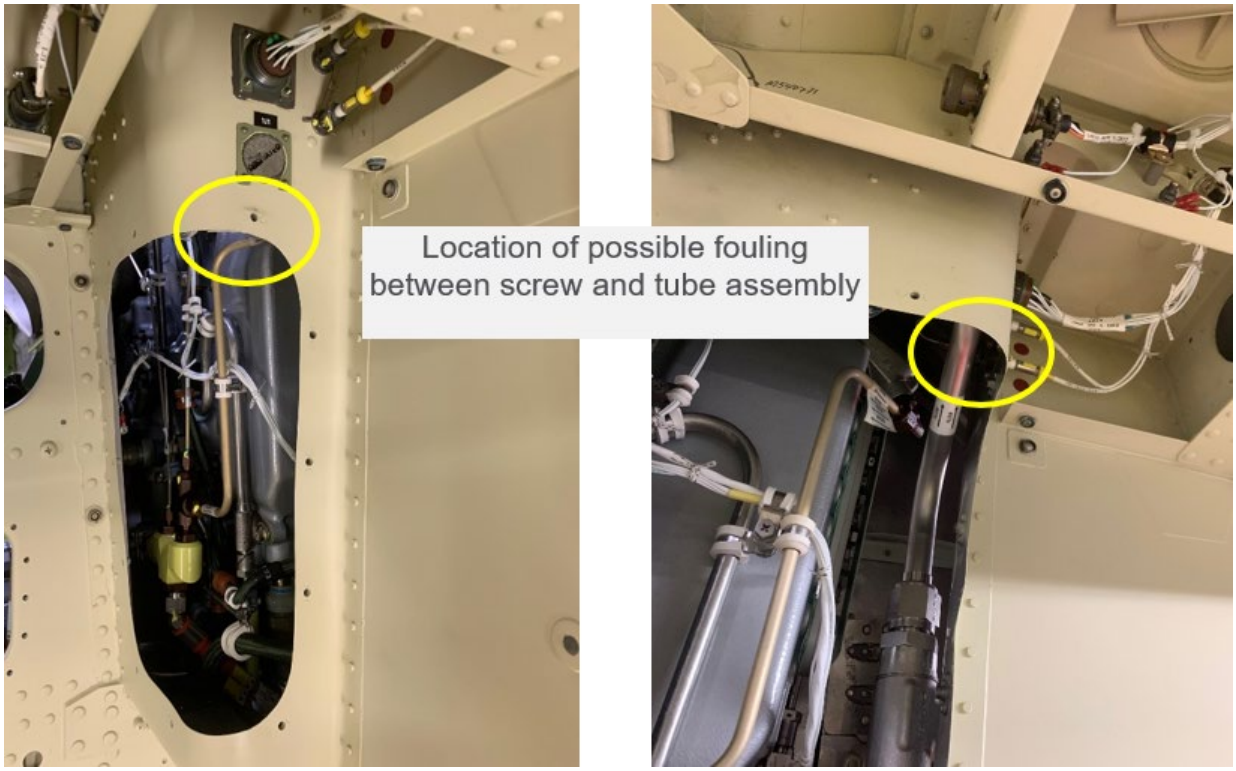


Figure 2a. Tube assembly 212-060-613-001 inspection.

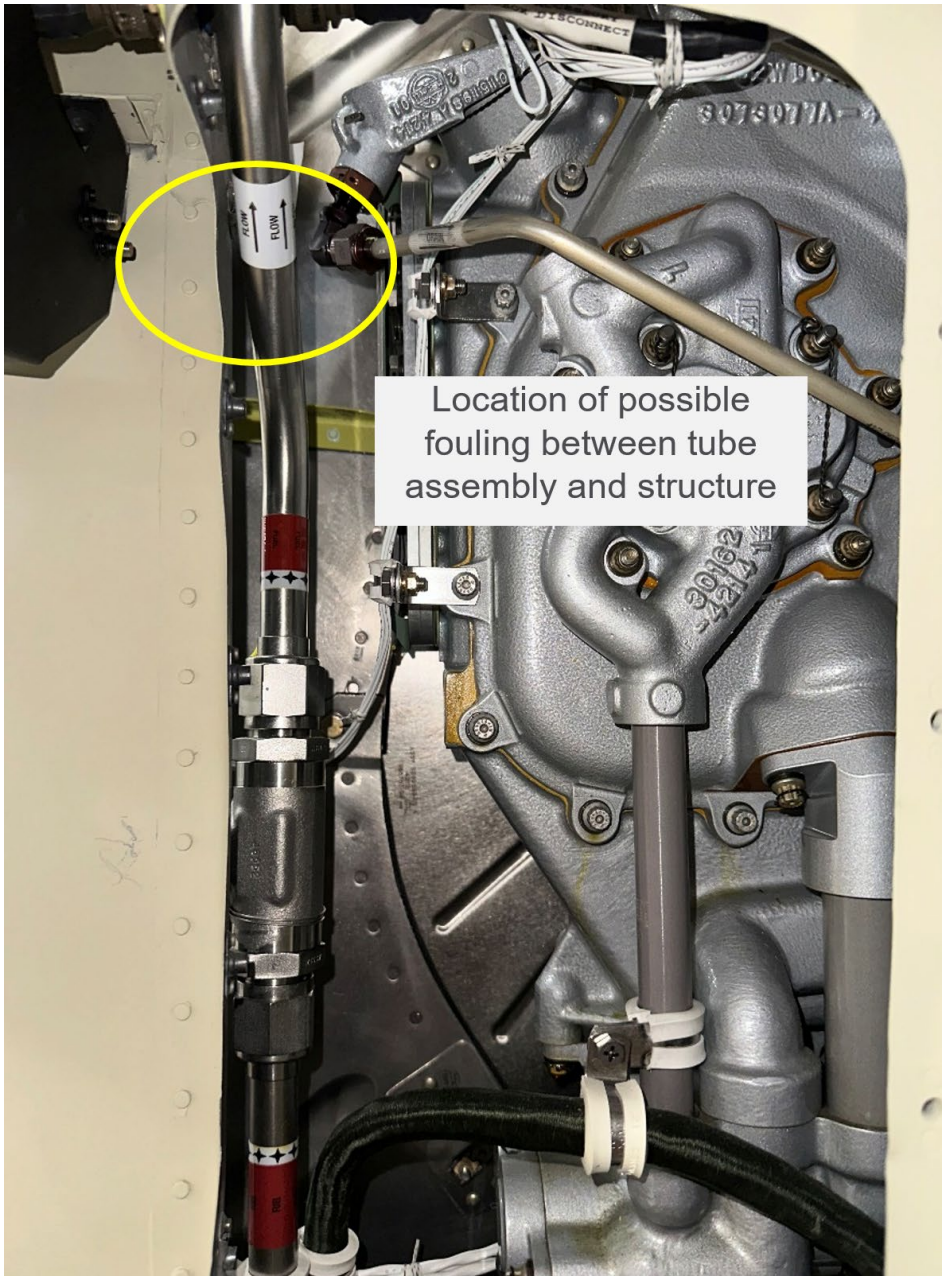
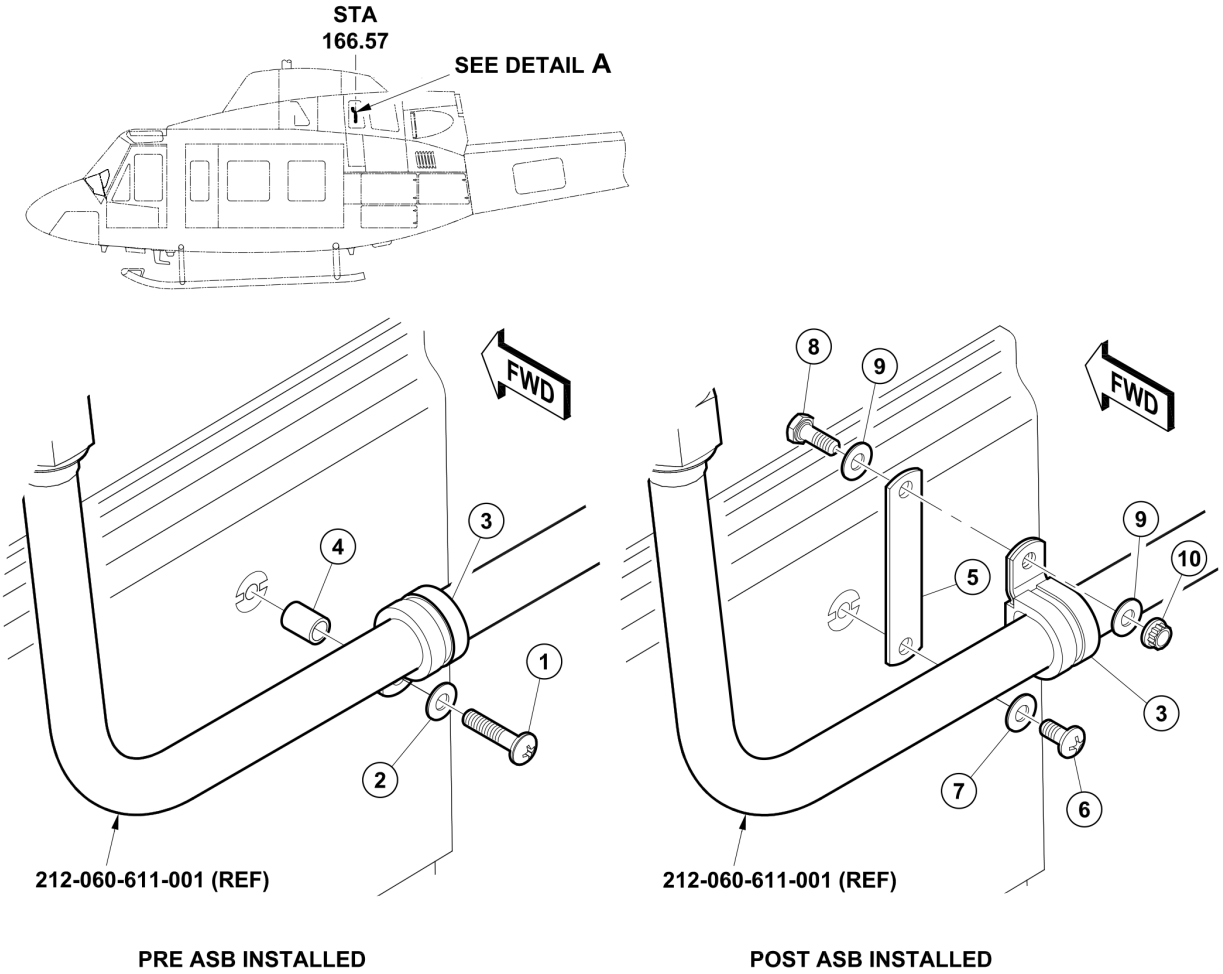


Figure 2b. Tube assembly 212-060-614-001 inspection.



DETAIL A
PARTS NOT SHOWN FOR CLARITY
STA 166.57

1. Screw (MS27039-1-13)
2. Washer (NAS1149D0316J)
3. Clamp (AS21919WDG10Y)
4. Spacer (NAS43DD3-28N)
5. Bracket (MS9551-028)
6. Screw (MS27039-1-06)
7. Washer (NAS1149D0332J)
8. Screw (NAS1801-3-8)
9. Washer (NAS1149D0332J)
10. Nut (NAS9926-3L)

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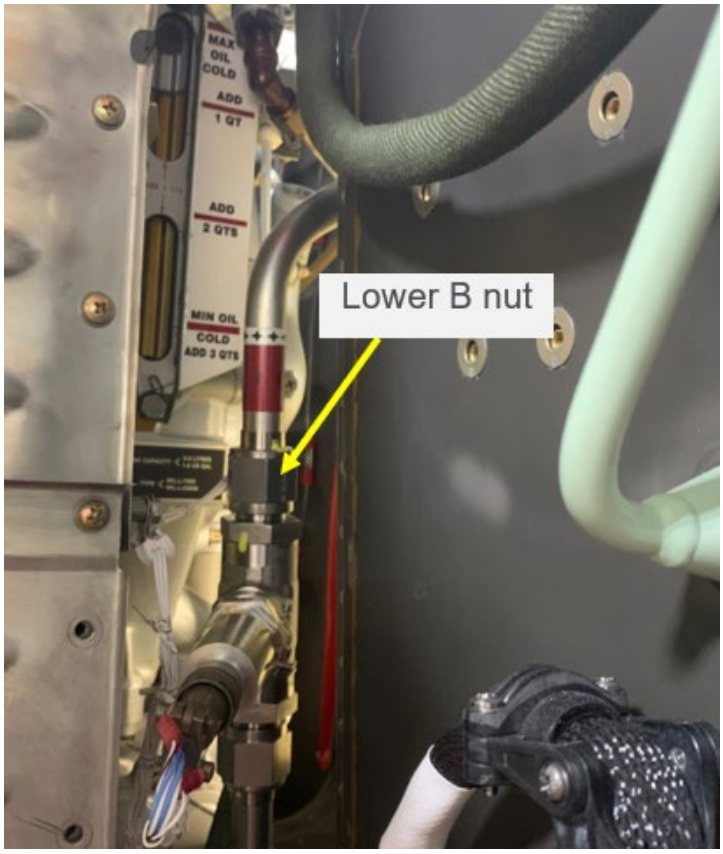
Figure 3a. Tube assembly 212-060-611-001 clamping change.



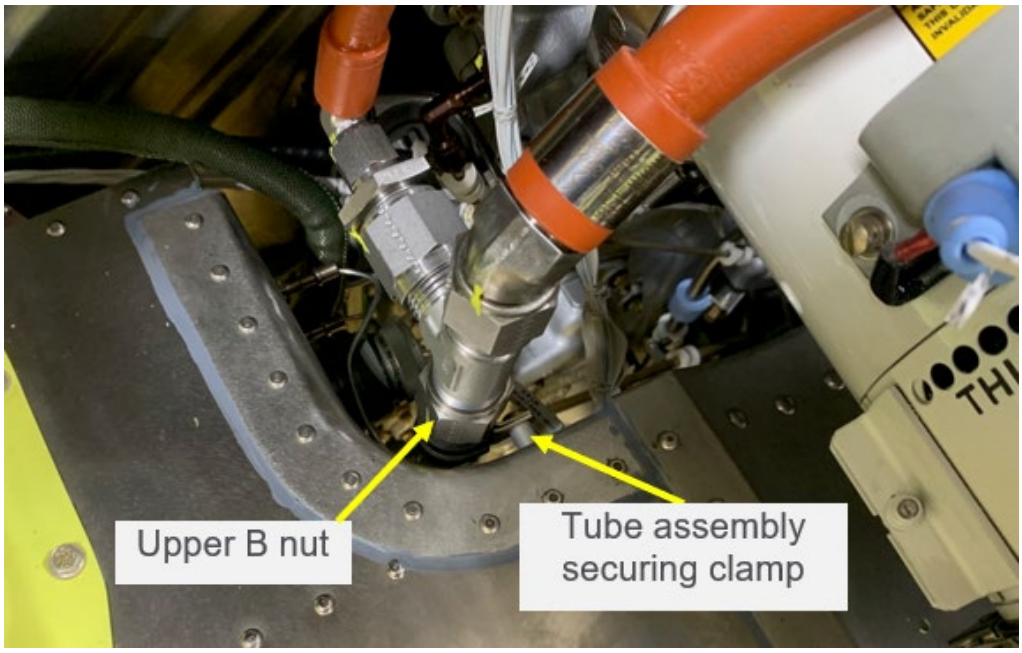


Figure 3b. Tube assembly 212-060-614-001 repositioning.