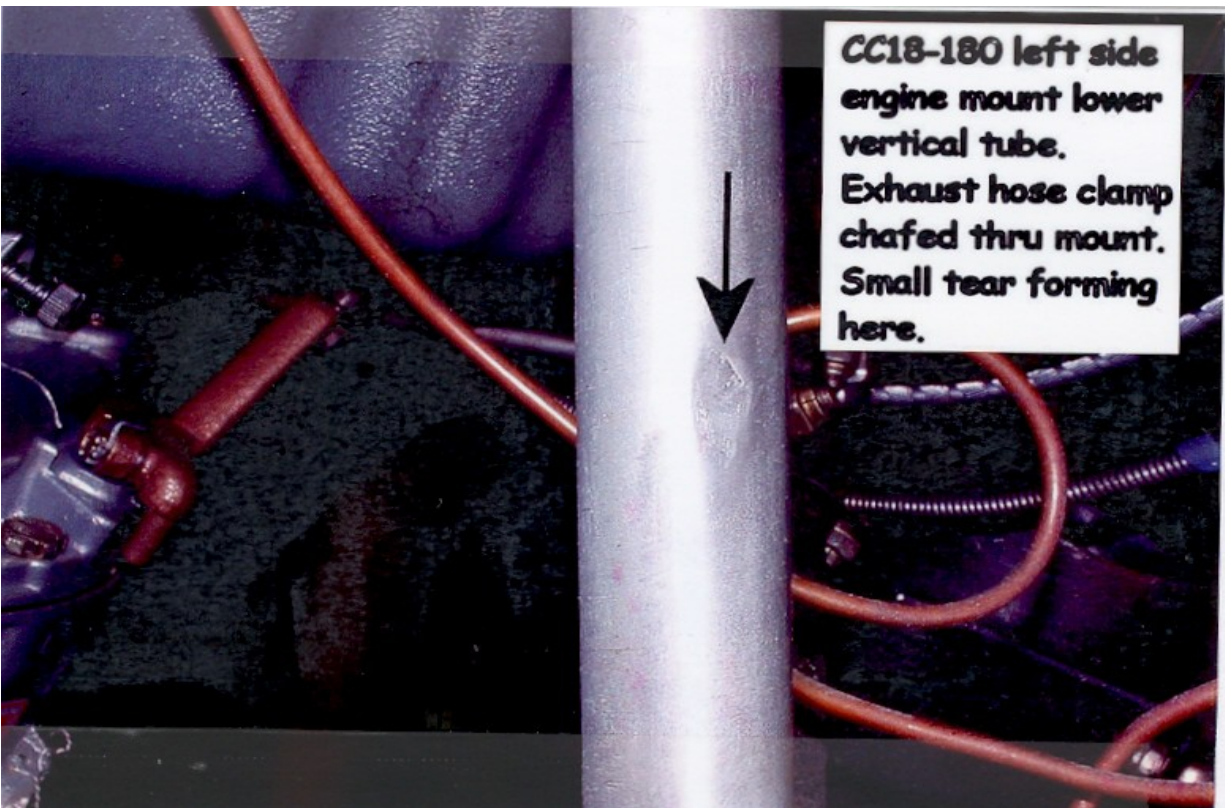
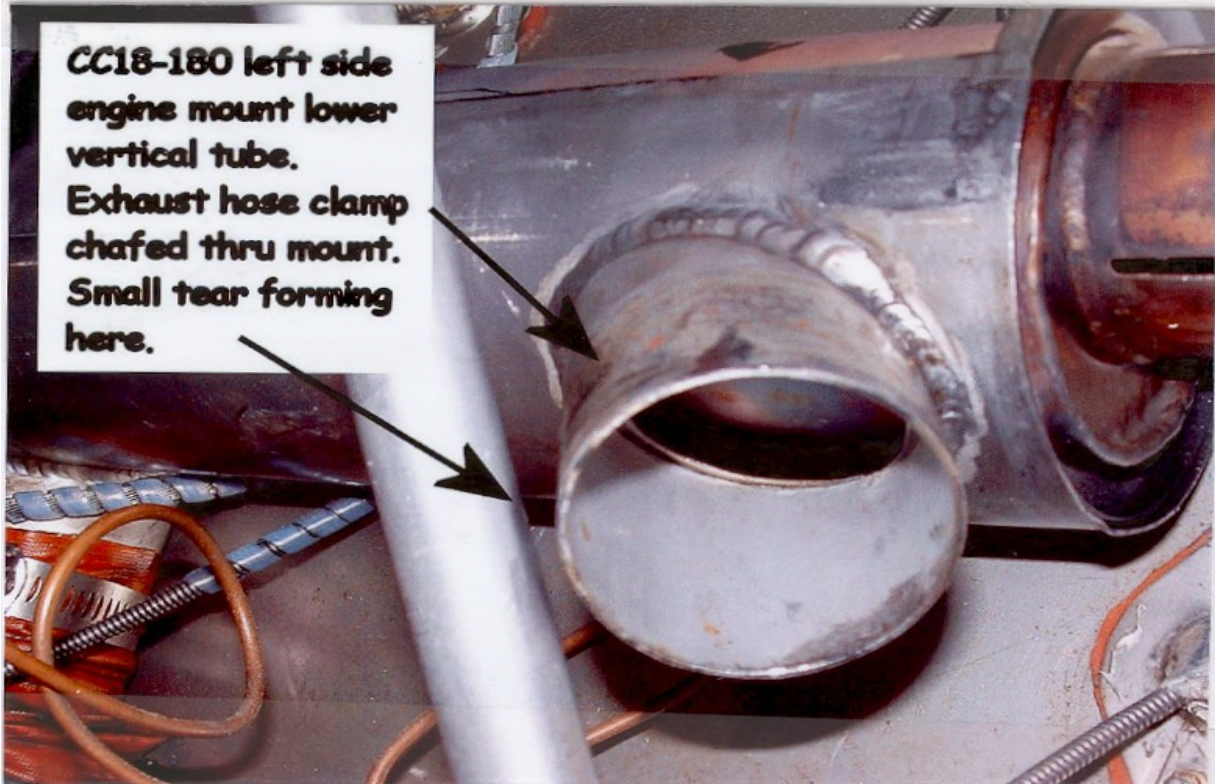


## F. Atlee Dodge, Muffler Shroud, Poorly Positioned Shroud, ATA 2140

*(The following description references a Lycoming O-360-C4P bolted to a Cub Crafter CC18-180).*

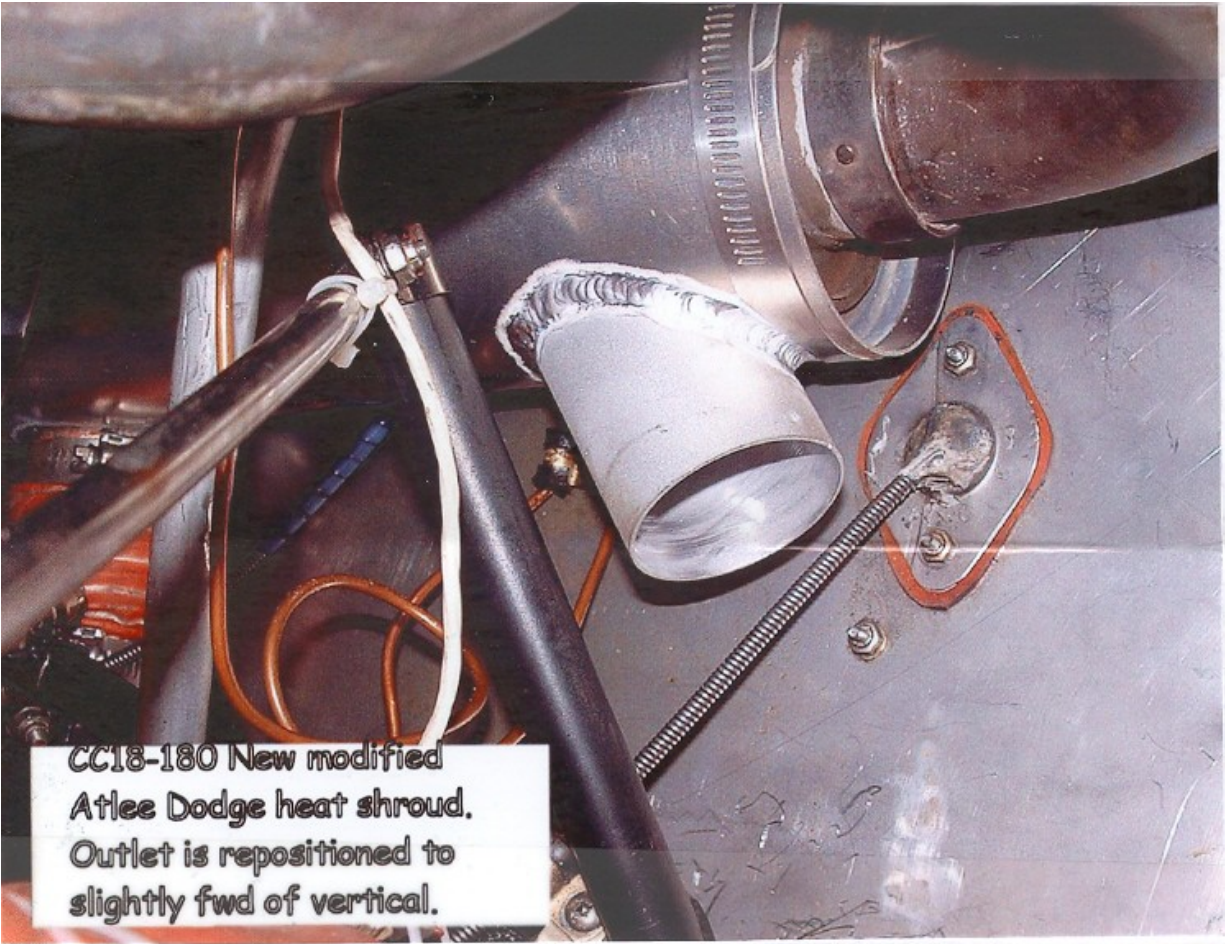
An aviation inspector says, "I removed the aircraft muffler (Atlee Dodge P/N 3241) to perform the muffler inspection and found the hose clamp on the muffler shroud's left cabin heat inlet port had worn a notch through the engine mount's lower left vertical support tubing (Univait P/N 12351-15). A small crack had formed in the top of the notch in the tubing. There was insufficient clearance between the heat shroud and the engine mount, and the shroud hose clamp would vibrate against the mount when the engine was running. When viewed from the left side of the aircraft the original inlet was clocked at about the 8:00 position. We fabricated a new shroud with the inlet clocked at *(approximately)* the 6:15 position, and now there is ample clearance. Refer to the attached pictures for reference. I would recommend checking all CC18-180's for this issue, and replace the shroud with a modified shroud. This shroud had worn the hole in the *(engine)* mount within 1400 hours total time."







**F. Atlee Dodge, Muffler Shroud, Poorly Positioned Shroud, ATA 2140**



Part Total Time: Unknown