

Safety Information

08.07.03

Concerning: rubber/metal composites with dimensions of $\text{Ø}50 \text{ mm} \times \text{Hight } 45 \text{ mm}$
and $\text{Ø} 40 \text{ mm} \times \text{Hight } 30 \text{ mm}$

used in the Monster and the Simonini motor and at the engine mount of the Flyke

The above mentioned rubber/metal composites failed in the interface between rubber and metal at one Flyke and one motor. Additional tests proved that in some cases the adhesion between rubber and metal is not sufficient. The reason for that is still under investigation.

Until this is finished (see update at the end of this text) **we strongly recommend the immediate change of these rubber/metal composites prior to the next use.**

Luckily all of these rubber/metal composites can be easily identified from the outside:

They all have a smooth rubber mantle surface (right in the picture).

All rubber/metal composites with a small rubber rim around the part are okay. There's no need to replace such parts (left in the picture).

The smaller joints $\text{Ø}40 \times \text{hight } 30$ are used at the engine mount of the Flyke (4 pieces) and at the cylinder head and at the gear of the Simonini engine (max. 3 pcs., typical only 1 at the gear)



Rubber joint safe(left), and unsafe (right)

The larger rubber joints $\text{Ø}50 \times \text{hight } 45$ are used at the crank case of the Monster engine (each has 2 pieces).

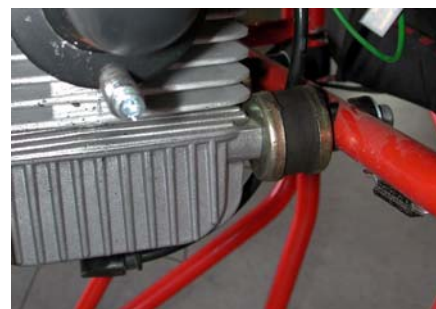
These 3 pictures show the location of the rubber/metal joints at the engines. The Flyke uses the 4 joints between the A-frame and the H-shaped engine mount.



joint @crank case Monster



@ gear Simonini



@ cylinderhead of the Simonini

All owners of devices with rubber/metal composites as mentioned in this safety information are requested to contact their dealers or directly Fresh Breeze.

Update 11.07.03

Meanwhile we found out the reason for the adhesion system failure of singular rubber joints: Our supplier installed a new machine which was used for our lot for the very first time. This machine makes the raw rubber parts. It was lubricated by the manufacturer with oil, which contained silicon.

So some of the rubber parts were contaminated with silicon, and the adhesion system was damaged. Though we don't know about other failures yet we strongly recommend to replace all rubber joints with a smooth surface without any rubber rim prior to the next use.

The oval rubber joint in the Flyke behind the pilots neck (for the steering) is not among the parts which have to be replaced!