

IMMEDIATE ACTION

SERVICE

NUMBER 48



BULLETIN

September 15, 1941

Rev. Date: 2-19-46

SUBJECT: MUFFLERS: 1. Failure of Inner-Baffle End Attachments
2. Inspection
3. Remedial Measures for Preventing Engine Failure

MODELS AFFECTED: J4A and J4F, Serial Nos. 4-828 to 4-1384 inclusive
(EXCLUDING 4-1372)

1. Failure of Inner Baffle End Attachments:

It has been brought to our attention by the Civil Aeronautics Administration that there have been a few cases of muffler failures of the type installed on airplanes with the above serial numbers.

The failures consist of the end attachments of the inner perforated baffle breaking loose thereby permitting the baffle to fall down covering the muffler exhaust outlet.

This type of failure will cause excessive back pressure in the exhaust system with resulting interruption of engine operation.

2. Inspection:

Upon receipt of this bulletin it will be necessary to inspect your muffler assembly to ascertain if the inner baffle is loose. This may best be accomplished by removing the muffler shroud and tailpipe and tapping the muffler inner baffle gently with a stick or rod by inserting it through the muffler exhaust outlet.

If the muffler is still satisfactory there should be no rattling of loose metal inside the muffler either caused by the tapping of the stick or while the engine is operating.

3. Remedial Measures for Preventing Engine Failure:

If upon inspection the inner baffle is found to be loose, the muffler assembly should be replaced by an improved type muffler, Part No. A7236. Mufflers for replacement may be obtained at manufacturing costs by contacting your local dealer or distributor.

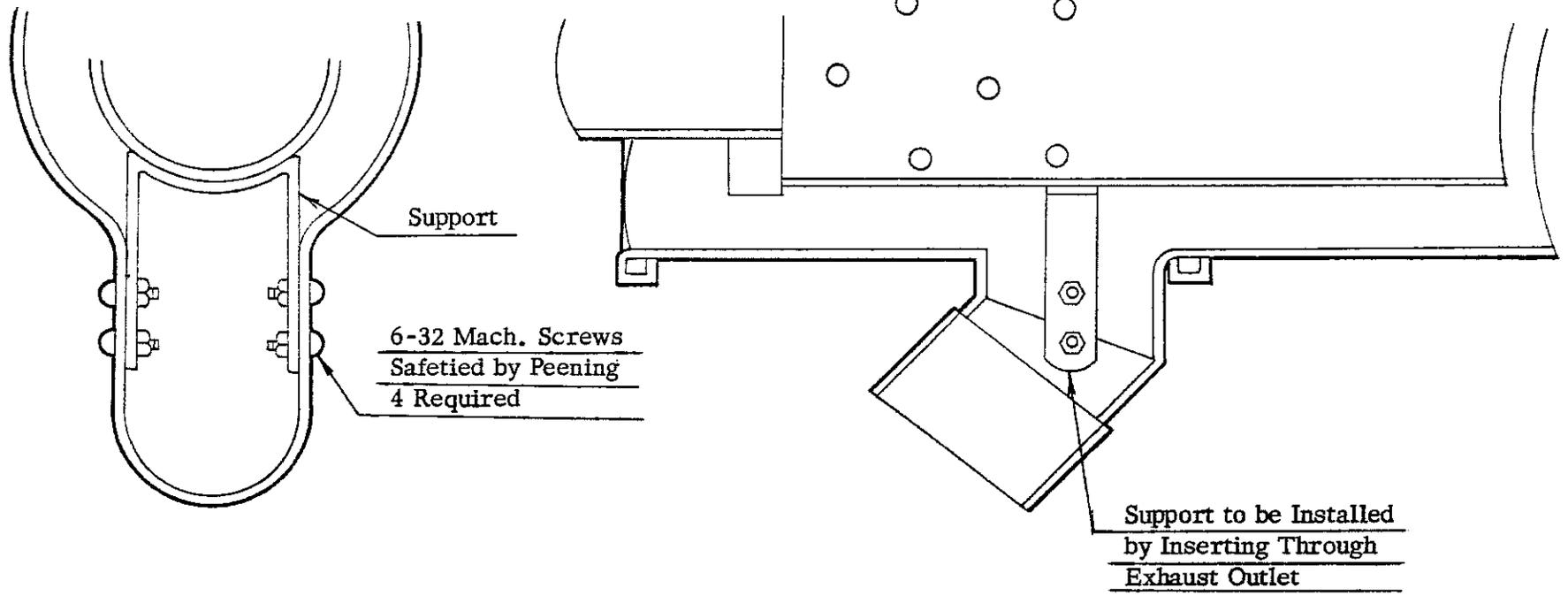
PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.

NUMBER 48

However, if the muffler is found to be satisfactory, the enclosed support clip must be installed immediately per the instructions on the attached sketch in order to prevent the inner baffle from covering the exhaust outlet if the end attachments should fail sometime in the future.

Note: The mufflers in question should be inspected in the manner as mentioned in this bulletin every time the cabin and carburetor muffs are removed for inspection. (Every 20 hours of flying time). The CAA requires that the results of each 20 hours' inspection be recorded in the airplane log book. As soon as it is apparent that the inner baffle is loose, the muffler assembly should be replaced with the improved type muffler, Part No. A7236.

Inner Baffle to be Inspected
Through Exhaust Outlet for
Loose End Connections



MUFFLER BAFFLE SUPPORT

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