



SERVICE BULLETIN

No. 305

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"FAA DOA EA-1 Approved" and "FAA DOA SO-1 Approved"

November 25, 1969 S

Subject: Inspection of Carburetor Drain Plugs

Models Affected: PA-18-150 Super Cub
PA-25-235-260 Pawnee
PA-28-140-150-160-180-235 Cherokee
PA-32-260 Cherokee Six

Serial Numbers Affected: PA-18-150, Serial Nos. 18-8765 to 18-8854 incl., 18-8856, 18-8861.
PA-25-235-260, Serial Nos. 25-4836 to 25-5140 incl., 25-5142 to 25-5145 incl., 25-5147 to 25-5155 incl., 25-5157, 25-5158, 25-5160, 25-5161, 25-5163, 25-5164, 25-5167.
PA-28-140, Serial Nos. 28-25297 to 28-26648 incl.
PA-28-180, Serial Nos. 28-5256 to 28-5788 incl.
PA-28-235, Serial Nos. 28-11221 to 28-11361 incl.
PA-32-260, Serial Nos. 32-1074 to 32-1272 incl.

Compliance Time: Within the next 25 flight hours, but no later than 90 days for carburetors on aircraft.

Purpose: To provide instructions for compliance with Marvel-Schebler Division Bulletin No. A1-69.

Instructions: Procedure for carburetor on aircraft:

It is necessary to remove the drain plugs from subject carburetors and flush the carburetor out with the fuel supply on, in order to remove any foreign material. When practical, place aircraft in an attitude to improve draining toward bowl outlet. Flush for 20 to 30 seconds. After flushing, carefully inspect the drain plug cavity and remove any contamination which may remain and then reflush with the fuel on to assure that any dislodged contaminate is removed. NOTE: The electric fuel pump on Cherokee aircraft should be turned on during flushing operation.

CAUTION: Take all necessary precaution when flushing with gasoline.

(over)

Instructions: (Continued)

Clean the drain plug and reinstall one thread into its cavity. Then, apply Parker Sealube, or equivalent, thread lubricant and tighten in place. Recommended torque:

1/8" Pipe Plugs 50 - 60 in. lbs.

1/4" Pipe Plugs 120 - 144 in. lbs.

Stamp carburetor nameplate with "A1" to indicate compliance with this bulletin. Note: Certain applications are impossible to stamp the nameplate while on the aircraft; therefore, apply a dot of yellow enamel near the nameplate to indicate compliance. Record carburetor serial number and compliance in logbook.

Material Required:

Not applicable.

Availability of Parts:

Not applicable.

Material Allowance:

Not applicable.

Labor Allowance:

Not applicable.

Material/Labor Allowance
Termination Date:

Not applicable.

Disposition of Parts in Stock:

Service all subject detached units in the shop and boxed service carburetors in the storeroom by removal and cleaning of drain plugs. Note: Drain plug openings should be downward during loosening and removal of drain plug and while cleaning plug cavity. Examine drain plug cavity, wipe out any residue and reinstall drain plug as above. Stamp nameplate with "A1" to indicate compliance with this bulletin.

Disposition of Replaced Parts:

Not applicable.

NOTE

It will also be necessary to inspect the carburetors on aircraft models affected above which are not listed in the serial number group; if a replacement carburetor, new engine or remanufactured engine has been installed from December 1, 1968 to November 25, 1969.

Reference Lycoming Service Bulletin No. 323 for carburetor serial numbers affecting Lycoming engines.