

SERVICE



LETTER

Service Letter No. 196

October 6, 1952

To: All Distributors and Dealers

Subject: Chafing of Oil Pressure Line

Models Affected: All PA-18 "135" and PA-18A "135" Airplanes with serial numbers 18-1810 to 18-1908 inclusive, 18-1910 to 18-1914 inclusive, 18-1916 to 18-1918 inclusive, 18-1920, 18-1921, 18-1923, 18-1924, 18-1926 to 18-1928 inclusive, 18-1931, 18-1932, 18-1937 and 18-1940 to 18-1942 inclusive.

All of the above PA-18 and PA-18A Airplanes were delivered with the oil pressure line taped to the oil radiator line at the rear of the engine. We have found that there is sufficient chafing between the oil pressure line and the oil radiator line to cause wear, with the possibility that in time the oil pressure line might develop a leak.

It is requested that the oil pressure line be rerouted under the tachometer shaft and attached to the upper right oil pressure screen housing bolt, using a clamp number 80032-51. It is suggested that when rerouting the oil pressure line it be detached at both ends. Two layers of friction tape should be wrapped around the oil pressure line and shellaced under the clamp.

Clamp number 80032-51 can be obtained free-of-charge from the Service Department of the Piper Aircraft Corporation, Lock Haven, Pennsylvania.

Very truly yours,

PIPER AIRCRAFT CORPORATION


Rolland Boardman
Service Manager

RB:lh

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