

# SERVICE

# LETTER

Service Letter No. 351

December 23, 1960

TO: Distributors, Dealers and Piper Certified Service Centers

SUBJECT: Lubrication of Fuel Selector Valves

MODELS AFFECTED: All PA-18-18A, PA-20, PA-22, PA-22-108 and PA-24 airplanes

## NOTE

Compliance with the recommendations in this Service Letter do not apply to PA-24-250 Comanche airplanes beginning with Serial No. 24-2299 and up as the plug type cock is not used.

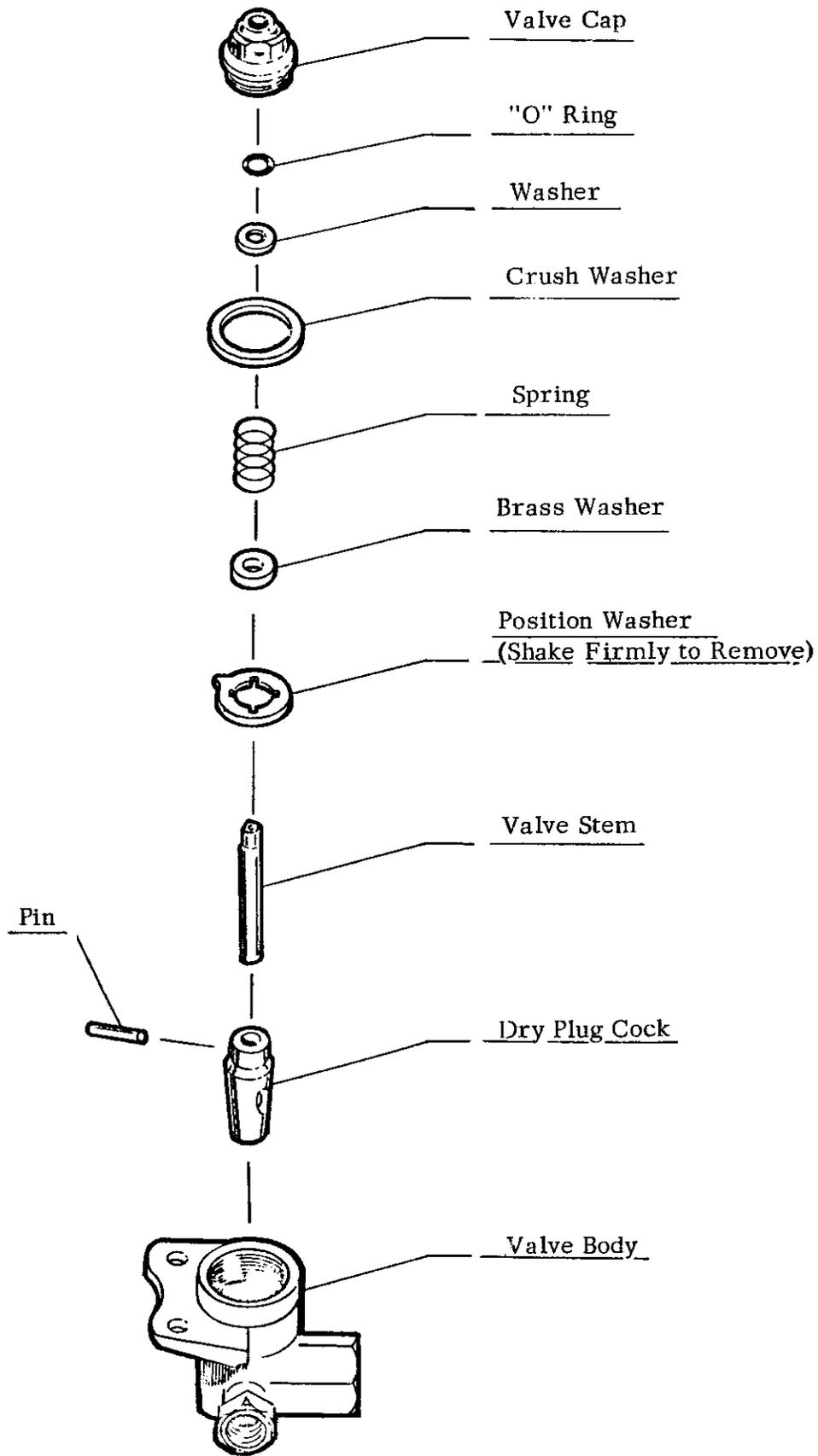
Service reports indicate the subject fuel valve may be subject to binding, making it impossible or difficult to operate. The binding or "freezing" of this valve is caused by fuel coming in contact with the plug and gradually removing the film of lubricant.

There is a tapered plug cock lubricant, MIL G-6032, plug valve grease on the market which we recommend as a lubricant for the fuel valves in our airplanes. This lubricant will not gum or dry out and it is insoluble in gasoline, oil and ethylene glycol. A very thin film of this lubricant should be applied to the clean, dry plug cock. The plug should be turned several times and any excess lubricant in the ports removed.

When lubricating the plug cock, it will be necessary to drain the fuel system. We recommend the plug cock be lubricated every 500 hours of operation with this lubricant - MIL G-6032. See sketch on reverse side for identification of the plug cock.

This lubricant may be obtained from several manufacturers, however, the lubricant we used was obtained from the Lehigh Chemical Company, Chestertown, Maryland, in 2 oz. jars, identified as Synthetic Solvent Resistant Grease, Anderol L-237.

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