

SERVICE LETTER

STINSON DIVISION
Consolidated Vultee Aircraft Corporation
Wayne, Michigan

TO: Distributors, Direct Factory Dealers
Distributor's Dealers and Associate Dealers

LETTER NO: 66

TITLE: Cleaning Carburetor Air Filter and Use
of Carburetor Hot Air

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Gentlemen:

It has become increasingly evident that we have not placed sufficient emphasis on the importance of periodically cleaning the carburetor air filter. The general service manual contains a statement to the effect that the filter should be cleaned after every fifty hours of operation, but it does not stress the importance of cleaning at shorter intervals in dusty areas.

In order to prevent early engine wear, resulting from the entrance of foreign matter through the carburetor induction system, we strongly recommend that carburetor air filters be inspected daily when the airplane is operated under very dusty conditions. In some areas it is quite possible that it may even be necessary to clean the filter daily.

Filters should be cleaned in accordance with the following: Wash the filter in gasoline and allow it to drain and dry for twenty minutes, then dip in clean engine oil and let it drain for ten minutes. Do not use compressed air to dry the unit as damage to the filter elements may result. Reinstall filter with ribs in vertical position and to the front.

Apparently very few of our customers are aware of the early engine wear that can be caused by injudicious use of carburetor heat, and, consequently, a word of caution is in order.

Inasmuch as the outside air, which passes through and is heated by the carburetor hot air muff, does not pass through the filter, it is very important that carburetor heat NOT be used during warm-up or taxiing. This is especially true on dusty airports. If the danger of carburetor ice exists, we suggest that the following procedure be observed:

1. Warm-up engine using full carburetor COLD air.
2. Taxi the airplane using full carburetor COLD air.
3. Just before take-off, clear the engine with full carburetor HOT air to eliminate any danger of ice.
4. Take-off on full carburetor COLD air.
5. After obstructions have been passed, use carburetor heat as required.

Yours very truly,
STINSON DIVISION
Consolidated Vultee Aircraft Corporation

George Martin
Service Manager

GM:LJA