



# SERVICE BULLETIN

No. 351

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"FAA DOA EA-1 Approved"

May 3, 1972

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Subject: Fuel Line Replacement

Models Affected: PA-20-115, PA-20-125, and PA-20-135 Pacer  
PA-22-108, PA-22-125, PA-22-135, PA-22-150, PA-22-160  
Tri-Pacer

Serial Numbers Affected: PA-20 Pacer Series: 20-1 and up.  
PA-22 Tri-Pacer Series: 22-1 to 22-9393 incl.

Compliance Time: Within the next 100 hours of operation.

Purpose: Flexible fuel lines are subject to deterioration for several reasons, such as age, excessive heat and abrasion or chafing. Obviously, a deteriorated fuel line is a potential source of fuel leakage; should this fuel leakage occur in the engine compartment, a potential fire hazard may exist.

A recent survey of PA-20 and PA-22 aircraft has revealed that a certain number of these airplanes are operating with the strainer to carburetor flexible fuel line in a deteriorated condition.

A Piper Service Spares Letter dated September 10, 1962 was published announcing the availability of strainer to carburetor flexible fuel line assembly Piper part number 17766-66 which replaced the originally installed fuel line assembly, Piper part number 70322-32. The part number 17766-66 flexible fuel line assembly was fabricated from improved materials.

The Instructions section (below) of this Service Bulletin details an inspection to be conducted on the above referenced aircraft to isolate possible fuel leakage originating from the strainer to carburetor flexible fuel line assembly as a result of fuel line deterioration, and to insure that chafing and/or excessive heat damage to the fuel line is not present due to inadequate clearance between the fuel line and exhaust system components in the area.

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Instructions:

1. Gain access to bottom aft area of engine compartment.
2. Locate the fuel strainer to carburetor flexible fuel line assembly; the fuel line assembly may be identified by checking the metal identification band which is permanently affixed to each fuel line assembly.
3. If the part number of the existing fuel line assembly cannot be determined or if the part number is 70322-32, replace immediately (see Material Required, below).
4. If part number of flexible fuel line assembly is 17766-66, replacement of this item is not necessary unless the inspection reveals that the fuel line is no longer serviceable as a result of deterioration, evidence of abrasion or chafing, heat damage or improper routing.
5. Make appropriate log book entry.

Material Required:

One (1) each (per aircraft) strainer to carburetor flexible fuel line assembly, Piper part number 17766-66 as required per Instructions Nos. 3 and 4, above.

## NOTE

1. When replacing original fuel line assembly, Piper part number 70322-32 with newer type fuel line assembly, Piper part number 17766-66, installation kit Piper part number 754 439 is also required (one each per aircraft) @ suggested unit retail price \$1.73C.
2. When replacing the originally installed Piper part number 70322-32 flexible fuel line with the new flexible fuel line, Piper part number 17766-66 on all utility category PA-22-150 and PA-22-160 Tri-Pacers and on all PA-22-108 Colts, serial numbers 22-8000 and up, in addition to the installation kit referenced in Note 1, above, two (2) each clamps Piper part number 14929-03 are required (see sketch on page 3 of this bulletin) @ suggested unit retail price \$4.06.

Availability of Parts:

Your Piper Dealer.

Effectivity Date:

This Service Bulletin is effective May 12, 1972.

Summary:

Please make arrangements with your Piper Dealer to comply with this Service Bulletin in accordance with the provisions of Compliance Time, above. The inspection and material replacement (if any) provisions of this Service Bulletin can be accomplished in a minimum amount of time.

NOTE

Install clamps 14929-03 as shown on all utility category PA-22-150 and PA-22-160 aircraft and all PA-22-108 aircraft.

