

# SERVICE



# LETTER

Service Letter No. 136A

September 2, 1952

**TO: Owners of PA-20 and PA-22 Airplanes with serial numbers  
20-1 through 20-923 and 22-1 through 22-775**

**SUBJECT: Chafing of Fuel Line and Fuel Valve Operation**

It is necessary that an inspection be made of the aluminum fuel lines forward of the fuel valve.

To accomplish this, dope the pyralin grommet, 80122-49, to the fabric inside the cabin as shown in the sketch. Cut away the fabric enclosed within the grommet.

Inspect the fuel lines for evidence of chafing by the aileron control cable. Check the clearance between the fuel lines and the cable. If 1/4" or more clearance exists no further action is required. If 1/4" minimum clearance has not been provided, form the fuel lines by hand to obtain this minimum clearance. Exercise care while forming to avoid crushing or kinking the fuel lines.

Upon completion, install the cover, 12761-02, as shown in the sketch.

Further inspect the main fuel line for clearance at the rudder pedal torque tube arm. This inspection may be accomplished through the existing opening in the fabric. If adequate clearance is not provided, form the fuel line in the manner indicated above.

**CAUTION TO OWNERS OF AIRPLANES WITH SERIAL NUMBERS 20-1 THRU 20-82.**

This is to call attention to the "Level Flight Only" placard at the fuel valve imposing flight restrictions while operating from the right fuel tank.

The fuel tank in the right wing panel is fitted with only one outlet fitting, located at the forward inboard corner of the tank.

Extreme flight attitudes will cause a shifting of the fuel level in the tank which creates possible uncovering of the tank outlet. The result is stoppage of fuel flow and engine failure.

**NOTE: USE RIGHT TANK FOR LEVEL FLIGHT ONLY. DO NOT USE FOR TAKE-OFF,  
CLIMB, OR LANDING.**

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PIPER AIRCRAFT CORPORATION

*Rolland Boardman*  
Rolland Boardman, Service Manager

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

Sketch for Service Letter No. 136A

