

SERVICE



LETTER

Service Letter No. 221

May 13, 1957

SUBJECT: Carburetor Air Filter

TO: All Distributors, Dealers, Owners and Operators

MODELS AFFECTED: All Piper Airplanes

Information which was originally submitted on our Service Letter Number 160 has become obsolete.

Recently we have received from the field, both foreign and domestic, reports to the effect that the engines on all our airplanes are not giving satisfactory service life. On many of these engines it has been necessary to perform major overhauls at periods of anywhere from fifty to three hundred and fifty hours. We would again like to bring to your attention the importance of proper maintenance of the carburetor air filter on your airplane. Many of the reported engine failures have been caused by improper maintenance of the filter. A dirty air filter on your engine will allow an amazing amount of dirt and grit to find its way through the intake manifold into the engine.

The air filters must be cleaned at least once every fifty hours and depending on the type of condition existing, it may be necessary to clean the filters daily or every five hours. Extra filters are inexpensive and should be kept on hand and used for rapid replacement. This is especially true when operating our PA-18A Agricultural Airplanes under very dusty conditions.

The following cleaning and reoiling procedure is recommended by the manufacturer of the filter.

1. Remove filter from carburetor air box.
2. Wash thoroughly, soiled face down in cleaning fluid and allow to dry. (Cleaning fluid may be gasoline, kerosene, or naphtha.)
3. Immerse filter in mixture of three parts oil, specification MIL-L-6082, grade 1100 SAE 60 and one part corrosion preventative compound, specification AN-VV-C-576, and allow to drain for two to four hours. (SAE 50 may be used in lieu of grade SAE 60.)
4. Wipe off excess oil and reassemble to carburetor air box.

PIPER AIRCRAFT CORPORATION

Rolland Boardman
Rolland Boardman
Service Manager

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