



SERVICE BULLETIN

No. 643A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

FAA Approved

December 8, 1980

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(Service Bulletin No. 643A supersedes and voids Service Bulletin No. 643, dated July 23, 1979.)

Subject: Oil and Manifold Pressure Tubes Inspection

Reason for Revision: Revise Serial Numbers Affected and Material Required.

Models Affected: Serial Numbers Affected:

PA-31/31-325 Navajo
PA-31-350 Chieftain

31-752 through 31-8112002
31-5001 through 31-8052212

NOTE: This Service Bulletin applies only to those above listed aircraft which have air conditioning installed.

Compliance Time: Within the next one hundred (100) hours of operation or at the next scheduled inspection, whichever occurs first.

Purpose:

It has been determined that in the aircraft listed above which have air conditioning installed, there exists a possibility of oil pressure and manifold pressure tubes coming into contact with the air conditioner condenser scoop actuator arms. Such contact could cause damage to the oil pressure and manifold pressure tubes and could result in inaccurate indications or in the loss of oil from the affected engine.

This Service Bulletin provides instructions for the inspection of the oil and manifold pressure tubes for proper clearance and for the repositioning or replacement of the tubes if required.

Instructions:

Refer to attached Sketch/Instructions.

(over)

Material Required:

If required by inspection, one (1) each per aircraft:

Manifold Pressure Line - Piper Part No. 71364-02.
Oil Pressure Tube - Piper Part No. 71366-02.

Availability of Parts:

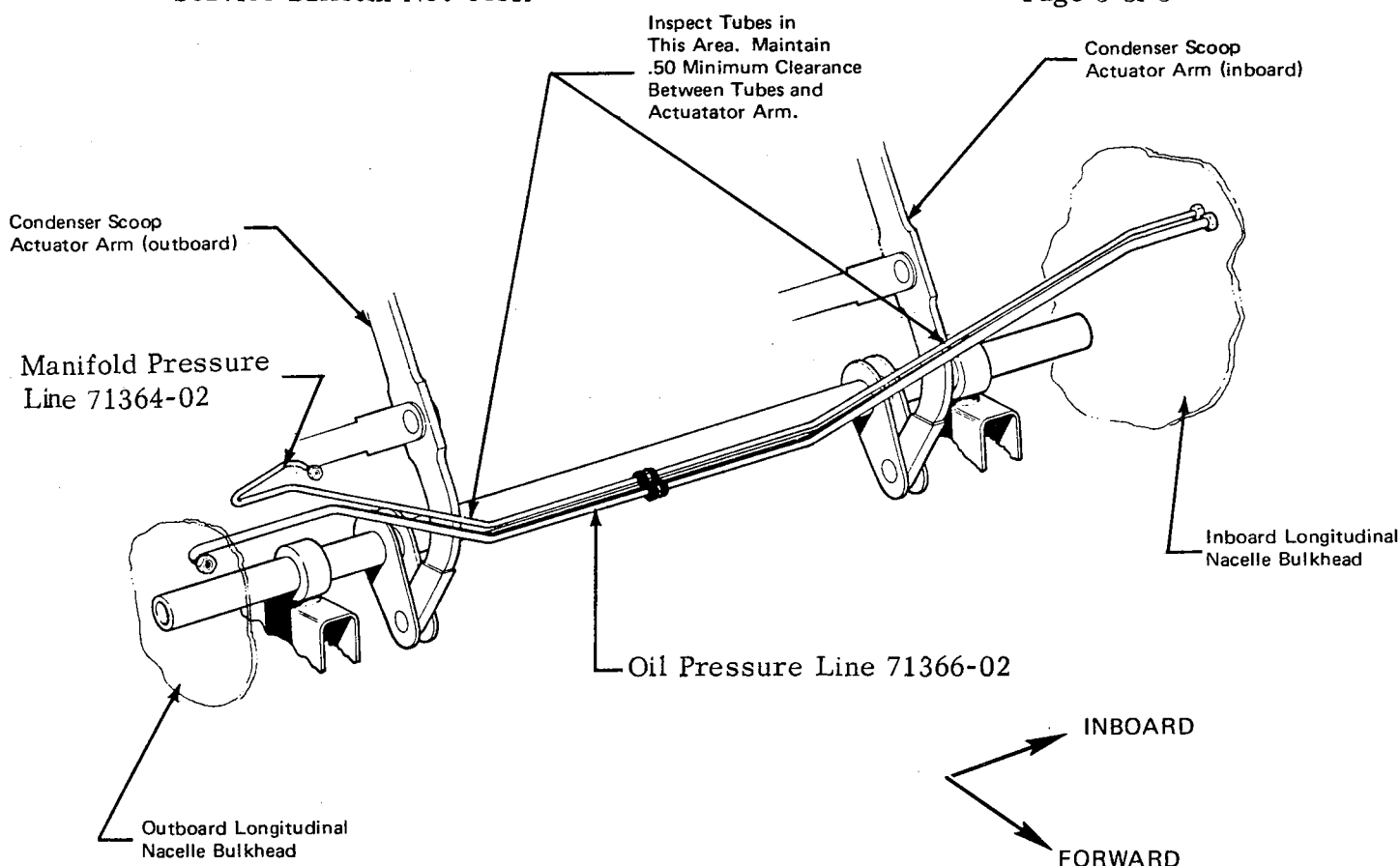
Your Piper Field Service Facility.

Effectivity Date:

This Service Release is effective upon receipt.

Summary:

Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release in accordance with Compliance Time, above.



INSTRUCTIONS

1. Remove the top, inboard and outboard access panels from the right engine nacelle to gain access to the oil pressure and manifold pressure tubes.
2. Inspect the oil pressure and manifold pressure tubes for possible chafing or interference with the condenser scoop actuator arms as shown.
3. If the oil pressure and/or manifold pressure tubes are not chafed, proceed to Step 5.
4. If the oil pressure and/or manifold pressure tubes are chafed, at either inboard or outboard actuator arm, tubes must be replaced with new tubes as shown on sketch above.
5. Operate the condenser scoop to the full open position and inspect for proper clearance between the actuator arms and oil pressure, manifold pressure tubes as shown above.
 - a. If clearance between actuator arms and tubes is .50 or larger, proceed to Step 6.
 - b. If clearance between actuator arms and tubes is not .50, carefully reposition tubes to gain .50 minimum clearance.
6. Operate condenser scoop to insure .50 minimum clearance, between tubes and actuator arms, during complete cycle.
7. Reinstall access panels removed for this inspection/replacement.
8. Make proper logbook entry of Service Bulletin 643 compliance.