



SERVICE BULLETIN

No. 202

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

F.A.A. APPROVED

May 22, 1961

SUBJECT: Inspection of Comanche Exhaust System
MODELS AFFECTED: PA-24 "250" Comanches - Serial Nos. 24-103 to 24-1629 inclusive
DATE OF COMPLIANCE: Prior to but not later than next 100 hour inspection

Field service reports indicate that cracks have been appearing in the engine exhaust stack assembly, right side - Part Number 21664-03. It is requested these stacks be inspected for cracks or other indications of deterioration in the following manner:

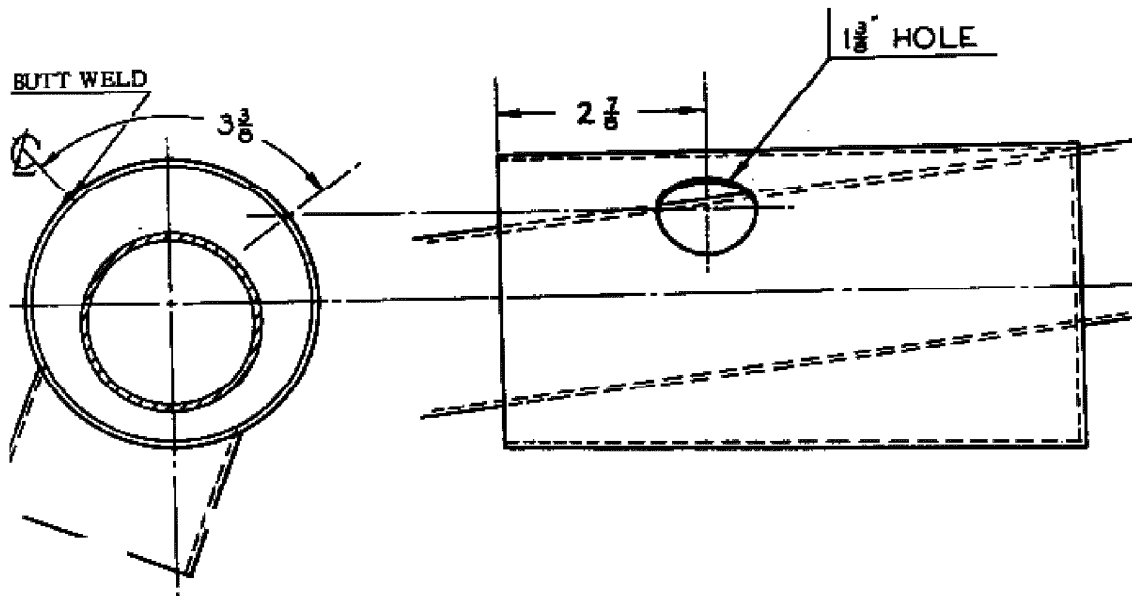
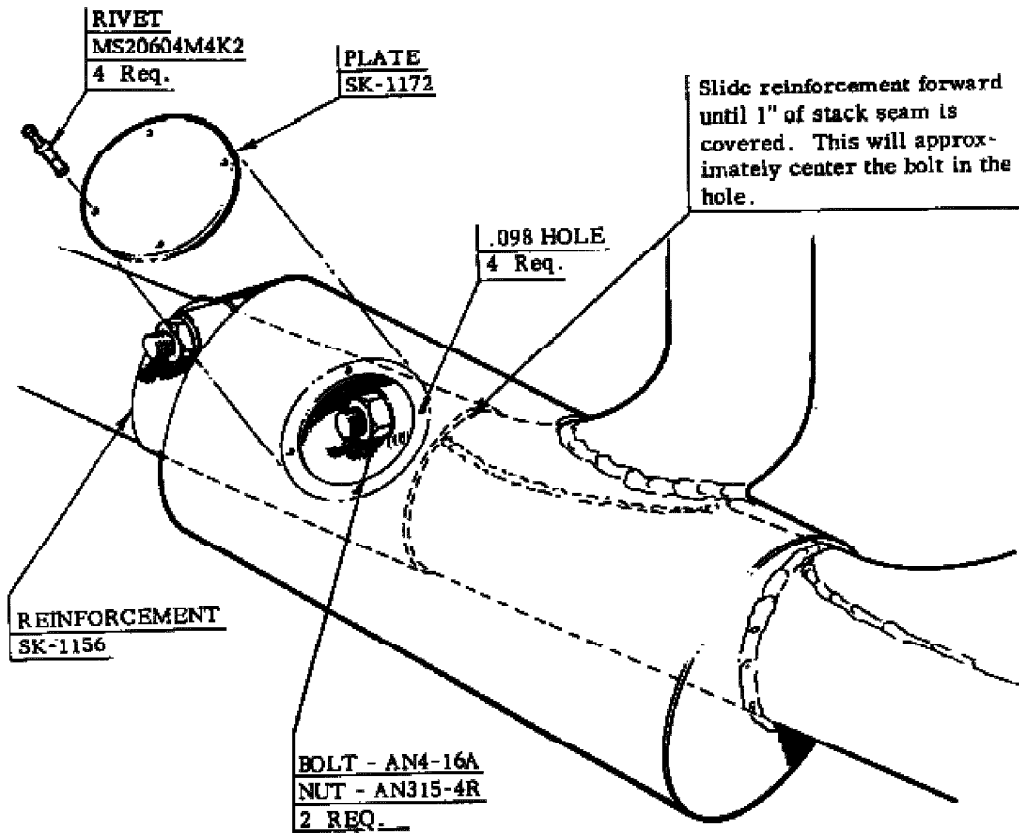
1. Remove or loosen the shroud assembly.
2. Inspect the exhaust stack assembly for any indication of cracks or deterioration. A thorough examination of the area where the rear cylinder exhaust stack is welded to the exhaust stack assembly should be made. This assembly must be replaced immediately if this condition is noted.
3. Exhaust stacks that have the reinforcement plate welded to the stack in the area where Kit No. 754 396 is to be installed will not be affected by this Bulletin.
4. Stacks that do not have the reinforcement plate but are found to be in satisfactory condition shall be inspected each 50 hours of operation until reinforced with Kit No. 754 396. Installation of Kit No. 754 396 must be accomplished prior to but not later than the next 100 hour inspection. Refer to sketch below and instruction sheet.

Distributors should order Kit No. 754 396 in sufficient quantities to comply with this Service Bulletin. Credit for the kit and two and one-half (2-1/2) hours warranty labor will be authorized upon receipt of a duly executed Warranty and Credit Claim.

Replacement of stack assembly, part number 21664-03, when required in compliance with this Bulletin, will be furnished at a special pro-rated price, as follows:

0 - 100 hours	-	No charge
100 to 200 hours	-	75% of list price
200 to 300 hours	-	50% of list price
500 hours or over	-	25% of list price

Credit in accordance with the above pro-rated schedule will be issued upon receipt of a duly executed Warranty and Credit Claim.



SKETCH "A"

May 22, 1961

1. Disconnect at the shroud, air ducts running from carburetor heat air shroud to engine baffle and carburetor heat air intake.
2. Remove screws and nuts from carburetor heat shroud in order to gain accessibility to exhaust stack.
3. Locate, mark and drill holes in stationary part of air shroud as per Sketch "A".
4. Make sure all metal filings are cleaned out of shroud before reassembly of air shroud
5. Install reinforcement on exhaust stack. Slide reinforcement forward until bolt is centered in hole cut in air shroud. This should move the reinforcement far enough forward to cover 1" of exhaust stack weld.
6. Torque nuts to 120 inch lbs. on the initial installation of the reinforcement. Run up the engine on the ground at 1500 RPM for five minutes. After ground run up torque nuts to 60 inch lbs.
7. Reassemble shroud, hook up air ducts and make another ground run up for five minutes at 1500 RPM. Again check nut torque value for 60 inch lbs. This procedure allows the reinforcement to seat on the stack assembly Stake bolt threads to safety nuts
8. After final torque check install repair plate Part No. SK-1172 as per Sketch "A".