



SERVICE BULLETIN

No. 324

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"FAA DOA EA-1 Approved"

September 29, 1970 S/M

Subject: Vacuum Pump Adapter Drive Assembly

Models Affected: PA-18-150 Super Cub
PA-23-250 and PA-E23-250 Aztec
PA-24 Comanche
PA-30 Twin Comanche
PA-31 and PA-31-300 Navajo
PA-39 Twin Comanche C/R

Serial Numbers Affected: PA-18-150 to serial number 18-8893 incl., 18-8895 to 18-8900 incl.

PA-23-250 and PA-E23-250 to serial number 27-4467 incl., 27-4469 to 27-4482 incl., 27-4484, 27-4485, 27-4490 to 27-4500 incl., 27-4502 to 27-4513 incl., 27-4516 to 27-4527 incl., 27-4530 to 27-4535 incl., 27-4537 to 27-4547 incl., 27-4549, 27-4551, 27-4552, 27-4554 to 27-4557 incl., 27-4559, 27-4562 to 27-4573 incl.

PA-24 to serial number 24-4923 incl., 24-4925 to 24-4944 incl., 24-4946 to 24-4948 incl. and 24-4950.

PA-30; Serial Nos. 30-2 to 30-2000 incl.

PA-31 and PA-31-300 to serial number 31-536 incl., 31-537 to 31-578 incl., 31-580 to 31-639 incl., 31-641 to 31-647 incl., 31-649, 31-651 to 31-661 incl., 31-663 to 31-670 incl., 31-672, 31-673, 31-675, 31-677 to 31-685 incl., 31-689, 31-691.

PA-39; Serial Nos. 39-1, 39-2, 39-4 to 39-16 incl., 39-18 to 39-32 incl., 39-34 to 39-46 incl., 39-49 to 39-52 incl., 39-54, 39-55, 39-58 to 39-61 incl., 39-63 to 39-73 incl., 39-76, 39-80 and 39-81.

Compliance Time: Immediately upon receipt of this bulletin.

NOTE: This bulletin only affects the above referenced aircraft with 25 hours or less operational time in service.

(over)

Purpose:

To provide instructions for an inspection of the vacuum pump adapter drive assembly (reference attached sketch for an illustration of the area to be inspected).

Instructions:

- I. Remove vacuum pump and vacuum pump adapter assembly from engine.
- II. Remove drive shaft from adapter housing and inspect the shaft for any sign of aluminum pick up on shaft at either end of shaft where it contacts adapter bearing bore.
- III. Inspect the adapter housing for the following:
 - a. Any evidence of inadequate lubrication resulting from foreign chips in oil supply hole.
 - b. Omission of oil supply hole.
 - c. Improper location of dowel.
 - d. Improper indexing of drive adapter assembly to accessory pad.
- IV. Inspect gasket, Lycoming part number 61183, for omission of oil transfer hole.

SPECIAL NOTE

IF ANY DISCREPANCIES ARE FOUND, DO NOT ATTEMPT TO REPAIR. Contact your local Lycoming Regional Representative or Lycoming Service Department for further instructions.

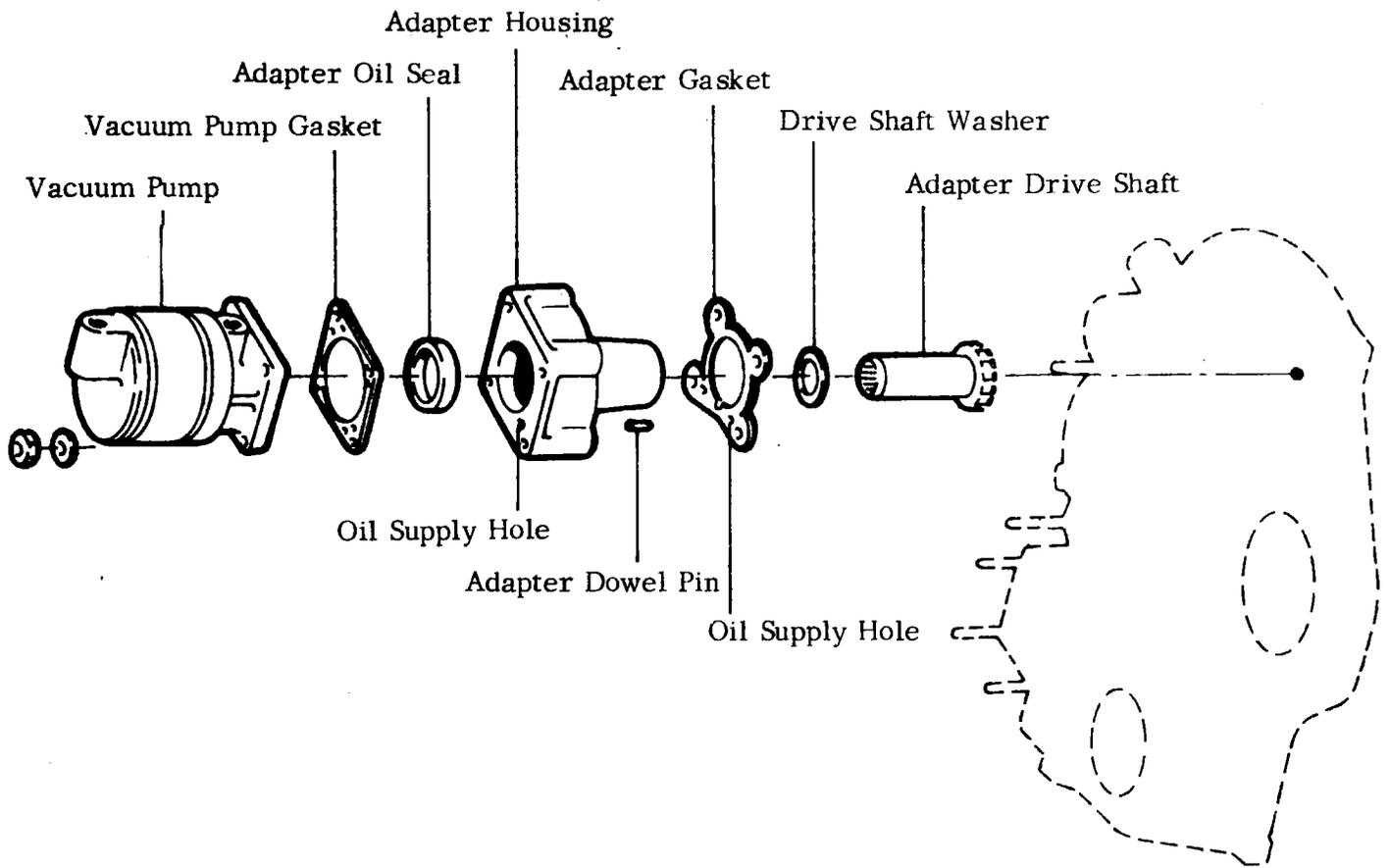
- V. If the above referenced inspection procedure discloses no discrepancies, clean and lubricate (with SAE 50 oil) all parts that were inspected and reinstall on engine; torque all nuts to 50 to 70 inch pounds.

Material Required:

Not applicable.

Availability of Parts:

Not applicable.



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