



# SERVICE LETTER

No. 694

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

May 7, 1974 M

Subject:

- I. Tailpipe Support Installation
- II. Exhaust Manifold Clamp Inspection (reference attached Lycoming Service Bulletin No. 368, dated November 23, 1973)

Models Affected:

PA-31P Navajo

Serial Numbers Affected:

Reference Subject I, above (31P-1 to 31P-7400216 incl.)  
Reference Subject II, above (refer to attached Lycoming Service Bulletin No. 368, Models Affected)

Compliance Time:

(Reference Subject I, above); recommended at the next 100-hour inspection or at the next annual inspection, whichever occurs first.

(Reference Subject II, above); refer to attached Lycoming Service Bulletin No. 368, Time of Compliance.

Purpose:

- I. A new method of supporting the turbine tailpipe and waste gate tailpipe on the TIGO-541-E series engine has recently been introduced into production of PA-31P Navajos. The new attachment method involves replacing the existing turbine tailpipe and waste gate tailpipe support clamps with an isolator assembly, which is designed to provide a more durable (yet flexible) means of support. This product refinement item is designed to extend the service life of the exhaust system by precluding the possibility of fatigue and eventual breakage peculiar to the earlier style support clamps.
- II. To provide distribution of attached Lycoming Service Bulletin No. 368, dated November 23, 1973.

The balance of the standard Piper Service Letter format does not apply to Subject II, above; please refer to attached Lycoming Service Bulletin No. 368, dated November 23, 1973, for further detailed information.

Instructions:

Tailpipe support installation information contained in Piper Kit No. 760 837, Tailpipe Support Installation Kit.

Material Required:

One (1) each per engine (i.e., two kits per airplane) Tailpipe Support Installation Kit, Piper Part No. 760 837, at a special

Material Required: (continued)

reduced price of \$18.14 for a period of time not to exceed six months from the Effectivity Date of this Service Letter.

Availability of Parts:

Your Piper Field Service Facility.

Effectivity Date:

This Service Letter is effective

Summary:

Please contact your Piper Field Service Facility to obtain the subject product refinement item at the special reduced price within six months from the Effectivity Date of this service release, and to make arrangements for installation in accordance with Compliance Time, above.

# AVCO LYCOMING DIVISION

WILLIAMSPORT, PENNSYLVANIA 17701

## Service Bulletin



DATE: November 23, 1973

Service Bulletin No. 368  
Engineering Aspects are  
FAA (DEER) Approved

SUBJECT: Exhaust Manifold Clamp Inspection

MODELS AFFECTED: TIGO-541-E series engines.

TIME OF COMPLIANCE: Within next 10 hours of engine operation and each 50 hours thereafter.

As a means of preventing the exhaust manifold from separating at the slip joint, thus losing the exhaust pressure to the turbocharger, a tensioning device is provided on the exhaust manifold which consists of a clamp, hook and spring as shown in the illustration.

Examine the clamp for any movement; if it can be moved in any direction, it is not tight enough. To tighten, draw the nut on the bolt as far as possible. If the clamp can still be moved, remove the nut and bolt leaving the clip and hook loose. Fasten both tangs of the clip on the outside of the tangs of the clamp as shown in the

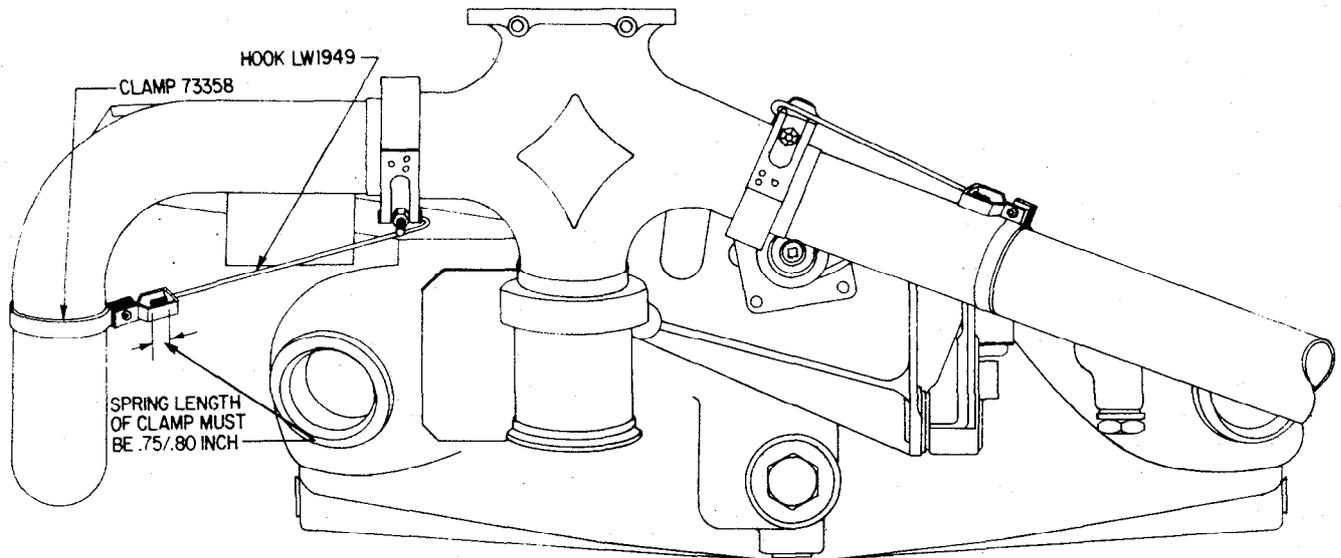
illustration. If the clamp still can be moved, replace the component parts with those shown in the list below.

### NOTE

The compressed length of spring is .75-.80 inch.

### PARTS DATA:

|     |              |        |
|-----|--------------|--------|
| (1) | No. 73358    | Clamp  |
| (1) | No. 1892     | Spring |
| (1) | No. LW-11949 | Hook   |



Rear View Showing Tensioning Devices