



SERVICE LETTER

No. 806

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

February 22, 1977 M

Subject:

Air Scoop Lip De-Icer Rewiring/Hourmeter
Harness Revision

Models Affected:

Serial Numbers Affected:

PA-31T Cheyenne 31T-7400002 to 31T-7720003 Inclusive

Compliance Time: At owner/operator's discretion, recommended at the next Programmed Inspection event, not to exceed the next fifty (50) hours of operation.

Purpose: Reports from the field have been received describing engine air scoop lip de-icer boot failures occurring in a relatively low amount of operational time. It was subsequently determined that the present electrical system will allow the boot to be energized in an incorrect sequence, with possible damage to the boot.

Also, it was found that on earlier Cheyennes, the engine hourmeter circuit, under certain circumstances, may cause the air scoop lip de-icer boot to energize. Should this occur with the aircraft stationary, boot damage may result.

This Service Release provides (1) instructions to rewire the engine air scoop lip de-icer circuit to insure proper electrical input sequence, and (2) on earlier Cheyennes (see Instructions, below), instructions to add a diode in the hourmeter harness to prevent inadvertent activation of the air scoop lip de-icer.

Instructions:

1. Applies to serial nos. 31T-7400002 to 31T-7720003 Inclusive; refer to attached sketch/instruction sheet, Detail "A" for engine air scoop lip de-icer circuit re-wiring information;
2. Applies to serial nos. 31T-7400002 to 31T-7520035 Inclusive; refer to attached sketch/instruction sheet, Detail "B" for instructions to add a diode in the hourmeter wiring harness.

Material Required: (Refer to Instruction No. 2, above); one (1) each per aircraft Diode (Motorola \approx 1N4006), Piper Part No. 456 763 @ suggested unit list price \$.90C.

Availability of Parts: Obtain locally, or through your Piper Field Service Facility.

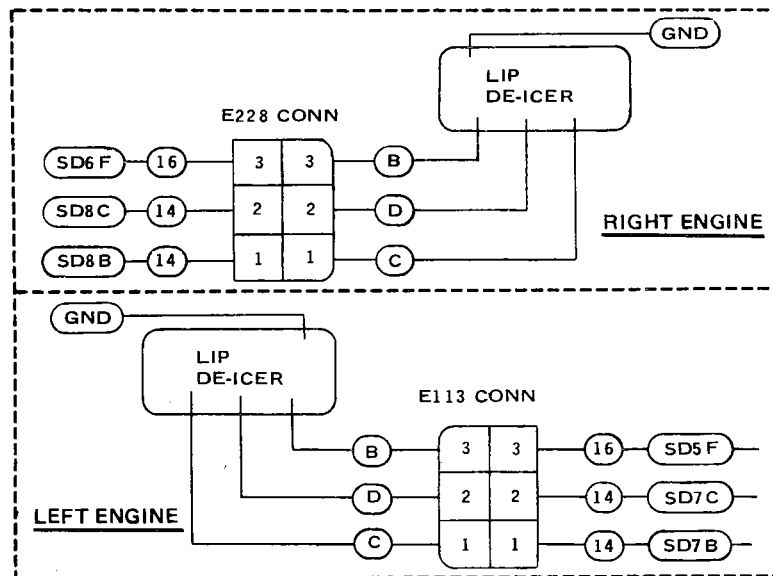
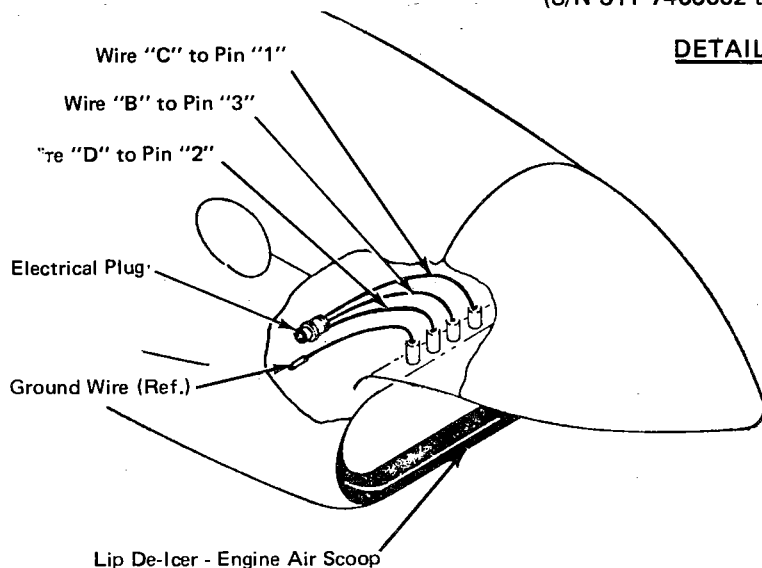
over

Effectivity Date: This Service Release is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to incorporate the above described product refinement modifications on your aircraft, in accordance with the recommendations in Compliance Time, above. Reimbursement for one (1) hour per aircraft labor is available through your Piper Field Service Facility in accordance with their respective labor allowance credit application procedure.

AIR SCOOP LIP DE-ICER REWIRING
(S/N 31T-7400002 to 31T-7720003 incl.)

DETAIL "A"

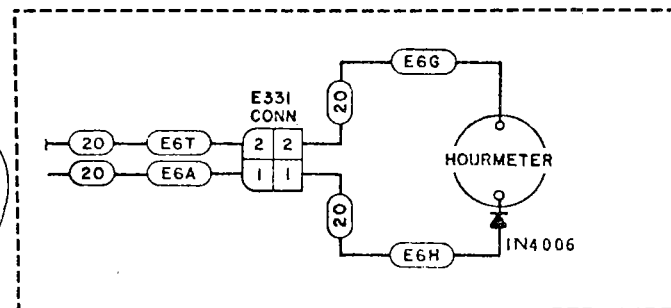
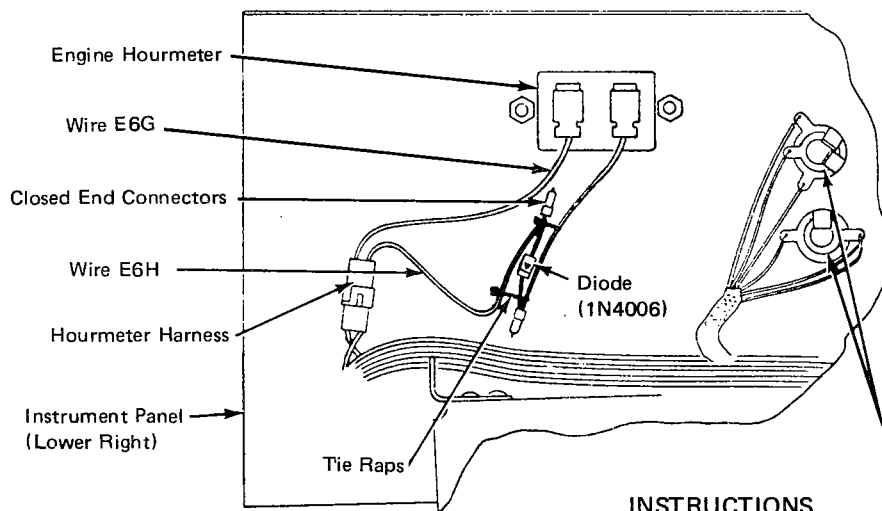


INSTRUCTIONS

1. Remove upper cowl from both engines to gain access to the wires from the air scoop lip de-icer.
2. Disconnect the electrical connector containing the three wires from the lip de-icer.
3. Using an extraction tool, remove the three lip de-icer leads from the electrical plug.
4. Reinstall the three wires in the plug per the above sketch.
5. Reconnect the electrical connector.
6. Conduct operational check of lip de-icers per paragraph 14-22 in the PA-31T Service Manual.
7. Reinstall upper cowl to both engines and make proper Logbook entry of Service Letter compliance.

HOURLMETER HARNESS REVISION
(S/N 31T-7400002 to 31T-7520035 incl.)

DETAIL "B"



INSTRUCTIONS

1. Disconnect and remove the engine hourmeter harness assembly that is attached to the hourmeter.
2. Cut harness wire (E6H) and install Diode P/N 456 763 (Motorola No. 1N4006) as shown above.
3. Reinstall harness assembly and make proper Logbook entry of Service Letter compliance.