

SERVICE



LETTER

Service Letter No. 252

September 16, 1955

TO: All Distributors, Dealers and Owners

SUBJECT: Primer Pump

MODELS AFFECTED: PA-23, Serials 23-1 to 23-102 inclusive

We have received reports from the field relative to engine roughness which is caused by the primer pump becoming unlocked and allowing raw gas to enter the intake manifold of the engine, thus disrupting the proper fuel-air mixture.

A secondary primer pump lock has been provided on all new airplanes and earlier models can be modified if the owner so desires.

We recommend that this modification be made and that it be made in accordance with the sketch shown on the reverse side of this letter.

Very truly yours,

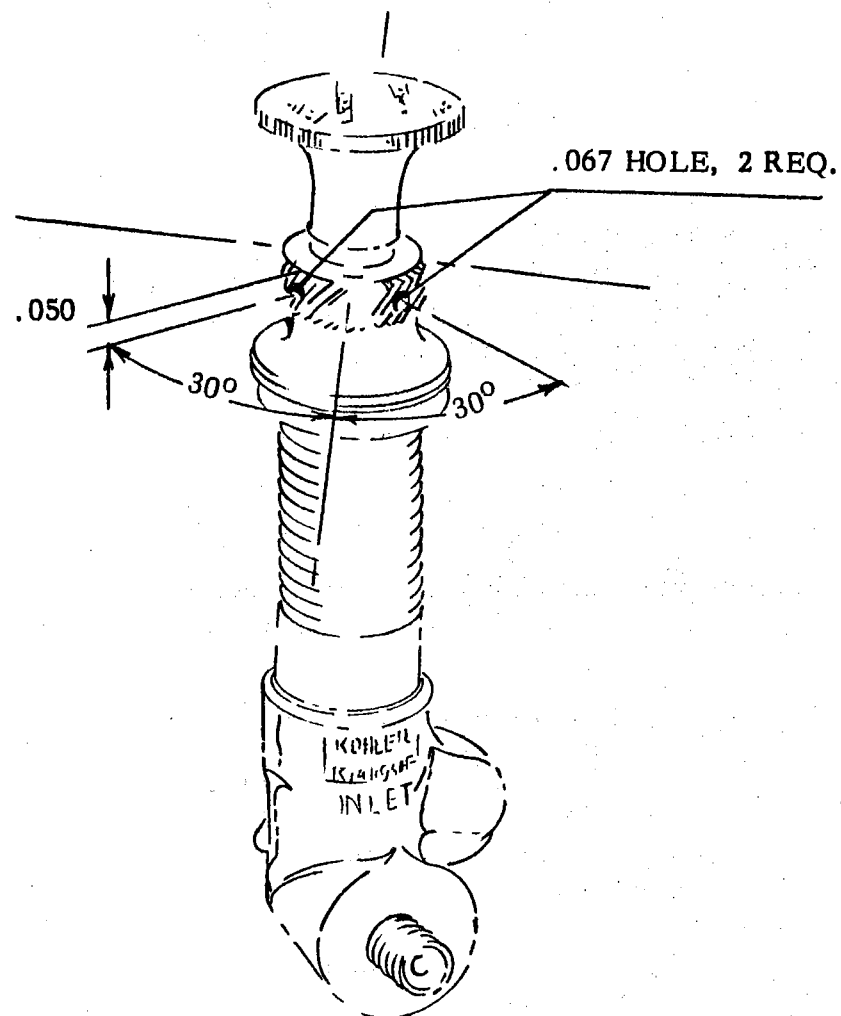
PIPER AIRCRAFT CORPORATION

A handwritten signature in cursive script that reads "Rolland Boardman".

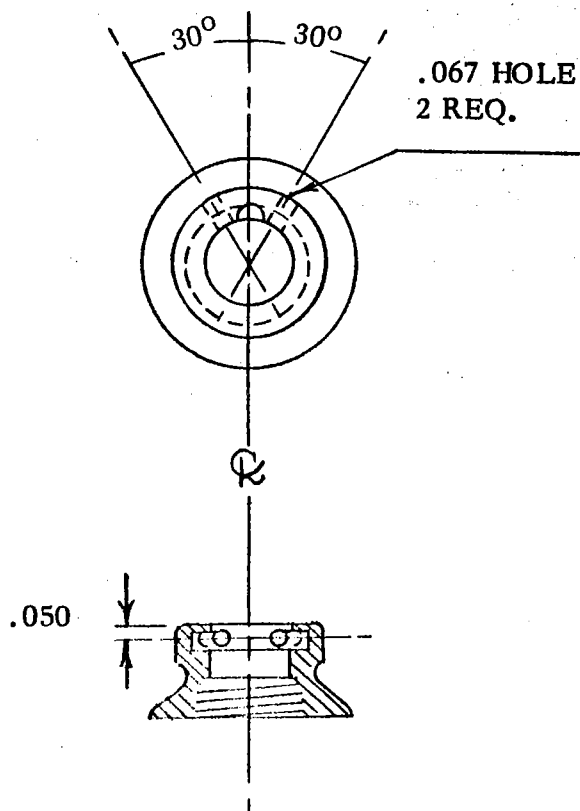
Rolland Boardman
Service Manager

RB:mh

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.



1. Remove the piston from the barrel.
2. Unscrew the "O" ring seal end from the piston assembly so that the knurled nut may be removed.
3. Drill two holes in the knurled nut per sketch.
4. Reassemble - using care that no foreign material adheres to the internal parts.



LOCK-KOHLER PRIMER

SKETCH "A"

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PIPER AIRCRAFT CORPORATION

LOCK HAVEN, PENNSYLVANIA