Cessna
SALES AND SERVICE
TAKE YOUR CESSNA HOME FOR SERVICE AT THE SIGN OF THE CESSNA SHIELD

single-engine SERVICE LETTER

MARKETING DIVISION • CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS 67201 • CABLE ADDRESS / CESSCO WICHITA

May 5, 1970

SE70-10

SUBJECT: OIL PRESSURE LINE REPLACEMENT

MODELS AFFECTED: 172/Skyhawk

Effective on production at aircraft serial 17259044 (delivery date 4-10-70) and on, the oil pressure line forward of the firewall has been replaced by a flexible hose assembly.

Use of the new flexible hose assembly prevents the possibility of engine vibration causing fatigue cracks in the metal line previously installed.

Because some reports have been received of these oil lines cracking and leaking on aircraft prior to the above serial, Service Kit SK172-33 (copy attached) has been developed and should be installed on all earlier 172/Skyhawk aircraft. The Service Kit can be obtained through the Cessna Dealer Organization ..... suggested kit price $29.50 (S).

NOTE: This change affects only the 1968, 1969, and 1970 models which use the Blue Streak engine.

This change should be accomplished at the next engine inspection or oil change but no later than the next 50 hours of operation.

A labor allowance and/or parts credit will be paid on some aircraft (depending on the age of the aircraft) providing installation of SK172-33 is completed and a claim submitted by the following dates.

Domestic and Canada ..... September 1, 1970
Export ..... November 1, 1970

Owners and operators of affected aircraft should contact their Cessna Dealer for additional details on this important program.

(Owner Notification System - No. 2)

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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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THE CESSNA AIRCRAFT COMPANY

SK172-33
APRIL 15, 1970

SERVICE Kit

Cessna

Title OIL PRESSURE LINE REPLACEMENT

MODELS AFFECTED	SERIALS AFFECTED
172	17256513 thru 17259043

NOTE

1. For aircraft with hourmeter installed, the following parts will be required in addition to this kit, and may be obtained from Cessna Service Parts Center.

QTY	PART NO.	NOMENCLATURE
1	1213158-3	Adapter
1	MS28778-2	Packing

PARTS LIST:

QUANTITY	PART NUMBER	NOMENCLATURE
1	0752037-3	Elbow Assy
1	1450024-3	Union
1	AN742D12	Clamp
1	AN924-3D	Nut
2	AN960D616	Washer
1	MS21919DG6	Clamp
1	NAS446-5-3	Nut
1	S1021Z10-8	Screw
1	S1236C3-0184	Hose Assy
1		Installation Instructions

CHANGE IN WEIGHT AND BALANCE: NEGLIGIBLE

1. DESCRIPTION OF INSTALLATION.

   a. Installation of this kit consists of:

      (1) Lowering engine as required to gain access to oil pressure line connection at engine.

      (2) Removing oil pressure line and elbow from engine and installing new elbow.

      (3) Removing and replacing fitting in firewall.

      (4) Installing new oil pressure hose assembly.

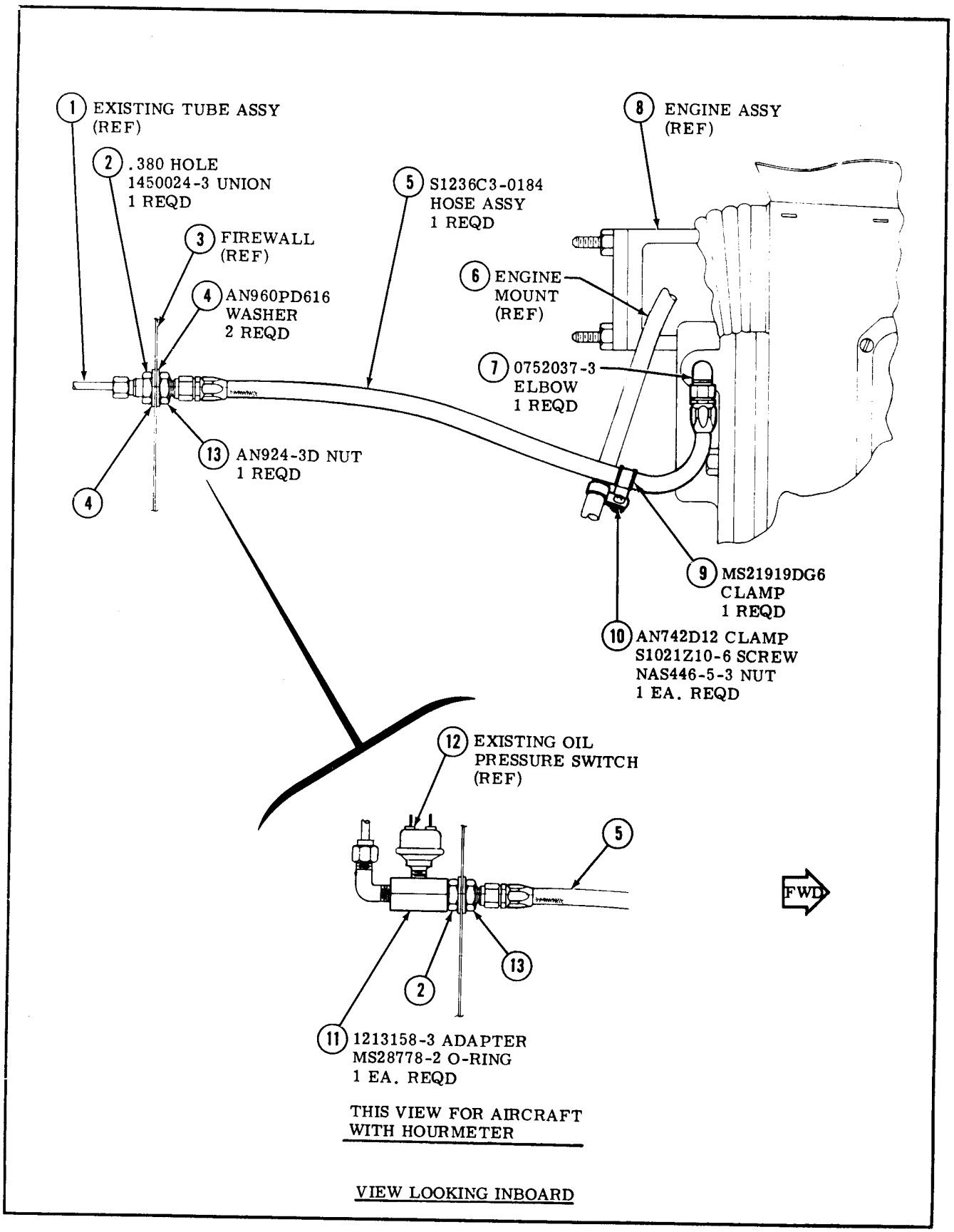

Figure 1. Oil Pressure Line Installation.

2. INSTALLATION INSTRUCTIONS.

a. (Refer to figure 1.) Oil Pressure Line Installation.

(1) Remove engine cowl and attach hoist to engine.

(2) Disengage upper engine shock mounts and tilt engine forward sufficiently to gain access to oil pressure line connection at the engine.

(3) Remove existing oil pressure line.

(4) Remove existing elbow from engine and install elbow (7). Place elbow in a vertical position as shown.

(5) Remove existing fitting from firewall (3) and existing oil pressure line (1) as required.

(6) Enlarge hole in firewall to .380 DIA. hole (2).

(7) Install union (2) in hole in firewall and secure with washers (4) and nut (13) as shown.

(8) Interconnect elbow (7) and union (2) with hose assembly (5) as shown.

NOTE

On aircraft with hourmeter existing, remove and replace existing adapter with adapter (11). Install o-ring (11) in between adapter and union (2).

(9) Secure hose assembly to engine mount (6) with clamps (9) & (10), screw (10) and nut (10).

(10) Raise engine to normal position and secure as required in accordance with current 172 Service Manual.

3. OPERATIONAL CHECKOUT.

a. Check installation as follows:

(1) Loosen oil pressure line at oil pressure gage at instrument panel.

(2) Bleed oil pressure line by starting engine and catching seeping oil at loose connection until all air is removed from line. Tighten oil pressure line at gage.

(3) Reinstall engine cowl.

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single-engine SERVICE LETTER

MARKETING DIVISION • CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS 67201 • CABLE ADDRESS / CESSCO WICHITA

June 9, 1970

SE70-10
(Supplement #1)

SUBJECT: OIL PRESSURE LINE REPLACEMENT

MODELS AFFECTED: 172/Skyhawk

Service Letter SE70-10, dated May 5, 1970, and subsequent AD70-10-6, call for the installation of a flexible oil pressure hose forward of the firewall.

Because of a shortage of the 3/16 inch hose contained in SK172-33, two changes have been made since issuance of the above letter and AD.

1. AD70-10-6 has been amended to extend compliance time to 50 hours of operation from May 29, 1970 but no later than June 30, 1970.

2. An alternate Service Kit (SK172-34; copy attached) has been developed which consists of 1/4 inch flexible hose and related fittings. This kit can be obtained through the Cessna Dealer Organization.....suggested list price $24.50 (S).

Labor and parts cost allowance information stated in SE70-10 is also applicable to the installation of SK172-34.

Owners and operators of affected aircraft should contact their Cessna Dealer for additional details.

(Owner Notification System - No. 2)

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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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THE CESSNA AIRCRAFT COMPANY

SK172-34
MAY 26, 1970

SERVICE Kit

Title OIL PRESSURE LINE REPLACEMENT

Cessna.

MODELS AFFECTED	SERIALS AFFECTED
172	17256513 thru 17259043

PARTS LIST:

QUANTITY	PART NUMBER	NOMENCLATURE
1	0752037-1	Elbow Assy
1	AN742D12	Clamp
1	AN832-4D	Union
1	AN894D4-2	Bushing
1	AN924-4D	Nut
2	AN960D716	Washer
1	MS21919DG7	Clamp
1	NAS446-5-3	Nut
1	S1021Z10-8	Screw
1	S1236C4-0184	Hose
1	MS28778-2	O-Ring
1	MS28778-4	O-Ring
1		Installation Instructions

CHANGE IN WEIGHT AND BALANCE: NEGLIGIBLE

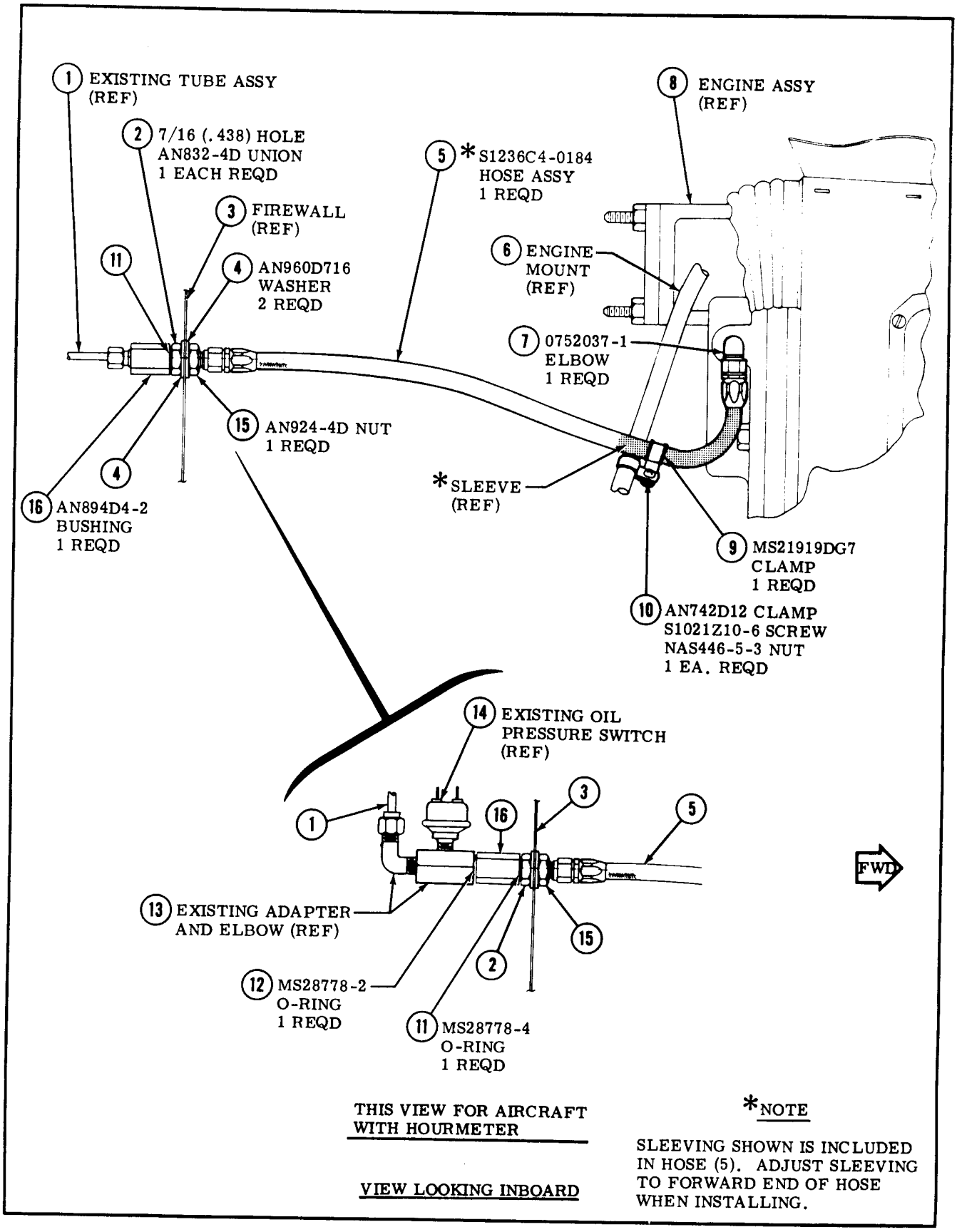

Figure 1. Oil Pressure Line Installation.

1. DESCRIPTION OF INSTALLATION.

   a. Installation of this kit consists of:

      (1) Lowering engine as required to gain access to oil pressure line connection.

      (2) Removing existing forward oil pressure line and fittings.

      (3) Installing new oil pressure hose assembly and fittings.

2. INSTALLATION INSTRUCTIONS.

   a. (Refer to figure 1.) Existing Oil Pressure Line Removal.

      (1) Remove engine cowl and attach hoist to engine.

      (2) Disengage upper engine shock mounts and tilt engine forward sufficiently to gain access to oil pressure line connection at rear of engine.

      (3) Remove existing oil pressure line. Disconnect tube (1) from existing firewall fitting.

      NOTE

      For aircraft with hourmeter installation remove existing tube (1) from existing elbow and adapter (13). Remove elbow and adapter (13) and oil pressure switch (14) from existing firewall fitting.

      (4) Remove existing firewall fitting from firewall (3) and existing elbow from engine.

   b. (Refer to figure 1.) Oil Pressure Line Installation.

      (1) Drill out existing hole (2) in firewall (3) to 7/16" (.438) and install union (2).

      (2) Secure union with washers (4) and nut (15).

      (3) Install O-ring (11), bushing (16) and existing tube (1) as shown.

      NOTE

      For aircraft with hourmeter installation install O-ring (12), existing adapter and elbow (13) and oil pressure switch (14) between bushing (16) and tube (1) as shown.

      (4) Replace elbow removed from engine with elbow (7). Secure elbow in vertical position shown.

      (5) Adjust sleeving on hose (5) to forward end of hose (engine end).

      (6) Install hose (5) on elbow (7) and union (2).

      (7) Secure hose (5) to engine mount (6) with clamps (9 & 10) and screw and nut (10) as shown.

      (8) Raise engine to normal position and secure as required in accordance with current 172 Service Manual.

3. OPERATIONAL CHECKOUT.

   a. Check installation as follows:

      (1) Loosen oil pressure line at oil pressure gage at instrument panel.

      (2) Bleed oil pressure line by starting engine and catching seeping oil at loose connection until all air is removed from line. Tighten oil pressure line at gage.

      (3) Reinstall engine cowl.