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**Service Bulletin**  
**PA-28-160, -161, -180, -181**  
Bulletin No. SB 05-2  
Revision No. (-)  
Date April 12, 2005

**Subject:** **VISUAL INSPECTION FOR LEAKAGE IN FUEL SYSTEM FITTINGS**

**Effectivity:** This Service Bulletin applies to all PA-28 series aircraft on which STC SA2660CE was installed between April 20, 1998 and April 1, 2005, and on PA-28 series airplanes on which Petersen Service Bulletin SB 98-1 has been installed.

**Reason:** Two reports have been received following post installation tests - of fuel system leaks in the plumbing near the fuel pumps following installation of STC SA2660CE & SB 98-1.

**Instructions:** A) With a fuel pump operating, conduct a visual check for leaks in the fuel system near the fuel pumps on the firewall. Particular attention needs to be focused on the two AN894-6-4 bushing screw thread expanders where they connect to the AN826-6 tees which run from the outlet of the gascolator to the inlet of the top fuel pump.

B) Replace the AN894-6-4 bushings with NAS1564-6-4J reducers and AN818-6 Nuts, as per page 2 of this Service Bulletin.

**Compliance:** Visual inspection to be accomplished before further flight. Parts replacement at the next 100 hour or Annual Inspection.

**Material Availability:** Parts will be available at no charge from Petersen Aviation. Reimbursement for labor will also be provided.

**Weight & Balance:** No change.

## INSTRUCTIONS

1. Shut fuel off.
2. Locate the 1/4" fuel line that runs from the outlet of the gascolator to the tee at the inlet of the top fuel pump. Dissassemble this fuel line so that you have three components, the union/orifice and two pieces of 1/4" tubing, one straight, one bent to 90 degrees.
3. Remove and discard the two AN894-6-4 bushing screw thread expanders from the two AN826-6 tees, one in the gascolator and the other attached to a bushing (AN912-2J) attached to the inlet of the top fuel pump. Replace each AN894-6-4 with AN818-6 Nuts and NAS1564-6-4J reducers.
4. Reattach the tubing and orifice to the two reducers installed in step three. It may be necessary to rotate the AN826-6 tee at the inlet of the top pump slightly downward in order to properly fit the 1/4" lines and orifice together. When doing so hold the inlet fitting of the top pump with a wrench to prevent rotation of the pump inlet as the tee is adjusted downward.
5. Turn the fuel selector to ON, operate each fuel pump and check for leaks.
6. Make appropriate log book entries. No change to weight and balance.