July 5, 1985

SUBJECT
Service Information Letter SE84-9 Revision 2, dated July 5, 1985: RUBBER FUEL CELL DRAIN VALVE RELOCATION

TO
CESSNA DISTRIBUTORS, CATEGORY II THRU CATEGORY IV DEALERS AND AG DEALERS

REASON FOR REVISION
To provide an extension to the credit cut off date for SE84-9 Revision 1.

REQUIRED ACTION
Please remove and discard the first four pages of your copy of SE84-9 Revision 1 and replace them with the four new pages provided.
R Rubber Fuel Cell Drain Valve Relocation

Model 180/Skywagon thru 210/Centurion Aircraft
Normally Aspirated and Turbocharged Models
(equipped with rubber bladder type fuel cells)

Serial numbers . . . .

18030000 thru 18053000 (1953 thru 1978)
18053001 thru 18053203 (1979 thru 1981)
(optional tanks only)
18233000 thru 18266590 (1956 thru 1978)
R18200001 thru R18200583 (1979)
185-0001 thru 18503683 (1961 thru 1978)
18503684 thru 18504414 (1979 thru 1983)
(optional tanks only)
188-0446 thru 18803856 (1968 thru 1981)
(wing tanks only)
18800967T thru 18803966T (1972 thru 1983)
T18803307T thru T18803966T (1972 thru 1983)
205-0001 thru 205-0577 (1963 and 1964)
206-0001 thru U20604649 (1964 thru 1978)
P206-0001 thru P20600647 (1965 thru 1970)
20700001 thru 20700771 (1969 thru 1984)
21056001 thru 21058818 (1960 thru 1966)
T210-0001 thru T210-0197 (1966)
F18200001 thru F18200094 (1976 thru 1974)
FR18200001 thru FR18200020 (1976)

R Cessna Dealer Reference Numbers: AG84-2 Rev. 2

Purpose: To provide a modification to reduce fuel cell wrinkles or
folds detected during accomplishment of Service Information Letter
Modification kits for installation on affected aircraft will be available approximately May 31, 1984.

COMPLIANCE: Within the next 100 hours of operation after May 31, 1984, if wrinkles or folds described in SE84-4 are present.

APPROVAL: FAA approval has been obtained on technical data in this publication that affects airplane type design.

MANHOURS REQUIRED: 5.8 hours per 1 fuel cell, 9.8 hours for both cells.

MATERIAL: The following fuel cell drain modification kits and drain valve installation tape are available from the Cessna Supply Division. The 3M #5425 tape may also be available locally in some areas.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SK206-24</td>
<td>Fuel Cell Drain Mod. Kit - R/H (1 required per cell)</td>
<td>$89.92 (S) ea.</td>
</tr>
<tr>
<td>SK206-25</td>
<td>Fuel Cell Drain Mod. Kit - L/H (1 required per cell)</td>
<td>$89.92 (S) ea.</td>
</tr>
<tr>
<td>5425</td>
<td>3M #5425 Tape (Approx. 3' roll)</td>
<td>$ 5.00 (N) ea.</td>
</tr>
</tbody>
</table>

When future replacement of the existing fuel cell is necessary, consult the chart on Attachment 1 for the parts required for each particular aircraft. These parts are listed below and are available at the suggested list prices shown.

*SK206-27    Fuel Cell Drain Mod. Kit - L/H (1 required per cell) | $13.27 (S) ea. |
*SK206-28    Fuel Cell Drain Mod. Kit - R/H (1 required per cell) | $13.27 (S) ea. |
0322526-10   Fuel Drain Adapter (1 required per cell)            | $26.10 (S) ea. |
AN500A8-7    Screw (1 required per cell)                          | $ .78 (P) ea. |
AN515-8R7    Screw (1 required per cell)                          | $ 4.90 (S)/100 |

*Use these kits when installing fuel cells manufactured January, 1984 or later on aircraft that have had SK206-24 and/or SK206-25 previously installed.
ACCOMPLISHMENT INSTRUCTIONS: If the fuel cell wrinkles or folds described in SE84-4 are present, the fuel cell drain modification kit(s) should be installed. If the fuel cell wrinkles or folds described in SE84-4 are not present, no further action is required.

The diagonal wrinkles or folds described in SE84-4 are the only criteria for determining installation of the fuel cell drain modification kit(s). The kits will not reduce the other minor wrinkles which may be found in the fuel cells. If other wrinkles are present that will trap moisture or other contamination with the airplane in the normal ground attitude, check all snaps and fasteners to insure they are secure. If attachment of the snaps and fasteners does not eliminate the wrinkles to the extent that they will no longer trap moisture or other contamination, blend the fuel cell wrinkles to displace the cell bottom towards the sides and corners of the cell cavity. Removal and replacement of some of the protective tape on the corners or edges of the fuel cell bay may be required to allow the fuel cell to seat in the wing bay.

The attached HELPFUL HINTS are provided as an aid for field service personnel when abnormal fuel cell wrinkles are encountered, and to provide a method for improving the drain valve to fuel cell nipple fit, if necessary.

The chart provided in ATTACHMENT 1 describes the inspection and modification requirements. It should be followed carefully, especially on airplanes that have had a recent (January 1984 or later) fuel cell replacement or when later fuel cell replacements are required. Aircraft that have had new fuel cells installed that were shipped with SK206-22 or SK206-23 modification kits included with the fuel cell do not require installation of SK206-24 and/or SK206-25.

Since the fuel cell drain modification requires de-fueling the airplane, it may be advisable to have customers deliver the airplane with less than full fuel tanks to reduce de-fueling time and expense.

CREDIT INFORMATION: For Aircraft In Warranty as of 3-23-84 — Parts credit plus a labor allowance of 5.8 man hours for one fuel cell or 9.8 man hours for both cells will be paid to install SK206-24 and/or SK206-25 on aircraft found with fuel cell wrinkles or folds.

For Aircraft Beyond Warranty as of 3-23-84 — Parts credit only will be paid to install SK206-24 and/or SK206-25 on aircraft found with fuel cell wrinkles or folds.

The work must be accomplished and a credit claim submitted by a Cessna Dealer by October 15, 1985.

Rev. 2 July 5, 1985
OWNER NOTIFICATION: The advisory to owners of record is shown below.

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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Customer Care Owner Advisory

Piston Aircraft Marketing Division
Cessna Aircraft Company
P.O. Box 1221
Wichita, Kansas 67201

Dear Cessna Owner, April 6, 1984

Owner Advisory SE84-4A recommended an inspection of the rubber bladder fuel cells on your aircraft for wrinkles or folds that may trap moisture or other contamination. If wrinkles or folds were found, the kit to eliminate them will be available approximately May 31, 1984, and should be installed within the next 100 hours of operation after May 31, 1984. Please contact your Cessna Dealer and arrange installation as soon as possible after May 31, 1984.

If your aircraft is in warranty as of 3-23-84, Cessna will provide replacement parts (exclusive of freight, duties, taxes, etc.) and a labor allowance of 5.8 manhours for 1 fuel cell or 9.8 manhours for both cells to install these kits. If your aircraft is beyond warranty, Cessna will provide the above replacements parts, provided the work is completed by April 1, 1985.

SE84-9A

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Orig. Issue March 23, 1984