November 9, 1973

Reims Model F172's which are shown under aircraft affected had the propeller indexed incorrectly to the ring gear support assembly at the time of initial assembly. (See Figure 1). These aircraft were delivered from Reims, France, from October, 1971, to September, 1973.

It is recommended that propellers installed on these aircraft be removed and reinstalled according to the attached procedure at the next convenient maintenance period but no later than the next 100 hours of operation.

NOTE

Only the F172 Series aircraft manufactured by Reims Aviation, Reims, France, are affected by this Service Letter.

(Owner Notification System - No. 1)

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ITEM #2:

PADDED IGNITION KEYS

A few early 1974 Model 150's and 172's were equipped with the old style ignition keys instead of the new "padded" key which was introduced with the 1974 LSE models.

Replacement "padded keys for these aircraft can be obtained at no charge from the Cessna Service Parts Center by ordering the 1974 Key P/N S2194-1, Key Assy, (aircraft serial number and ignition key PK Series number must accompany parts order.

(Owner Notification System - No. 1)

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Continued............
ITEM #3: EXHAUST GASKET CHANGE

A sheet metal exhaust gasket is now being offered on the O-470 and IO-520 Series engines for improved service life.

AIRCRAFT AFFECTED: Reviewed below is the latest information on exhaust gasket usage for Teledyne Continental engines. Refer to this chart whenever exhaust gasket replacement is necessary on in-service aircraft.

Models 180, 182, 185, 188, U206, 207, and 210

NORMALLY ASPIRATED ENGINES

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>MODEL A/C</th>
<th>NEW P/N</th>
<th>SUPERSEDED PART NUMBER</th>
<th>PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>O-200 Series</td>
<td>150 A150</td>
<td>21493 (Copper)</td>
<td>No Change</td>
<td>$.38 (B)</td>
</tr>
<tr>
<td>IO-360 Series</td>
<td>336</td>
<td>630365 (Sheet Metal)</td>
<td>No Change</td>
<td>$.48 (B)</td>
</tr>
<tr>
<td></td>
<td>337</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O &amp; IO-470 Series</td>
<td>180, 182, 188</td>
<td>631544 (Sheet Metal)</td>
<td>537379 (Copper)</td>
<td>$.69 (B)</td>
</tr>
<tr>
<td></td>
<td>A185, A188,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P206, U206, 207</td>
<td>631544 (Sheet Metal)</td>
<td>537379 (Copper)</td>
<td>$.69 (B)</td>
</tr>
<tr>
<td>IO-520 Series</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TURBOCHARGED ENGINES

<table>
<thead>
<tr>
<th>TSIO-360 Series</th>
<th>337 P337</th>
<th>630365 (Sheet Metal)</th>
<th>No Change</th>
<th>$.48 (B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSIO-520 Series</td>
<td></td>
<td></td>
<td>No Change</td>
<td>$3.18 (B)</td>
</tr>
<tr>
<td></td>
<td>P206, U206, 207, 210</td>
<td>628260 (Spirotallic)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Owner Notification System - No. 1)

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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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THE CESSNA AIRCRAFT COMPANY
NOTE
INDEX PROPELLER BLADES IN THE FIRST HOLE CLOCKWISE (CW) FROM THE T. C. MARK LOCATED ON THE AFT SIDE OF THE RING GEAR AS VIEWED FROM THE FRONT OF THE ENGINE

NOTE
TORQUE PROPELLER MOUNTING BOLTS TO 540 - 560 LB-IN OR 45 - 46.5 LB-FT AND SAFETY WIRE

1. SPINNER
2. MOUNTING BOLT
3. FORWARD BULKHEAD
4. PROPELLER
5. ENGINE CRANKSHAFT
6. CRANKSHAFT BUSHING
7. RING GEAR SUPPORT ASSY
8. SPACER
9. AFT BULKHEAD
10. DOWEL PIN

PROPeller REMOVAL AND INSTALLATION.
A. REMOVAL.

NOTE
INSURE THAT MAGNETO SWITCH IS IN "OFF" POSITION BEFORE TURNING PROPELLER.

1. REMOVE SPINNER (1).
2. REMOVE MOUNTING BOLTS (2) AND REMOVE FORWARD SPINNER BULKHEAD (3), PROPELLER (4), REAR SPINNER BULKHEAD (9) AND SPACER (8).

B. INSTALLATION.
1. CLEAN MATING SURFACES OF PROPELLER, BULKHEADS AND SPACER AND ASSEMBLE AS ILLUSTRATED.
2. FIND TOP CENTER (TC) MARK ON AFT FACE OF STARTER RING GEAR SUPPORT (7), LOCATE ONE OF THE PROPELLER BLADES OVER THE (TC) MARK, ROTATE PROPELLER CLOCKWISE (AS VIEWED FROM FRONT OF ENGINE) TO FIRST MOUNTING BOLT HOLE AND INSTALL PROPELLER.
3. TIGHTEN PROPELLER MOUNTING BOLTS TO 45 - 46.5 LB-FT AND SAFETY WIRE.
4. INSTALL SPINNER.

Figure 1. Propeller Installation.