June 27, 1975

SE75-12

ITEM #1:

CHT PROBE LOCATION

AIRCRAFT APPLICABILITY:

1975 Model U206 Series Aircraft (Normally Aspirated Only)

Serial numbers ...
U20602581 thru 02588,
  02590 thru 02693,
  02695 thru 02728,
  02730 thru 02752,
  02754, 02755,
  02757 thru 02759,
  02763 thru 02766,
  02768, 02769, 02774,
  02777, 02778, 02781,
  02782, 02786, 02790,
  02792, 02796

The optimum location for the cylinder head temperature probe on normally aspirated 206 and U206 series aircraft is:

#1 cylinder for 1964 thru 1973 models
#2 cylinder for 1974 models
#3 cylinder for 1975 models

The CHT probe on some 1975 models was installed in the #2 cylinder and therefore, should be relocated to the #3 cylinder at the next routine engine inspection.

NOTE: When relocating the probe, the existing lead wire may be re-routed through the firewall or a section of wire (part number 18GA83009) can be spliced into the lead wire.

18GA83009 wire is available through the Cessna Dealer Organization at a list price of $.39 ($/ft).

The above information concerning CHT probe location will be added to the current U206 Service Manual at the next revision.

(Owner Notification System - No. 1)

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ITEM #2:

PAINTING OF FORMED ABS PARTS

AIRCRAFT APPLICABILITY:

All Single Engine and Skymaster Series Aircraft

The attached procedure outlines some basic steps and precautions which field personnel should find useful during touchup or painting of formed ABS parts.

This procedure will be incorporated in future Service Manual revisions.

(Owner Notification System - No. 1)

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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CESSNA AIRCRAFT COMPANY
I. INTERIOR PARTS (Finish Coat of Lacquer)

A. Painting of Spare Parts

1. Insure a clean surface by wiping with Naphtha to remove surface contamination.

**CAUTION**

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

2. After the part is thoroughly dry it is ready for the lacquer topcoat. Paint must be thinned with lacquer thinner and applied as a wet coat to insure adhesion.

B. Touch Up of Previously Painted Parts

1. Light sanding is acceptable to remove scratches and repair the surface but care must be exercised to maintain the surface texture or grain.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

**CAUTION**

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. After the part is thoroughly dry it is ready for the lacquer topcoat. Paint must be thinned with lacquer thinner and applied as a wet coat to insure adhesion.

   **NOTE:** Lacquer paints can be successfully spotted in.

II. EXTERIOR PARTS (Acrylic Topcoat)

A. Painting of Spare Parts

1. Lightly scuff sand to remove scratches and improve adhesion.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

**CAUTION**

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.
3. After the part is thoroughly dry it is ready for the topcoat. Paint must be thinned with appropriate acrylic thinner and applied as a wet coat to insure adhesion.

B. Touch Up of Previously Painted Parts

1. Lightly scuff sand to remove scratches and improve adhesion.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

   CAUTION

   Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. Apply a compatible primer - surfacer and sealer.

4. After the part is thoroughly dry it is ready for the topcoat. Paint must be thinned and applied as a wet coat to insure adhesion.

   NOTE: Acrylic topcoats can be successfully spotted in.

III. EXTERIOR PARTS (Epoxy or Polyurethane Topcoat)

A. Painting of Spare Parts and Touch Up of Painted Parts

1. Lightly scuff sand to remove scratches and improve adhesion.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

   CAUTION

   Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. Apply a primer compatible with Epoxy or Polyurethane topcoat.

4. After the part is thoroughly dry it is ready for the topcoat.

   NOTE: Epoxy or Polyurethane topcoats cannot be successfully spotted in - finish should be applied to areas with natural breaks such as skin laps or stripe lines.

When painting interior and exterior polycarbonate parts, or where the part material is questionable, a "barrier primer" should be applied prior to the Enamel, Lacquer, Epoxy or Polyurethane topcoat.