

CESSNA SAFETY ENHANCEMENT PROGRAM

SINGLE ENGINE SERVICE BULLETIN

September 4, 1992

SEB92-27

TITLE

REDUCED DIAMETER VENTED FUEL CAP INSTALLATION AND TURBO PLACARD REMOVAL

EFFECTIVITY

Normally aspirated and turbocharged airplanes within the serial ranges listed below.

MODEL SERIES	YEAR	SERIAL NUMBERS
140	1949 thru 1951	15200 thru 15724
150	1959 thru 1960	17001 thru 17999
150	1960	59001 thru 59018
150	1961 thru 1975	15059019 thru 15077005
A150	1970 thru 1975	A1500001 thru A1500609
F150	1966 thru 1969	F150-0001 thru F150-0529
F150	1970 thru 1975	F15000530 thru F15001248
FA150	1970 thru 1971	FA1500001 thru FA1500120
FRA150	1972 thru 1975	FRA1500121 thru FRA1500281
170	1949 thru 1956	18730 thru 27169
172	1956 thru 1960	28000 thru 47746
172	1961 thru 1975	17247747 thru 17265684
F172	1963 thru 1969	F172-0001 thru F172-0654
F172	1970 thru 1975	F17200655 thru F17201384
FR172	1968 thru 1975	FR17200001 thru FR17200559
P172	1963	P17257120 thru P17257188
FP172	1963	FP172-0001 thru FP172-0003
175	1958 thru 1960	55001 thru 56777
175	1961 thru 1962	17556778 thru 17557119
177	1968 thru 1978	17700001 thru 17702752
177RG	1971 thru 1978	177RG0001 thru 177RG1366
F177RG	1971 thru 1977	F177RG0001 thru F177RG0177
180	1953 thru 1960	30000 thru 50911
180	1961 thru 1981	18050912 thru 18053203
182	1956 thru 1960	33000 thru 53007
182	1961 thru 1984	18253008 thru 18268434
A182	1966 thru 1974	A182-0001 thru A182-0146
F182	1976 thru 1980	F18200001 thru F18200169
R182	1978 thru 1984	R18200001 thru R18201999
FR182	1978 thru 1980	FR18200001 thru FR18200070
185	1961 thru 1969	185-0001 thru 185-1599
185	1970 thru 1984	18501600 thru 18504424
188	1968 thru 1969	188-0446 thru 188-0572
188	1970 thru 1978	18800573 thru 18803296

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.



MODEL SERIES	YEAR	SERIAL NUMBERS
188	1972 thru 1978	18800967T thru 18803296T
205	1963 thru 1964	205-0001 thru 205-0577
206	1964	206-0001 thru 206-0275
P206/TP206	1965 thru 1969	P206-0001 thru P206-0603
P206/TP206	1970	P20600604 thru P20600647
U206/TU206	1965 thru 1969	U206-0276 thru U206-1444
U206/TU206	1970 thru 1984	U20601445 thru U20606846
207/T207	1969 thru 1984	20700001 thru 20700788
210	1960	57001 thru 57575
210	1961 thru 1966	21057576 thru 21058818
T210	1966	T210-0001 thru T210-0197

PURPOSE

To provide a modification for replacing flush and/or non-vented type fuel caps with new raised reduced diameter vented style fuel caps. The new cap is designed to assist in preventing water from entering into the fuel tank through the fuel filler ports and to provide secondary venting capabilities for each tank. The new cap and fuel filler port adapters are of the reduced diameter type to assist in preventing the airplane from being misfueled with turbine/jet fuel.

Airplanes that are equipped with a turbocharger and have external placards that identify the airplane as turbocharger equipped ("Turbo System" or "Turbo Centurion", etc.) shall have these placards removed to assist in preventing these airplanes from being misfueled with turbine/jet fuel.

Careful preflight inspection of the primary fuel vent(s) is required to assure a properly functioning vent system. Any indication of fuel vent system blockage shall be investigated and the cause corrected before next flight. Some symptoms of vent system blockage are: inability of air to pass through the vent line, fuel tank "oil-canning" in flight or immediately after flight, sudden in-rush of air when the fuel cap is removed or loss of fuel tank capacity.

With the airplane on a level surface, fuel samples from each fuel drain shall be taken during each preflight inspection to verify that the airplane has been serviced with the correct aviation fuel and that no water or other contaminants are present. Water, contaminants and/or unidentifiable fuel shall be removed from the fuel system before flight.

Failure to verify that the airplane has been serviced with the proper type/grade of aviation fuel, and that fuel tank vent(s) are not obstructed, and failure to remove all fuel contaminants before flight may result in loss of engine power or engine stoppage in flight.

COMPLIANCE

Mandatory; shall be accomplished within the next 400 hours of operation or 12 months, whichever occurs first.

This Service Bulletin supersedes:

Single Engine Service Letter SE77-6 and SE77-6 Revision 1: Vented Fuel Caps.

Single Engine Service Information Letter SE84-16 and SE84-16 Revision 1: Fuel Filler Diameter Modification And External Turbo Placard Removal.

1. If SE77-6, SE77-6 Revision 1 or FAA AD79-10-14R1 has previously been accomplished by installing C156003-0101 vented fuel caps, compliance with this Service Bulletin is not required for the following airplanes:

All serial numbers listed in the Effectivity section of this Service Bulletin for models 140, 150, A150, F150, FA150, FRA150, 170, 172, F172, P172, FP172, FR172, 175 and 180 serials 30000 thru 50448 and 182 serials 33000 thru 51825.

2. If SE84-16 or SE84-16 Revision 1 has previously been accomplished by installing the appropriate Service Kit, SK177-39, SK177-40, SK182-85, SK182-86 (or later revision) and all external placards identifying the airplane as turbocharged have been removed, compliance with this Service Bulletin is not required for the following airplanes:

All serial numbers listed in the Effectivity section of this Service Bulletin for models A182, F182, FR182, 185, 188, 205, 206, P206, U206, 207, 210, T210 and 180 serials 50449 thru 18053203, 182 serials 51826 thru 18268434.

APPROVAL

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

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

MAN-HOURS

Approximately 1.5 to 2.6 man-hours per fuel filler port for Service Kit installation.

Approximately 0.2 man-hours per fuel cap for airplanes requiring cap replacement only.

MATERIAL

The following parts are available from the Cessna Supply Division thru an appropriate Cessna Service Station for the suggested list price shown.

PART NUMBER	DESCRIPTION	QTY./ AIRPLANE	PRICE
SK177-39D (See Note 1)	Fuel Cap Modification Kit - Standard Range Tanks	1	* \$ 115.00 (X) ea.
SK177-40D (See Note 1)	Fuel Cap Modification Kit - Long Range Tanks	1	* \$ 112.00 (X) ea.
SK182-85B (See Note 1&2)	Fuel Cap Modification Kit - Bladder Fuel Cells	1	* \$ 144.00 (X) ea.
SK182-86C (See Note 1)	Fuel Cap Modification Kit - Integral Fuel Cells	1	* \$ 95.80 (X) ea.
C156003-0101 (See Note 3&5)	Fuel Cap	2	* \$ 25.90 (X) ea.
0709115-2 (See Note 4)	Fuel Cap Cover Door	2	* \$ 25.50 (X) ea.
000001 (See Note 3)	Avgas Placard - GAMA (80, 100LL, 100)	2	\$ 2.30 (PS) ea.
S2608-1 (See Note 5)	Avgas Placard - GAMA (100LL, 100)	2	\$ 1.50 (PS) ea.
CMNP022CLASSB1/2 (Alternate PR1403G-B1/2) (See Note 1)	Sealant (6 Oz. SemKit)	1	* \$ 27.30 (X) ea.
CMNP021CLASSB1/2 (Alternate MILS8802IIB1/2) (See Note 3&5)	Sealant (2.5 Oz. SemKit)	1	* \$ 20.90 (X) ea.

NOTE 1: Refer to the attached Fuel Cap Modification Service Kits installation instructions for applicable airplane model and serials.

NOTE 2: Airplanes with optional Auxiliary Refueling (4 fuel filler caps) will require 2 ea. per airplane.

NOTE 3: For all serials of models 140A, 150, A150, F150, FA150, FRA150, 170, 172, F172, P172, FP172, 175 and 180 serials 30000 thru 50448 and 182 serials 33000 thru 51825.

NOTE 4: Required only for initial installation of vented fuel caps, model 180 serials 30000 thru 50448 and model 182 serials 33000 thru 51825.

NOTE 5: For all serials of models R172 and FR172 airplanes.

* The special below-cost price shown will remain in effect thru December 31, 1993. Thereafter, prices may increase to reflect cost increases to Cessna, but will remain specially priced to provide no profit to Cessna.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

ACCOMPLISHMENT INSTRUCTIONS

1. For models 140A, 150, A150, F150, FA150, FRA150, 170 172, F172, P172, FP172, FR172, 175, 180 serials 30000 thru 50448 and 182 serials 33000 thru 51825:
 - A. Remove existing fuel caps from airplane and replace with new C156003-0101 vented fuel caps.
 - B. For vented fuel cap installations on models 140A, 150, A150, F150, FA150, FRA150, 170, 172, F172, P172, FP172, FR172 and 175, manufactured prior to 1972.
 1. If desired, the fuel filler neck may be rotated (tightened or loosened, as required) to align the fuel cap handles with the slipstream.
 2. After the fuel filler neck has been realigned, fillet seal the filler neck to fuel tank adapter plate joint with CMNP021CLASSB1/2 sealant or equivalent.
 - C. For model 180 serials 30000 thru 50448 and model 182 serials 33000 thru 51825; remove existing fuel cap cover door and install new 0709115-2 cover door on initial installation of vented fuel caps.
 - D. Install the appropriate fuel grade GAMA placard next to each fuel filler port.
 - E. Make an appropriate entry in the airplane logbook stating this Service Bulletin has been complied with and method of compliance.
2. For models 177, 177RG, F177RG, 180 serials 50449 and On, 182 serials 51826 and On, R182, FR182, 185, 188, 205, 206, P206, U206, 207, 210 and T210.
 - A. Service Kits SK177-39D, SK177-40D, SK182-85B and SK182-86C Fuel Cap Modification installation instructions are attached.

CREDIT

Not Applicable

OWNER NOTIFICATION

On September 11, 1992 a copy of this Service Bulletin less Service Kits installation instructions will be sent to applicable owners of record.

Please contact a Cessna Single Engine Service Station for detailed information regarding specific parts requirements and the accomplishment of this Service Bulletin on your airplane.

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TITLE REDUCED DIAMETER FUEL CAP MODIFICATION (STANDARD TANKS)

EFFECTIVITY**MODEL(S)****SERIAL NUMBERS**

177	17700001 thru 17702752
177RG	177RG0001 thru 177RG0282
F177RG	F177RG0001 thru F177RG0062

DESCRIPTION

The following procedures provide instructions to replace existing flush type fuel cap with a protruding reduced diameter fuel cap and a new adapter filler door.

APPROVAL

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

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

REFERENCE

SEB92-27

CHANGE IN WEIGHT AND BALANCE

WEIGHT INCREASE	0.6 pounds
ARM	40.6 inches
RESULTANT MOMENT	24.3 inch/pounds
MOMENT/1000	0.024

October 5, 1984
Revised September 4, 1992

SK177-39
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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 941-7550, Telex 4319022, Facsimile (316) 942-9006

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SERVICE KIT

SK177-39D

MATERIAL INFORMATION

PART NUMBER	QUANTITY	DESCRIPTION
SK177-39D	1	Kit, consisting of the following parts:
C156003-0101	2	Cap Assembly
C156001-0104	2	Chain Assembly
S2608-1	2	Placard - GAMA Avgas, 100/100LL
000001	2	Placard - GAMA Avgas, 80/100LL/100
2009015-4	2	Filler Door Assembly
	1	Instructions

NOTE: In addition to the parts provided in this Service Kit, the following additional parts must be available for installation of this service kit.

PART NUMBER	QUANTITY	DESCRIPTION
CMNP022CLASSB1/2	1	Sealant - Low Adhesion (6 Oz. SemKit) (Alternate PR1403G-B1/2 or equivalent)
Various	As Required	Placards (to replace those removed during installation of this kit). (Refer to appropriate Parts Catalog.)

ACCOMPLISHMENT INSTRUCTIONS

- Description of Installation.
 - Draining fuel from tanks.
 - Removing existing fuel filler door assemblies with cap and adapter assemblies.
 - Installing and sealing new filler door assemblies furnished in kit.
 - Installing placards removed for this installation.
- Installation Instructions.
 - (Refer to Figure 1.) Fuel Cap and Adapter Modification.
 - Drain fuel from both RH and LH wing tanks.
 - Remove existing filler door assembly, which includes cap, adapter and chain assembly, discard filler door assembly, retain screws (3).
 - Clean off all old sealer remaining on the filler door assembly cavity, on leading edge upper skin (4).

NOTE: Be sure and check fuel cell for dirt, old sealer, etc. that may have fallen into fuel cell. Clean or vacuum as required.
 - Apply CMNP022CLASSB1/2 sealer per instructions on container and appropriate Service Manual sealing procedures, to the faying surface (6) on door assembly (7). Cure time for sealer is 24 hours at approximately 77° F (25° C) and 50% relative humidity.

NOTE: Be sure and position the filler door assembly with the slotted opening of the indicator guard forward.
 - Install new filler door assembly (7) and secure with retained screws (3).

SERVICE KIT

SK177-39D

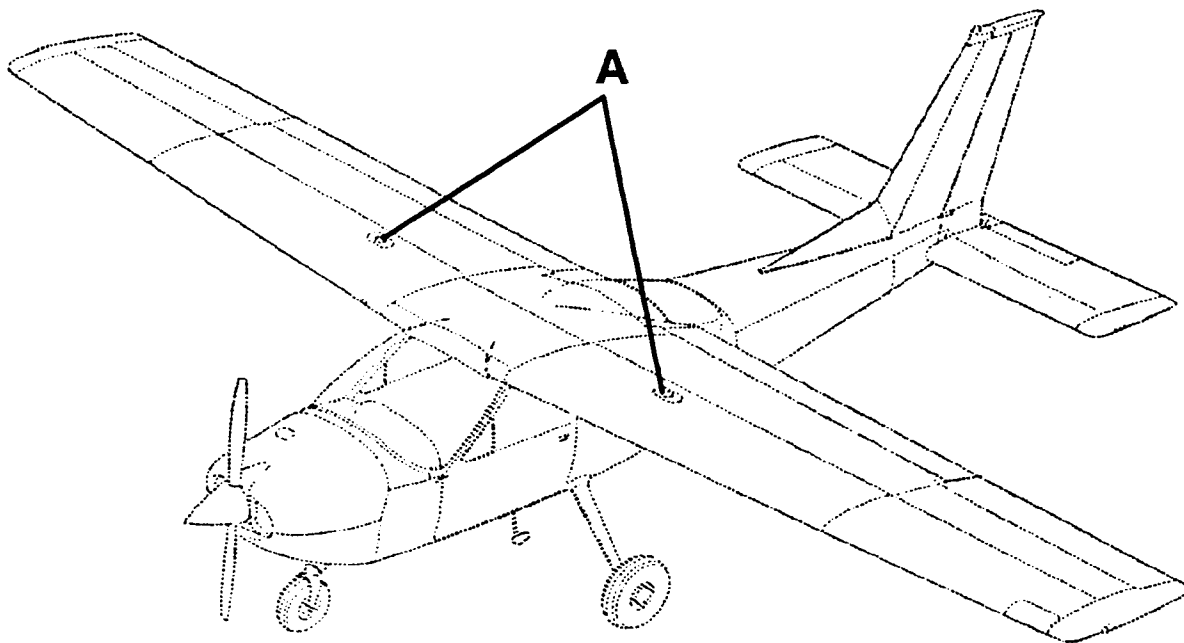
- (6) Attach chain assembly (2) to filler door assembly (7) and cap assembly (1).

NOTE: Replace all placards removed during this modification. Refer to the appropriate Parts Catalog for part numbers. Install appropriate GAMA fuel placard near fuel filler.

- (7) Repeat these same procedures for the opposite wing.
 - (8) After completion of this modification, refuel airplane.
3. Make an entry in the airplane logbook stating this service kit has been installed.

SERVICE KIT

SK177-39D



(1) C156003-0101 CAP ASSEMBLY
(2 REQUIRED) (CAP SHOWN IN
CLOSED POSITION)

(2) C156001-0104
CHAIN ASSEMBLY
(2 REQUIRED)

(7) 2009015-4 FILLER
DOOR ASSEMBLY - LH
(2 REQUIRED)

(3) EXISTING SCREWS
(REFERENCE)

(6) FAYING SURFACE
(REFERENCE)

(4) WING LEADING EDGE
UPPER SKIN
(REFERENCE)



(5) DOUBLER ASSEMBLY
(REFERENCE)

DETAIL A

LH SHOWN - RH OPPOSITE

Figure 1. Fuel Cap & Adapter Modification



TITLE REDUCED DIAMETER FUEL CAP MODIFICATION (LONG RANGE TANKS)

EFFECTIVITY

MODEL(S)	SERIAL NUMBERS
177	17701774 thru 17702752
177RG	177RG0283 thru 177RG1366
F177RG	F177RG0063 thru F177RG0177

DESCRIPTION

The following procedures provide instructions to replace existing flush type fuel cap with a protruding reduced diameter fuel cap and a new adapter filler door.

APPROVAL

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

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

REFERENCE

SEB92-27

CHANGE IN WEIGHT AND BALANCE

WEIGHT INCREASE	0.6 pounds
ARM	40.6 inches
RESULTANT MOMENT	24.3 inch/pounds
MOMENT/1000	0.024

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SK177-40
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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

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SERVICE KIT

SK177-40D

MATERIAL INFORMATION

PART NUMBER	QUANTITY	DESCRIPTION
SK177-40D	1	Kit, consisting of the following parts:
C156001-0104	2	Chain Assembly
C156003-0101	2	Cap Assembly
S2608-1	2	Placard - GAMA Avgas, 100/100LL
2009015-5	1	Filler Door Assembly - LH
2009015-6	1	Filler Door Assembly - RH
	1	Instructions

NOTE: In addition to the parts provided in this Service Kit, the following additional parts must be available for installation of this service kit.

PART NUMBER	QUANTITY	DESCRIPTION
CMNP022CLASSB1/2	1	Sealant - Low Adhesion - (6 oz. Semkit) Alternate is PR1403G-B1/2 or equivalent
Various	As Required	Placards (to replace those removed during installation of this kit). (Refer to appropriate Parts Catalog.)

ACCOMPLISHMENT INSTRUCTIONS

- Description of Installation.
 - Draining fuel from tanks.
 - Removing existing fuel filler door assemblies with cap and adapter assemblies.
 - Installing and sealing new filler door assemblies furnished in kit.
 - Installing placards removed for this installation.
- Installation Instructions.
 - (Refer to Figure 1.) Fuel Cap and Adapter Modification.
 - Drain fuel from both RH and LH wing tanks.
 - Remove existing filler door assembly, which includes cap, adapter and chain assembly, discard filler door assembly, retain screws (3).
 - Clean off all old sealer remaining on the filler door assembly cavity, on leading edge upper skin (4).

NOTE: Be sure and check fuel cell for dirt, old sealer, etc. that may have fallen into fuel cell. Clean or vacuum as required.

 - Apply CMNP022CLASSB1/2 sealer per instructions on container and appropriate Service Manual sealing procedures, to the faying surface (6) on door assembly (7). Cure time for sealer is 24 hours at approximately 77° F (25° C) and 50% relative humidity.

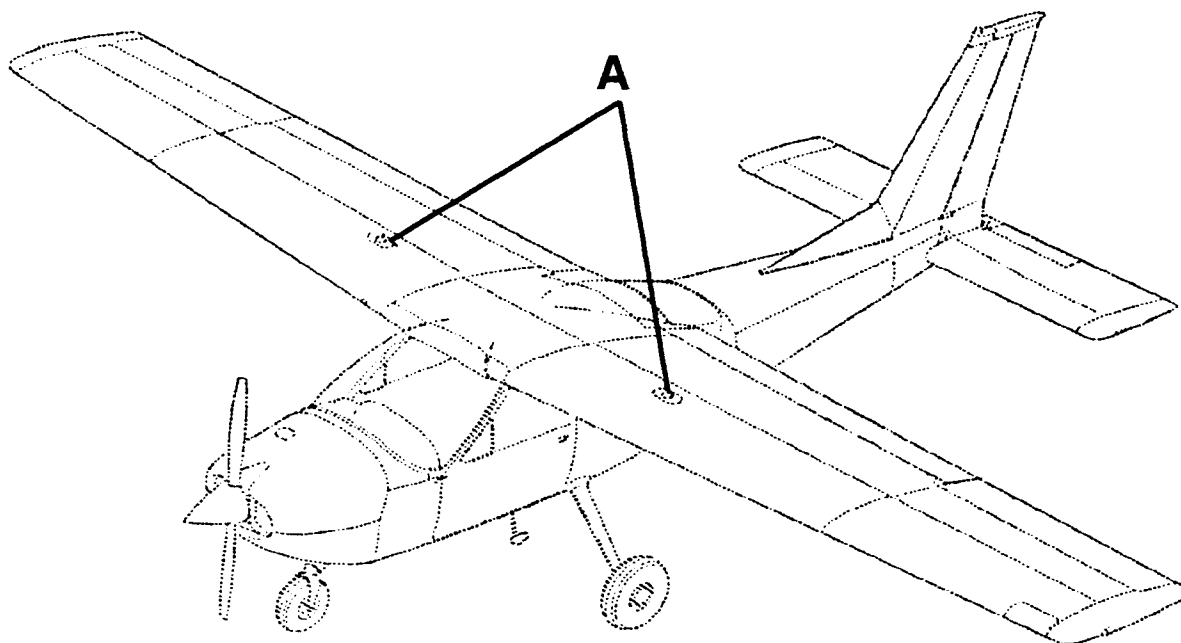
SERVICE KIT

SK177-40D

- (5) Install new filler door assembly (7) and secure with retained screws (3).
NOTE: Be sure and position the filler door assembly with the slotted opening of the indicator guard forward and slightly outboard for both the RH & LH filler door assemblies, 2009015-5 for the LH wing and 2009015-6 for the RH wing..
 - (6) Attach chain assembly (2) to filler door assembly (7) and cap assembly (1).
NOTE: Replace all placards removed during this modification. Refer to the appropriate Parts Catalog for part numbers. Install S2608-1 GAMA fuel placard near fuel filler.
 - (7) Repeat these same procedures for the opposite wing.
 - (8) After completion of this modification, refuel airplane.
3. Make an entry in the airplane logbook stating this service kit has been installed.

SERVICE KIT

SK177-40D



(1) C156003-0101 CAP ASSEMBLY
(2 REQUIRED) (CAP SHOWN IN
CLOSED POSITION)

(2) C156001-0104
CHAIN ASSEMBLY
(2 REQUIRED)

(7) 2009015-5 FILLER
DOOR ASSEMBLY - LH
2009015-6 FILLER
DOOR ASSEMBLY - RH
(1 REQUIRED)

(3) EXISTING SCREWS
(REFERENCE)

(6) FAYING SURFACE
(REFERENCE)

(4) WING LEADING EDGE
UPPER SKIN
(REFERENCE)



(5) DOUBLER ASSEMBLY
(REFERENCE)

DETAIL A

LH SHOWN -RH OPPOSITE

Figure 1. Fuel Cap & Adapter Modification

TITLE REDUCED DIAMETER FUEL CAP MODIFICATION (BLADDER FUEL CELLS)**EFFECTIVITY**

MODEL(S)	SERIAL NUMBERS
180	50449 thru 50911 18050912 thru 18053000 18053001 thru 18053203 (With Opt. Bladder Tank)
182	51826 thru 53007 18253008 thru 18266590
R182	R18200001 thru R18200583
F182	F18200001 thru F18200094
FR182	FR18200001 thru FR18200020
A182	A182-0001 thru A182-0146
185	185-0001 thru 18503683 18503684 thru 18504424 (With Opt. Bladder Tank)
188	188-0446 thru 18803296 (Wing Tanks Only)
188	18800967T thru 18803296T (Wing Tanks Only)
205	205-0001 thru 205-0577
206	206-0001 thru 206-0275
P206, TP206	P206-0001 thru P20600647
U206, TU206	U206-0276 thru U20604649
207, T207	20700001 thru 20700788
210	57001 thru 57575 21057576 thru 21058818
T210	T210-0001 thru T210-0197

DESCRIPTION

The following procedures provide instructions to replace existing flush type fuel cap with a protruding reduced diameter fuel cap and a new adapter.

APPROVAL

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

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

REFERENCE

SEB92-27

CHANGE IN WEIGHT AND BALANCE

Negligible

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SK182-85
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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted industry maintenance practices and prevailing government regulations. The Cessna Aircraft Company is not responsible for the quality of work performed in complying with the requirements herein.

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SERVICE KIT

SK182-85B

MATERIAL INFORMATION

NOTE: Models 180, 185, 206 and 207 airplanes equipped with optional auxiliary refueling will require two each SK182-85B Kits (4 caps & adapter assemblies).

PART NUMBER	QUANTITY	DESCRIPTION
SK182-85B	1	Kit, consisting of the following parts:
C156001-0104	2	Chain Assembly
C156003-0101	2	Cap Assembly
S2608-1	2	Placard - GAMA Avgas, 100/100LL
000001	2	Placard - GAMA Avgas, 80/100LL/100
0726002-1	2	Gasket
1621412-1	2	Adapter Assembly
	1	Instructions

NOTE: In addition to the parts provided in this Service Kit, the following additional parts must be available for installation of this service kit.

PART NUMBER	QUANTITY	DESCRIPTION
Various	As Required	Placards (to replace those removed during installation of this kit). (Refer to appropriate Parts Catalog.)

DESCRIPTION

- Installation of this kit consists of:
 - Draining fuel from tanks.
 - Removing existing fuel cap and adapter assembly.
 - Installing new gasket, adapter, and cap assembly.
 - Installing new placards removed for this modification.
- Installation Instructions.
 - Drain fuel from both RH and LH wing tanks.
 - Remove existing fuel cap adapter in location (1), with existing cap assembly (4) and gasket. Retain hardware, discard fuel cap, chain, and adapter assembly.

NOTE: Be sure and check fuel bladder for dirt or foreign matter that may have fallen into bladder. Clean or vacuum out bladder as required.
 - Install new adapter assembly (1) with 0726002-1 gasket furnished in kit, using retained hardware (2) removed in step (2).

NOTE: Install adapter assembly with the long side of internal filler neck extension forward.

SERVICE KIT

SK182-85B

D. Attach chain assembly to cap assembly (4), and adapter assembly (1).

NOTE: Replace all placards removed during this modification. Refer to appropriate Parts Catalog for part numbers. Delete 1205253-1 Fuel Cap Alignment Placard with incorporation of this kit. Install appropriate GAMA fuel placard near fuel filler.

E. Repeat these same procedures for the opposite side.

3. "Turbo" placards removal (if installed):

A. Remove adhesive backed external "Turbo" placards by heating with a heat gun until the adhesive softens, then remove the placard. Clean excess adhesive off the airplane with naphtha or methyl ethyl ketone (MEK).

NOTE: If airplane paint is lacquer (or if paint type is unknown) use naphtha initially. MEK will soften lacquer paint and may cause it to wrinkle.

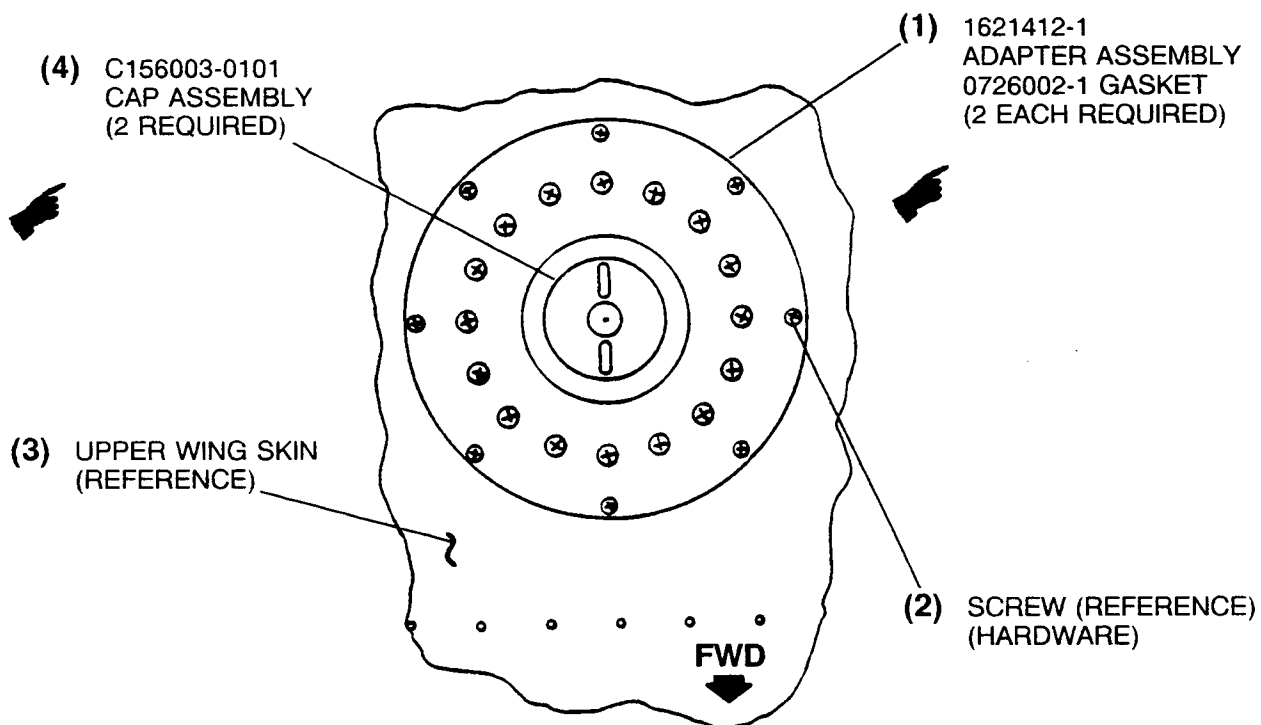
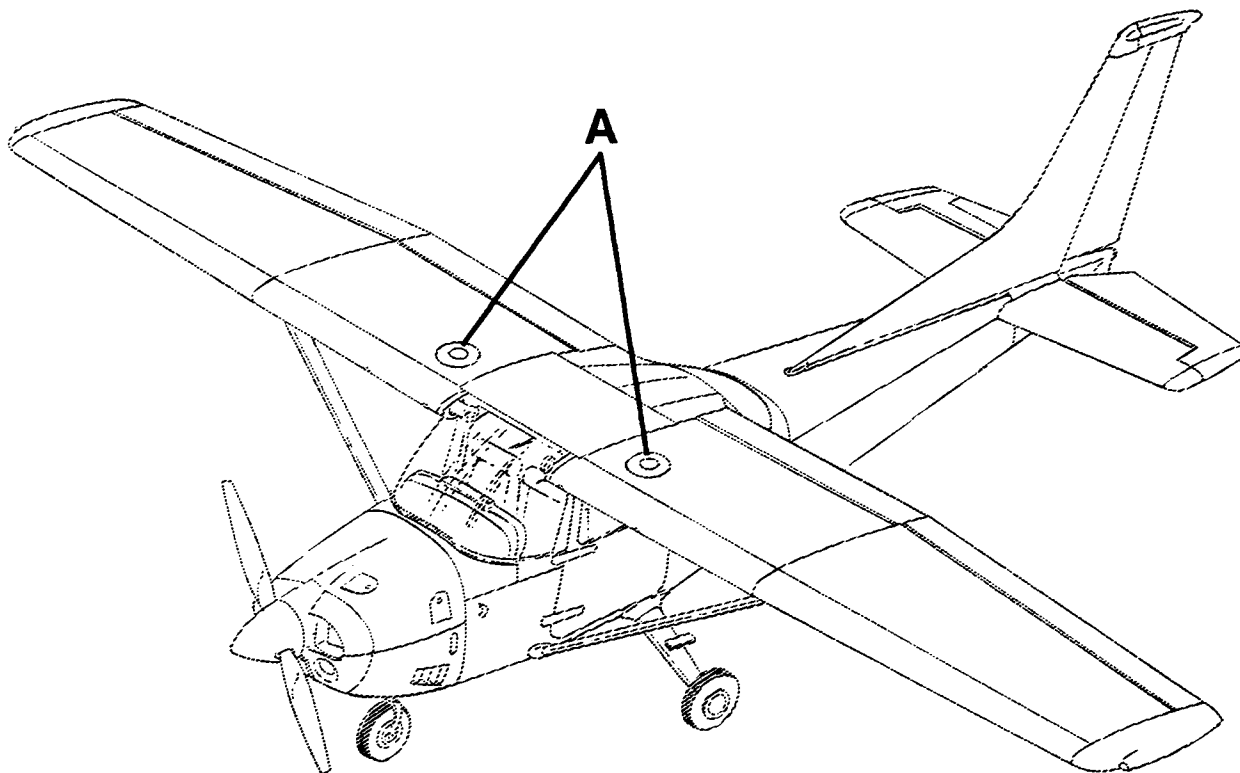
B. Remove mechanically fastened external "Turbo" placards (attached with screws or rivets) by removing the attaching fasteners. Plug the screw or rivet holes with suitable sized cherry rivets and paint to match the airplane.

4. After completion of both fuel cap replacements, refuel airplane.

5. Make an entry in the airplane logbook stating this service kit has been installed.

SERVICE KIT

SK182-85B



DETAIL A

QUANTITIES SHOWN FOR BOTH WINGS

Figure 1. Fuel Cap and Adapter Modification

TITLE REDUCED DIAMETER FUEL CAP MODIFICATION (INTEGRAL FUEL CELLS)**EFFECTIVITY**

MODEL(S)	SERIAL NUMBERS
180	18053001 thru 18053203
182	18266591 thru 18268434
T182	18267716 thru 18268434
F182	F18200095 thru F18200169
R182/TR182	R18200584 thru R18201999
FR182	FR18200021 thru FR18200070
185	18503684 thru 18504424
U206, TU206	U20604650 thru U20606846

DESCRIPTION

The following procedures provide instructions to replace existing flush type fuel cap with a protruding reduced diameter fuel cap and a new adapter filler assembly.

APPROVAL

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

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

REFERENCE

SEB92-27

CHANGE IN WEIGHT AND BALANCE

Negligible

September 21, 1984

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SK182-86

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SERVICE KIT

SK182-86C

MATERIAL INFORMATION

PART NUMBER	QUANTITY	DESCRIPTION
SK182-86C	1	Kit, consisting of the following parts:
C156001-0104	2	Chain Assembly
C156003-0101	2	Cap Assembly
S2608-1	2	Placard - GAMA Avgas, 100/100LL
000001	2	Placard - GAMA Avgas, 80/100LL/100
0726113-1	2	Filler Assembly
	1	Instructions

NOTE: In addition to the parts provided in this Service Kit, the following additional parts must be available for installation of this Service Kit.

PART NUMBER	QUANTITY	DESCRIPTION
CMNP022CLASSB1/2	1	Sealant Low Adhesion (6 Oz. Semkit) Alternate is PR1403G-B1/2 or equivalent
Various	As Required	Placards (to replace those removed during installation of this kit). (Refer to appropriate Parts Catalog.)

ACCOMPLISHMENT INSTRUCTIONS

1. Description of Installation.
 - A. Installation of this kit consists of:
 - (1) Draining fuel from tanks.
 - (2) Removing access cover and fuel cap adapter assembly.
 - (3) Installing and sealing new filler assembly. Installing and resealing new access covers.
 - (4) Installing new placards removed for this modification.
2. Installation Instructions.
 - A. (Refer to figure 1.) Fuel Cap and Adapter Modification.
 - (1) Drain fuel from both RH and LH wing tanks.
 - (2) Remove access cover (6), retain cover and hardware.
 - (3) Remove existing fuel cap assembly, retain all hardware. Discard fuel cap, chain, and adapter assembly.
 - (4) Clean off all old sealer remaining on fuel filler and access cover cavities in the wing.

NOTE: Be sure and check fuel cell for dirt, old sealer, etc. that may have fallen into fuel cell. Clean or vacuum out as required.

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- (5) Apply CMNP022CLASSB1/2 sealer to filler assembly (5) per instructions on the container and appropriate Service Manual. Insert filler assembly (5) thru access hole (6) and install as shown with retained hardware. Cure time is 24 hours at approximately 77° F (25° C) and 50% relative humidity.

NOTE: Install filler assembly (5) with the long side of indicator (4) in the aft position.

- (6) Attach chain assembly to cap assembly (1), and filler assembly (5).
- (7) Apply sealer to access cover (6) per instructions on container and appropriate Service Manual sealing procedures. Reinstall with retained hardware. Cure time for sealer is 24 hours at 70° F.

NOTE: Replace all placards removed during this modification. Refer to the appropriate Parts Catalog for part numbers. Delete 1205253-1 Fuel Cap Alignment Placards with incorporation of this kit. Install appropriate GAMA fuel placard near fuel filler.

- (8) Repeat these same procedures for the opposite wing.

3. "Turbo" placards removal (if installed):

- A. Remove adhesive backed external "Turbo" placards by heating with a heat gun until the adhesive softens, then remove the placard. Clean excess adhesive off the airplane with naphtha or methyl ethyl ketone (MEK).

NOTE: If airplane paint is lacquer (or if paint type is unknown) use naphtha initially. MEK will soften lacquer paint and may cause it to wrinkle.

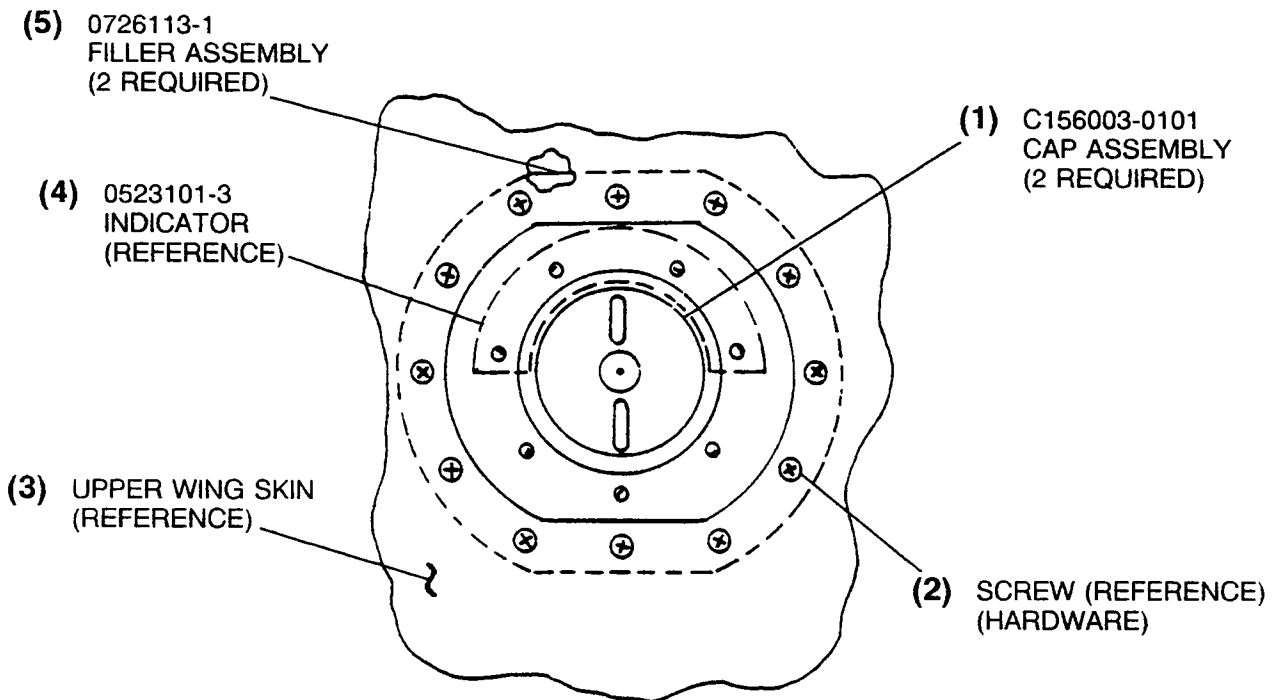
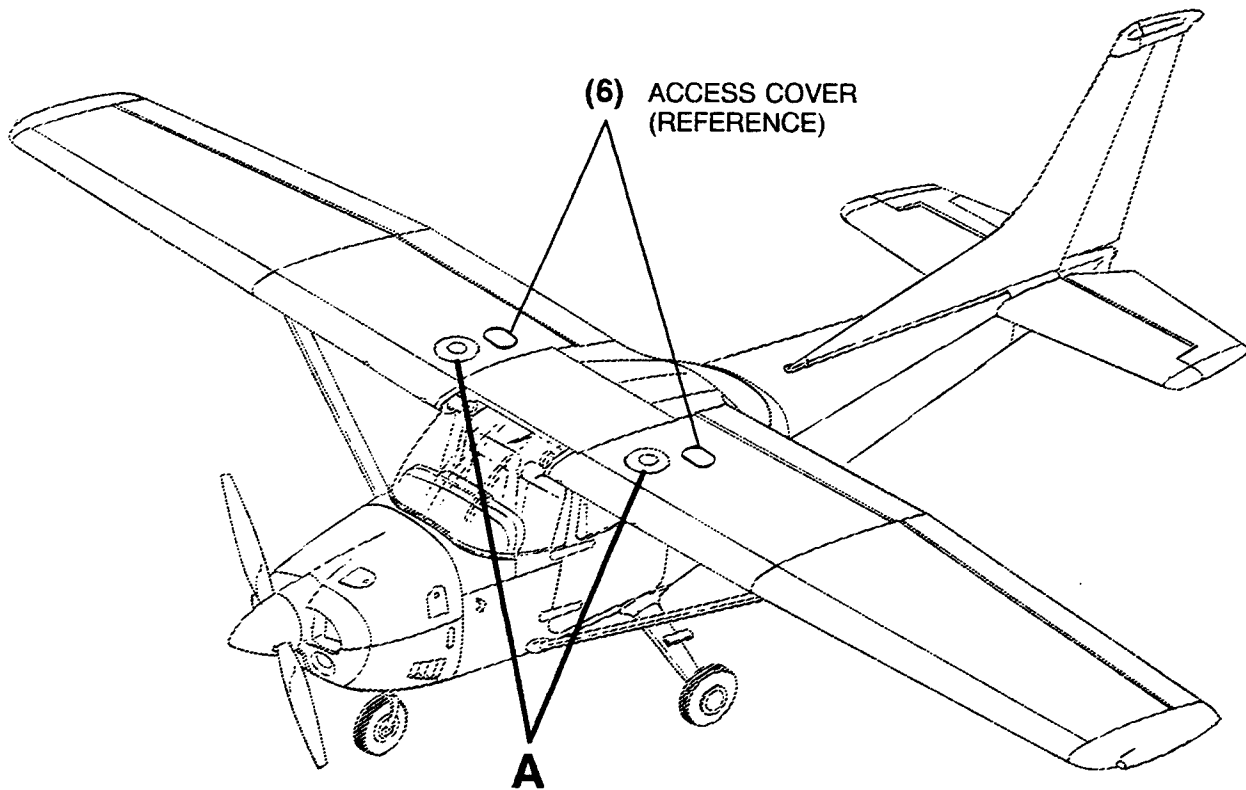
- B. Remove mechanically fastened external "Turbo" placards (attached with screws or rivets) by removing the attaching fasteners. Plug the screw or rivet holes with suitable sized cherry rivets and paint to match the airplane.

4. After completion of both fuel cap replacements, refuel airplane.

5. Make an entry in the airplane logbook stating this service kit has been installed.

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DETAIL A

QUANTITIES SHOWN FOR BOTH WINGS

Figure 1. Fuel Cap and Adapter Modification