SERVICE LETTER NUMBER 164			
TITLE: 8750 Power Pack O-ring replacement			
BY: C.Schlemmer	AIRCRAFT MAKE/MODEL(S):	FLOAT MODEL(S):	NOTE(S):
APP: J.Sortor			Optional Compliance
DATE: 10/26/15	CESSNA 208 and 208B	8750	S/L P/N 1008736
REV: A			ECO-24391

FAA APPROVAL HAS BEEN OBTAINED FOR TECHNICAL DATA IN THIS PUBLICATION THAT AFFECTS STC OR TSO DESIGN COMPLIANCE

EFFECTIVITY:

This service letter applies to all 8750 Wipline floats with Hydraulic Power Pack (1004397) installed.

COMPLIANCE:

This service letter is optional

BACKGROUND:

On extended flights some power packs have experienced hydraulic fluid leaking from the T.

COMPLIANCE METHOD:

Replace all four O-rings MS28775-012 with O-ring MS28778-4

APPROX. SHOP HOURS:

4-6 hrs to complete

WARRANTY INFORMATION:

This service letter does not include any warranty labor or parts.

TECHNICAL DATA:

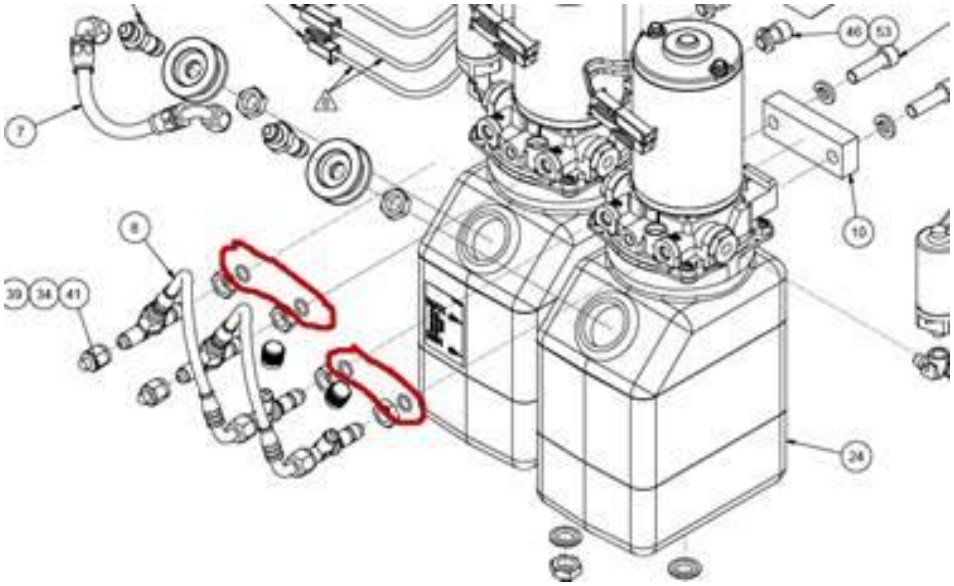
Copies of this service letter, service kit, float manual, repair drawing and float parts manual are available on www.wipaire.com.

NOTES:

1) Upon completion of inspection, enter information in float logbook for completion of Wipaire Service Letter 164.
2) Once service letter is accomplished, please visit www.wipaire.com and update your aircraft service letter/kit record using the link found on the Customer Support dropdown menu under "Update Service Letter & Kit Compliance Status".

SERVICE PROCEDURES:

1. Secure airplane safely before following the procedures for replacing O-rings.
2. Place plane under a hoist or position so plane can be placed on jack stands.
3. Remove fairings to expose lifting points.
4. Safely relieve all pressure in the power pack. Prior to removing fittings.
5. Remove the hydraulic lines going to the first T and then back the lock nut off so the T can be removed.
6. Remove the O-ring and carefully install the new one, making sure not to damage the O-ring as it is installed.



7. Reinstall the T and hydraulic lines.
8. Repeat process for remaining T's

9. After all hydraulic lines have been replaced and are tight, pressurize the system and make sure there are no leaks. Check fluid level after system has been pressurized.
10. Perform landing gear retraction and extension test. Verify gear goes fully down and locks in place.
11. Position plane back on the ground and replace any fairings that were removed.

END