



SERVICE BULLETIN

No. 561

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"DOA SO-1 Approved"

April 6, 1977 S

Subject:

Battery Power Lead Relocation

Models Affected:

Serial Numbers Affected:

PA-28R-201 Arrow III	28R-7737013 to 28R-7737044 Inclusive
PA-28R-201T Turbo Arrow III.....	28R-7703010, 28R-7703013, 28R-7703014, 28R-7703020, 28R-7703025, 28R-7703027, 28R-7703034, 28R-7703035 to 28R-7703075 Inclusive, 28R-7703077 to 28R-7703080 Inclusive

Compliance Time: Part I. Within the next ten (10) hours of operation.
 Part II. Within the next 200 hours or regularly scheduled inspection,
 whichever occurs first.

Purpose: It has been determined that the battery power lead that attaches to the DC bus, and is routed in close proximity to the fuel gauges, can induce an electrical field into the coils of the fuel quantity gauges. The amount of induced electrical field will depend upon the amount of electrical equipment turned on by the pilot. This induced field could cause the fuel quantity gauges to read as much as four (4) gallons fuel remaining when the tanks are actually empty.

Part I. requires the affixing of a warning placard close to the fuel quantity gauge warning the operator of this possible fuel gauge error.

Part II. provides instructions for relocating the battery power lead which when accomplished, will allow removal of the warning placard.

Instructions:

Part I. Install a warning placard fabricated with the warning listed below in proximity to the fuel gauges.

 : WARNING :
 :
 : FUEL GAUGES MAY INDICATE AS MUCH AS FOUR (4) GALLONS :
 : WHEN TANKS ARE EMPTY. :
 :
 : -----

Instructions: (continued)

NOTE

The above warning statement may be cut from this page and used to satisfy the requirement of Part I. of this service release. This part may be accomplished by the owner/operator.

Part II. Instructions for relocation of battery power lead.

1. Remove the left side (Pilot's) instrument panel cover.
2. Remove the lower #2 VOR indicator (if installed) or blank cover from the lower right instrument location.
3. Remove the instruments or blank covers from below the airspeed indicator and clock (lower left).
4. Two forward seats may be removed to allow easier access to the forward side of the instrument panel.
5. Refer to sketch:
 - a. Remove the four (4) each clamps securing the (P1A) wire to the top of the instrument panel channel. The clamp screw located between the radio stacks (over the dimmer control) is secured in a nut plate. This screw should be reinstalled after clamp is removed. This screw may be reached through the right radio opening.
 - b. Disconnect the wire (P1A) from the circuit breaker bus bar and pull to the left (Pilot) side panel.
 - c. Reinstall the wire (P1A) under the instrument panel wire bundle, securing the wire with the existing strap clamps. It may be necessary to secure the wire to the existing wire bundle between strap clamps.
 - d. Attach the wire to the bus bar using hardware and location removed in step "b." above. Any extra wire should be positioned behind the left side panel.
6. Install instruments or covers removed in step 2. and 3., above.
7. Actuate the aircraft controls to insure adequate clearance is maintained behind the panel.

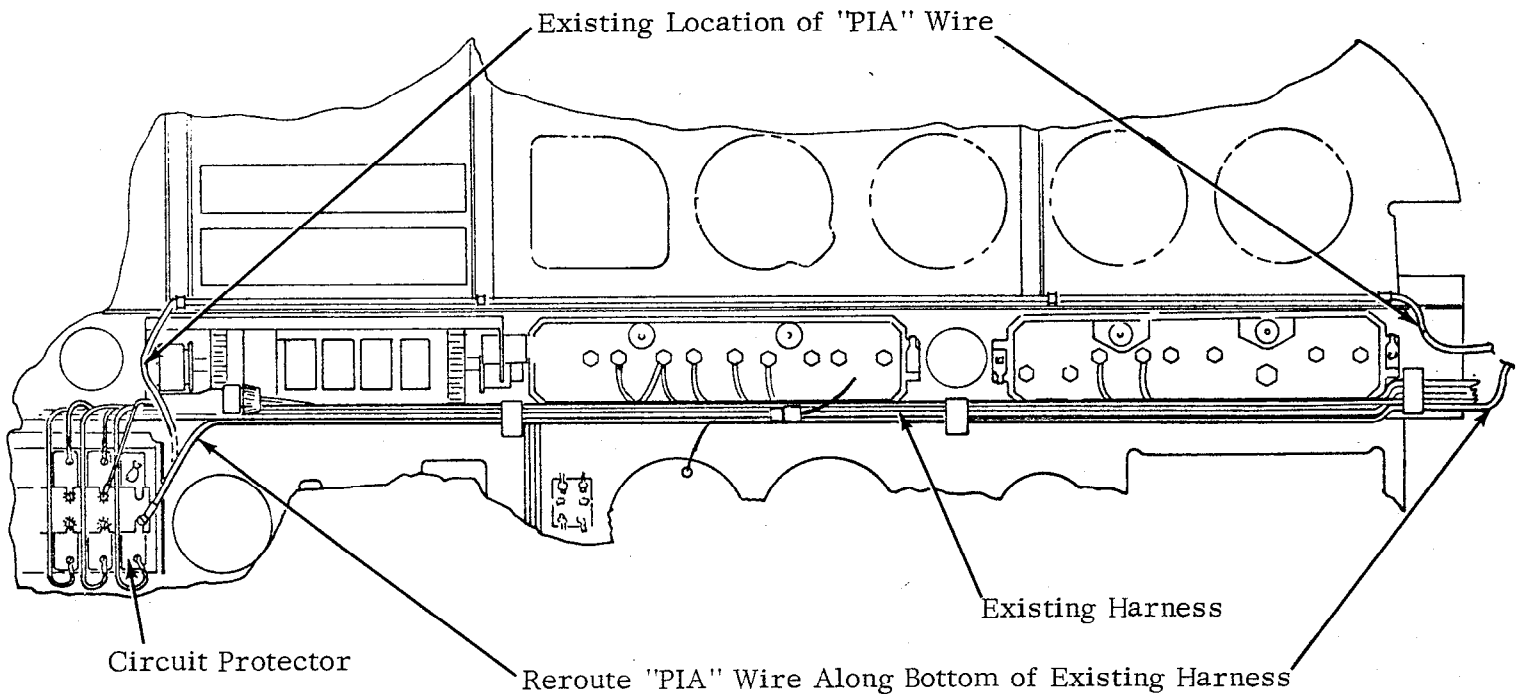
Instructions: (continued)

8. Install instrument panel cover and seats removed in steps 1. and 4., above.
9. Check compass calibration in accordance with FAR 23.1547.
10. Make appropriate log book entry and remove warning placard.

Material Required: Not Applicable.

Effectivity Date: This Service Bulletin is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with this Service Bulletin in accordance with Compliance Time, above.



REAR VIEW OF INSTRUMENT PANEL