

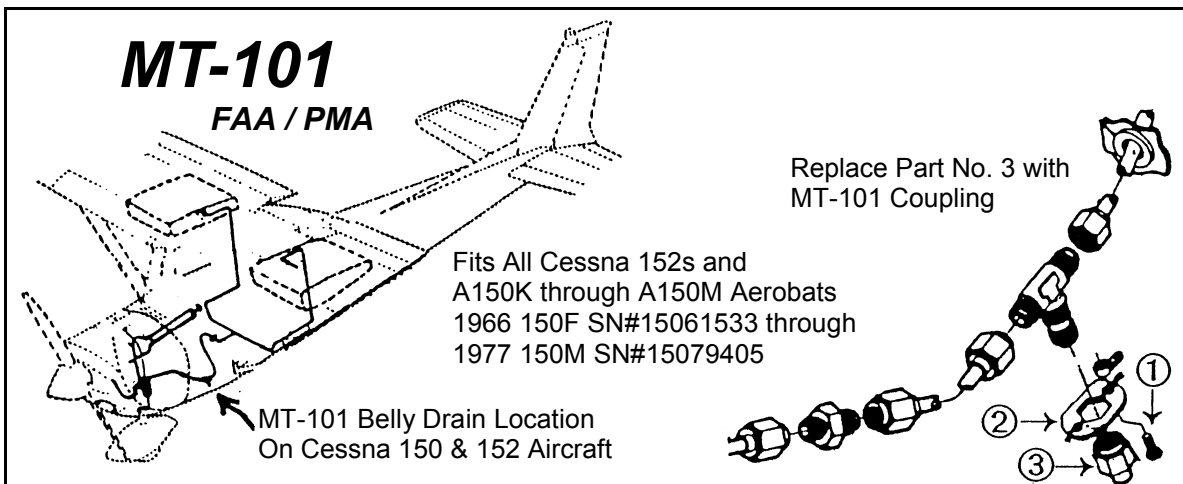
Required Paperwork:

All Alterations to a certified Airplane require filing a 337 form with the FAA. The 337 must include two signatures, the **Conformity Statement** of a certified installer (A&P mechanic), and **Approval for Return to Service** usually by a I.A. (mechanic with Inspection Authorization) Failure to file the 337, renders an airplane Legally Unairworthy. Because the belly drain is an STC'd alteration, FAA approval is assured as long as the installation is done in accordance with the installation instructions. We recommend the following wording for both the 337 form and logbook entry:

(Date of Installation: Aircraft Serial#)

- (1) Installed Cessna 150-152 Club Belly Fuel Drain STC # SA1235SO.
- (2) All work accomplished as per installation instructions for part# MT101, dated may 27, 1981
- (3) Weight & balance change negligible.

You can obtain a samples of previously approved 337 forms at www.cessna150-152.com/bellydrain/



The Cessna 150-152 Club

P.O. Box 1917 - Atascadero , CA 93423 - 805-461-1958

INSTALLATION INSTRUCTIONS

Installation Instructions for installing MT-101 Belly Drain in the following aircraft; 1966 Cessna 150F, starting with serial number 15061533 through and including the 1977 model 150M. Aerobat Models beginning with the 1970 A150K through A150M and all 152s including the A152 Aerobat starting with serial number 15279406 through and including serial number 15285162.

The installation of this assembly can be accomplished in five minutes or less. First, shut off the fuel valve located in front of and between the seats. Remove the screw, item #1 holding the lockplate item #2, (see drawing on the opposite side of this sheet). Have a clean container ready to catch a small amount of fuel from the cap. Using an 11/16 wrench, remove the drain cap, item #3, catching any fuel in the container.

Replace the #3 drain cap with the MT-101 assembly. Consult aircraft service manual for proper torque values for your aircraft and tighten the fittings accordingly. **DO NOT USE TEFLON TAPE OR THREAD LUBRICANT ON BELLY DRAIN FITTINGS!** Open fuel valve and check for leaks. **If leaks are found, do not over tighten belly drain.** Leaks may be caused by corrosion pitting or scratches on the flared surface. An optional aluminum DEL crush washer is provided with this kit that may be used between the fuel valve and belly drain. This should correct leaks without over tightening the belly drain. Tie .032 safety wire around screw item #1 and through hole in quick drain valve. Drain a sample of fuel into a clean container until fuel is clean of water and any additional contamination. Install placard decal on panel in a conspicuous location. Staple the STC paperwork into logbook with appropriate entry.