

Important Supplemental Instructions:
(Additional help available at www.cessna150-152.com)

If your belly drain leaks fuel after installation: DO NOT over-tighten the fitting. Consult your aircraft service manual for correct torque values for your aircraft model. Leaks are usually caused by corrosion pitting or scratches on the male flared surface. To stop leaks, install the enclosed aluminum DEL crush washer between the belly drain assembly and the fuel shut off valve fitting, DO NOT use thread lubricant or Teflon tape.

Placards: The Belly Drain STC requires a placard to be placed “*In Clear View of the Pilot*”. We’ve enclosed two self adhesive versions of the placard, use the version that will show up best in your airplane. (White text is best for dark backgrounds, and Black for light backgrounds.) The placards adhere best to a smooth surface. We recommend cleaning the placard area with rubbing alcohol prior to application. To install the placard, carefully remove the wax paper backing, position the placard, and smooth out any air bubbles with a fingernail or coin.

Maintenance for Continued Airworthiness

O Rings: All fuel sample drains depend on the integrity of their internal rubber O rings. All rubber parts of the fuel system are subject to gradual deterioration and should be replaced periodically to avoid leaks. The use of Automotive gasoline increases the potential for rubber deterioration and leaks. Removal and replacement of O rings in the MT-101 belly drain must be accomplished by an FAA authorized mechanic.

Daily: The belly drain STC includes a requirement that fuel be sampled from the belly drain prior to each flight, and due diligence requires that the pilot make a visual inspection of the belly drain fitting as part of the preflight inspection. If fuel staining or other evidence of leaks are observed, service the belly drain fitting by replacing the O rings or fuel sample drain assembly prior to flight.

Annually: Due diligence requires inspection of all rubber parts of the fuel system, any part exhibiting cracking, evidence of staining or leaks must be replaced prior to flight. Make a visual inspection of the belly drain fitting as part of the annual or 100 hour inspection. If fuel staining or other evidence of leaks are observed, service the belly drain fitting by replacing the O rings or fuel sample drain assembly prior to flight.

Parts: The MT101 belly drain uses a SAF-Air Products Inc. FAA/PMA fuel sample drain, Part # CAV-110 (formerly CAV-160D). The O rings used in this assembly are size #2-006, and may be replaced by any brand of FAA/PMA O ring that meets the MS29513 fuel specification.

Manufacturer:
SAF-Air Products Inc
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734-522-5735

STC Holder:
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