WIPAIRE, INC.

WIPLINE FLOATS • SKIS • MODIFICATIONS • AIRCRAFT SALES
AVIONICS • INTERIOR • MAINTENANCE • PAINT REFINISHING

SERVICE LETTER 200

8750A BRAKE LINE REROUTE

Aircraft Makes/Model(s):	Float Model(s):	**Compliance:** Recommended	**By:** MAB
208 and 208B	8750A	**Part Number:** 1011104	**Approved:** SDW
		Date: 1/28/2020	**Revision:** B

LOG OF REVISIONS

Revision	Description	Date
A	Initial release	10/31/2019
B	Added serial number effectivity, updated part quantities and added 1004089-33 to kit, updated work instrucations and images.	1/28/2020

FAA approval has been obtained for technical data in this publication that affects STC or TSO design compliance.

EFFECTIVITY:

This service letter applies to Cessna models 208 and 208B with Wipline Model 8750 Amphibious Floats with serial numbers 87227A and 87228A and prior installed per STC SA1311GL.

COMPLIANCE:

Highly Recommended

BACKGROUND:

Brake lines are chaffing against the drag brace causing the metal to corrode. This service letter provides an option to reroute the brake line and reduce further chaffing.

COMPLIANCE METHOD:

Perform repairs per the Work Instruction section of this service letter.

APPROXIMATE SHOP HOURS:

Performing the work in this service letter will take approximately 2 labor hours.

WARRANTY INFORMATION:

This service letter does not include warranty for labor and parts.

TECHNICAL DATA:

Copies of this service letter, associated service kit (if applicable), float service manual, and float parts manual are available by contacting Wipaire customer service.

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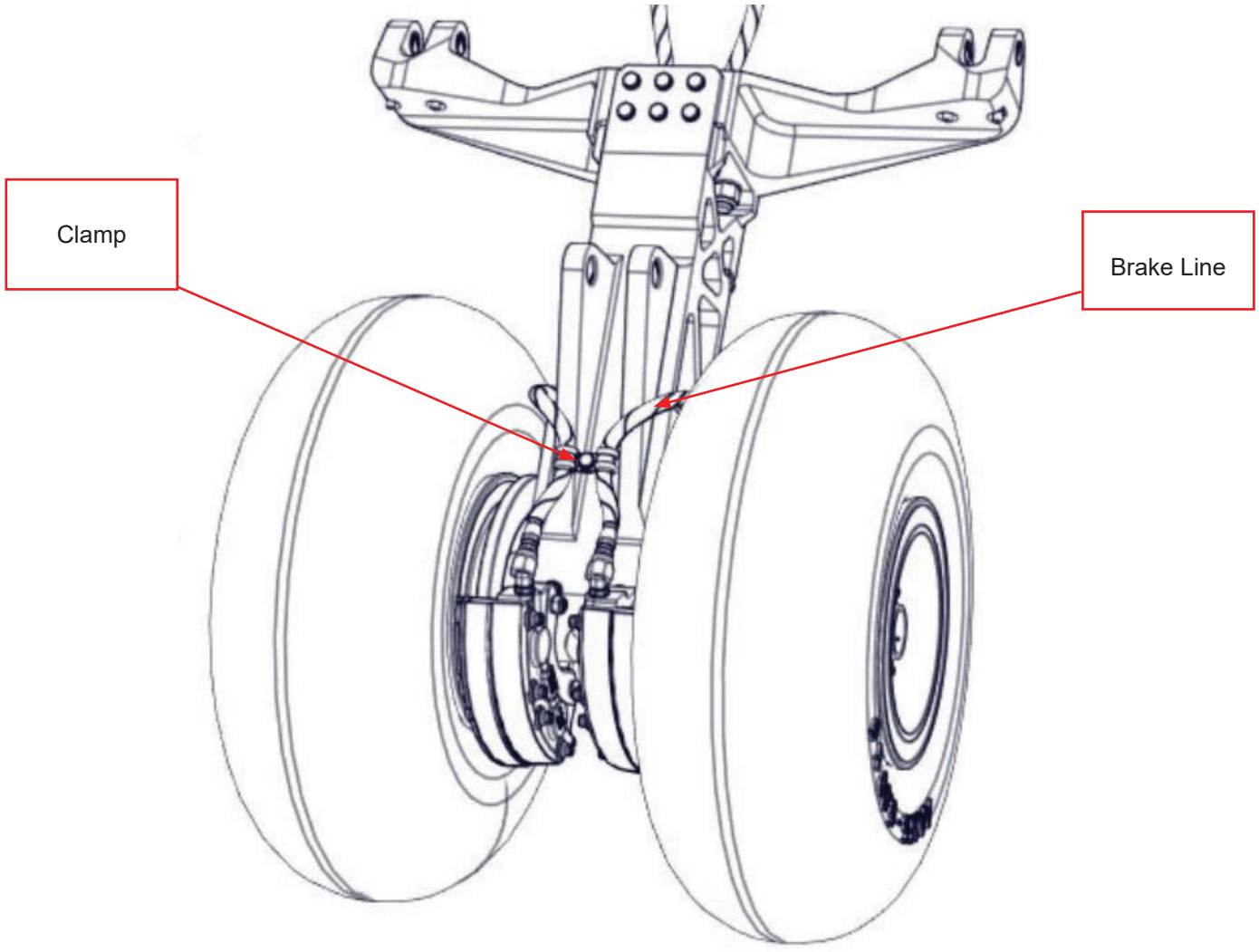
ITEMS PROVIDED IN SERVICE KIT 1011104-01 (LEFT AND RIGHT FLOAT)

ITEM	QTY	PART NUMBER	DESCRIPTION
1	4	1011116	RETAINER, BRAKE LINE, 8750
2	2	1011121	STANDOFF, BRAKE LINE, 8750
3	4	MS21919WDG6	CLAMP
4	8	AN3-4A	BOLT, 10-32, 0.125 GRIP
5	16	NAS1149F0363P	WASHER, 0.203 ID, 0.063 THK, STEEL
6	8	MS21044N3	NUT, LOCKING, REGULAR HEIGHT, 10-32
7	6	AN4-6A	BOLT, 1/4-28, 0.3125 GRIP
8	4	1004089-33	HYDRAULIC HOSE ASSEMBLY

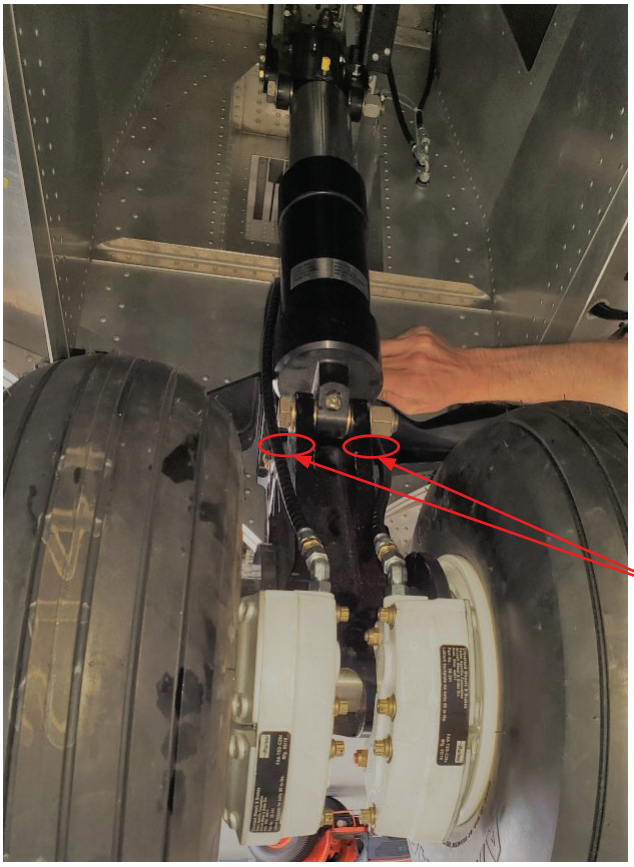


Brake Line Routing Prior to Service Letter

Figure 1

AFFECTED AREA

The Main Gear Drag Brace is chaffing due to the brake line rubbing against it during daily use. This service letter reroutes the brake line to avoid further wear.



Drag Brace
Chaffing Area

Figure 2

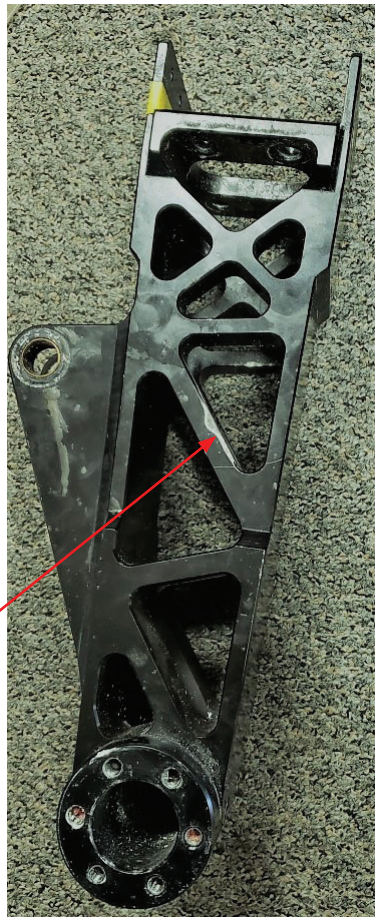


Figure 3

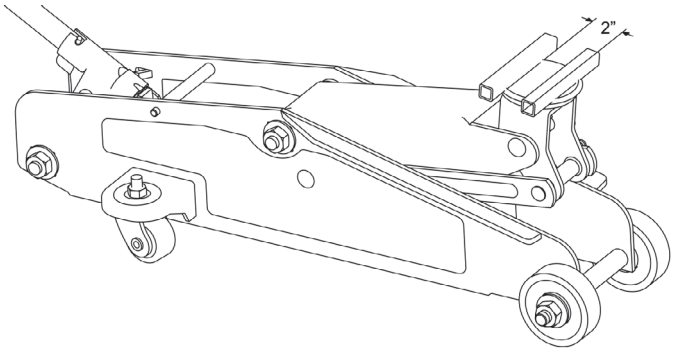
Prior to brake line reroute, inspect chaffing on drag brace. Chaffing should not exceed 0.200". Damage within tolerance should be refinished and then perform the work in this service letter. Damage exceeding 0.200" will need a new drag brace to perform the work in this service letter.

JACKING AIRCRAFT INSTRUCTION

CAUTION!

Make sure nothing is under or above the airplane or floats when jacking the aircraft.

1. Turn off fuel.
2. Place weighted bags above the nose gear (approximately 100 lbs. on each float to start, more may be added as needed).
3. Position 1 person at each fore and aft of each float, and 3 people at the jacking location of one float.
4. Modify jack saddle of a 3 ton minimum jack by welding as shown below.



JACK CRADLE RECOMMENDED MODIFICATION

NOTE: This is not required and Wipaire does not have the parts for modification. It is recommended a similar modification be performed to the jack saddle to prevent the slippage of the cradle.

5. Center cradle on saddle and position so cradle is as far aft on the main keel as possible without interfering with main gear as it decompresses.

NOTE: If desired to prevent possible cosmetic damage to float, use material to separate cradle and float.

JACKING LOCATION

6. Jack one side at a time, taking care to check the balance of the aircraft and adding more weight to the front if needed.
7. Two people, both outboard, lift the fore and aft cradle stands up to the cradle as a 3rd person release the pressure slowly, allowing the cradle and stands to gently contact the ground.
8. Repeat previous procedure to the other float.

NOTE: A smaller jack may be needed to slightly lift the float into a high enough position for the main jack.

9. Secure floats with fore and aft supports as shown.

FLOAT SECURING LOCATIONS

ALTERNATE JACKING METHOD IF WIPAIRE JACKING FIXTURE IS NOT AVAILABLE

10. Secure floats so landing gear can be retracted.
11. Retract landing gear (extend and retract gear as required to gain access).

WORK INSTRUCTION

1. Remove brake lines from "T" fitting.
2. Pull brake lines through drag brace.
3. Secure drag brace so that oleo attach bolt (AN12-35A) can be removed.
4. Remove standard washers, replace with brake line retainer (1011116), treat with Tef-Gel.
5. Install nut and torque accordingly.
6. Attach brake line using adel clamp (MS21919WDG6) with provided hardware as shown in Figure 4.

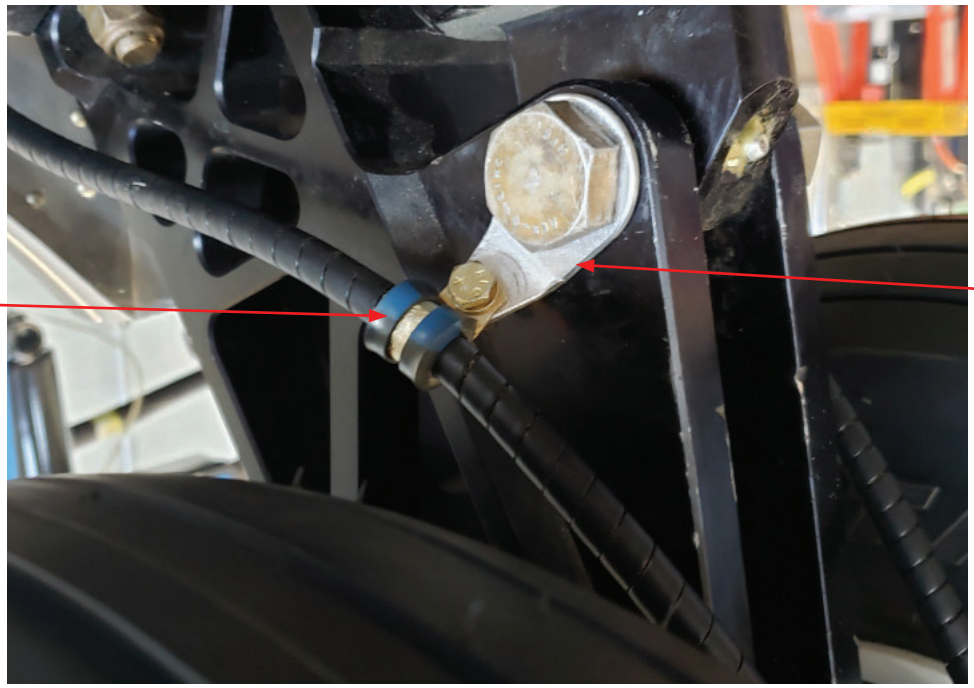


Figure 4

Note: Position retainer so it avoids brake line contacting the landing gear.

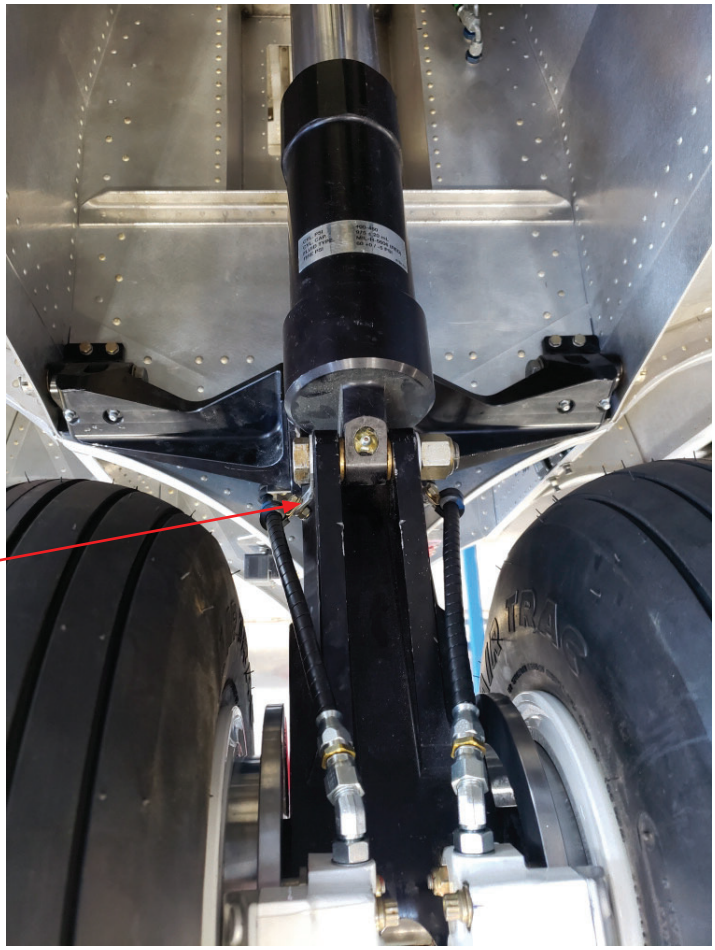
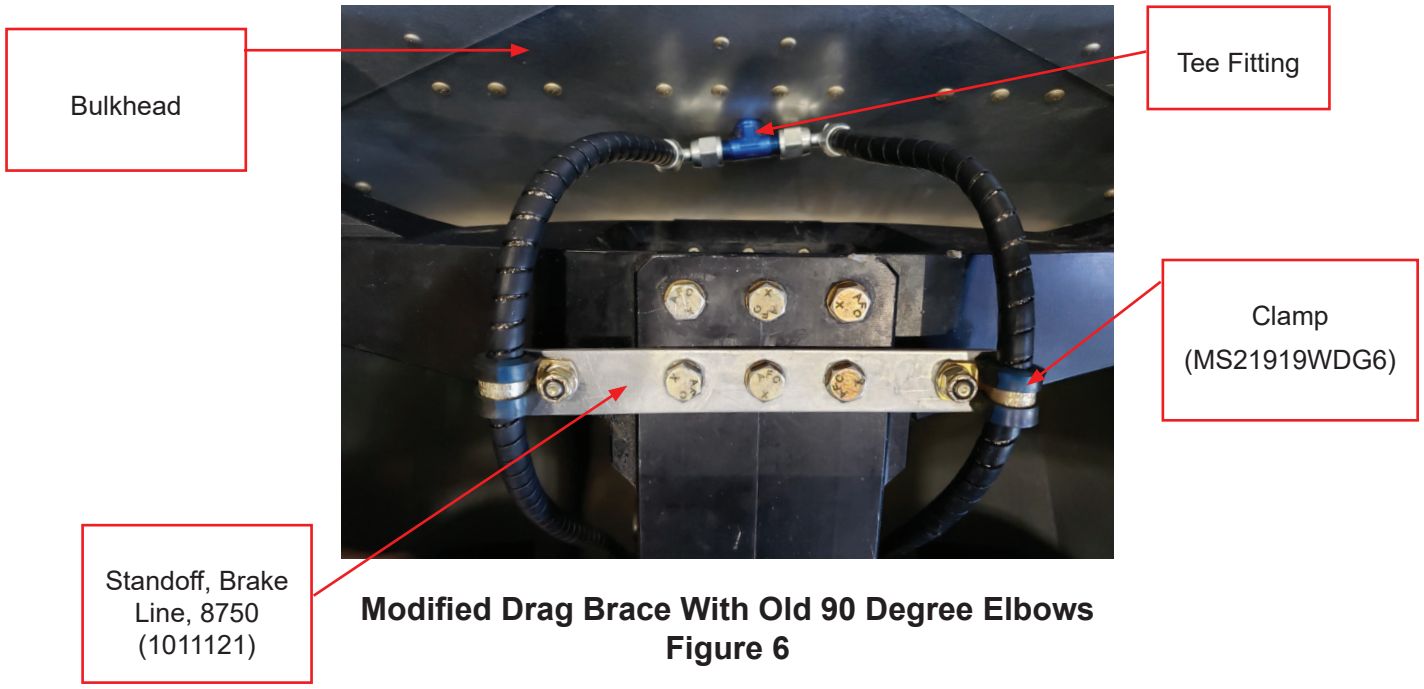


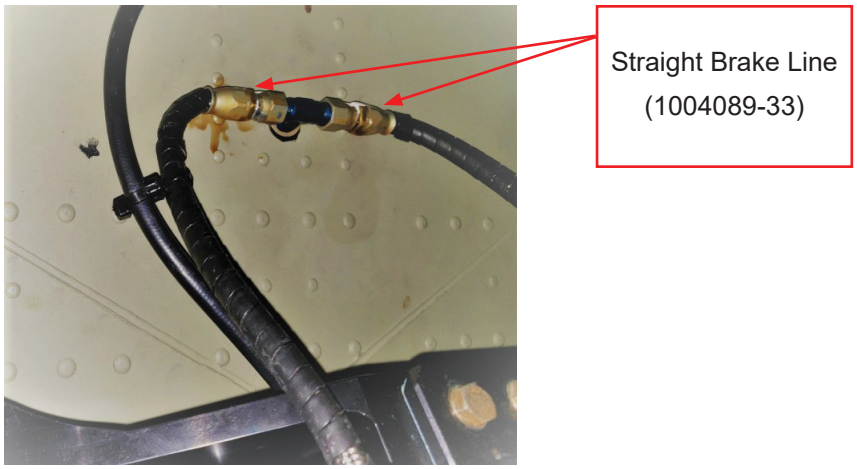
Figure 5

7. Remove bottom bolts (AN4-5A) from drag link.
8. Install new Standoff, Brake Line (1011121) on drag link, treat with Tef-Gel between the two surfaces, replace AN4-5A with AN4-6A. Install bolt with Loctite Threadlocker Blue 242 or equivalent.
9. Install adel clamps (MS21919WDG6) on brake line. Attach to the standoff.



Modified Drag Brace With Old 90 Degree Elbows
Figure 6

10. Reattach new brake line hoses (1004089-33) to "T" fitting.



Brake Line With New Straight Fittings
Figure 7

13. Confirm brake line doesn't rub anywhere along the drag brace. If it does, realign the brake line.

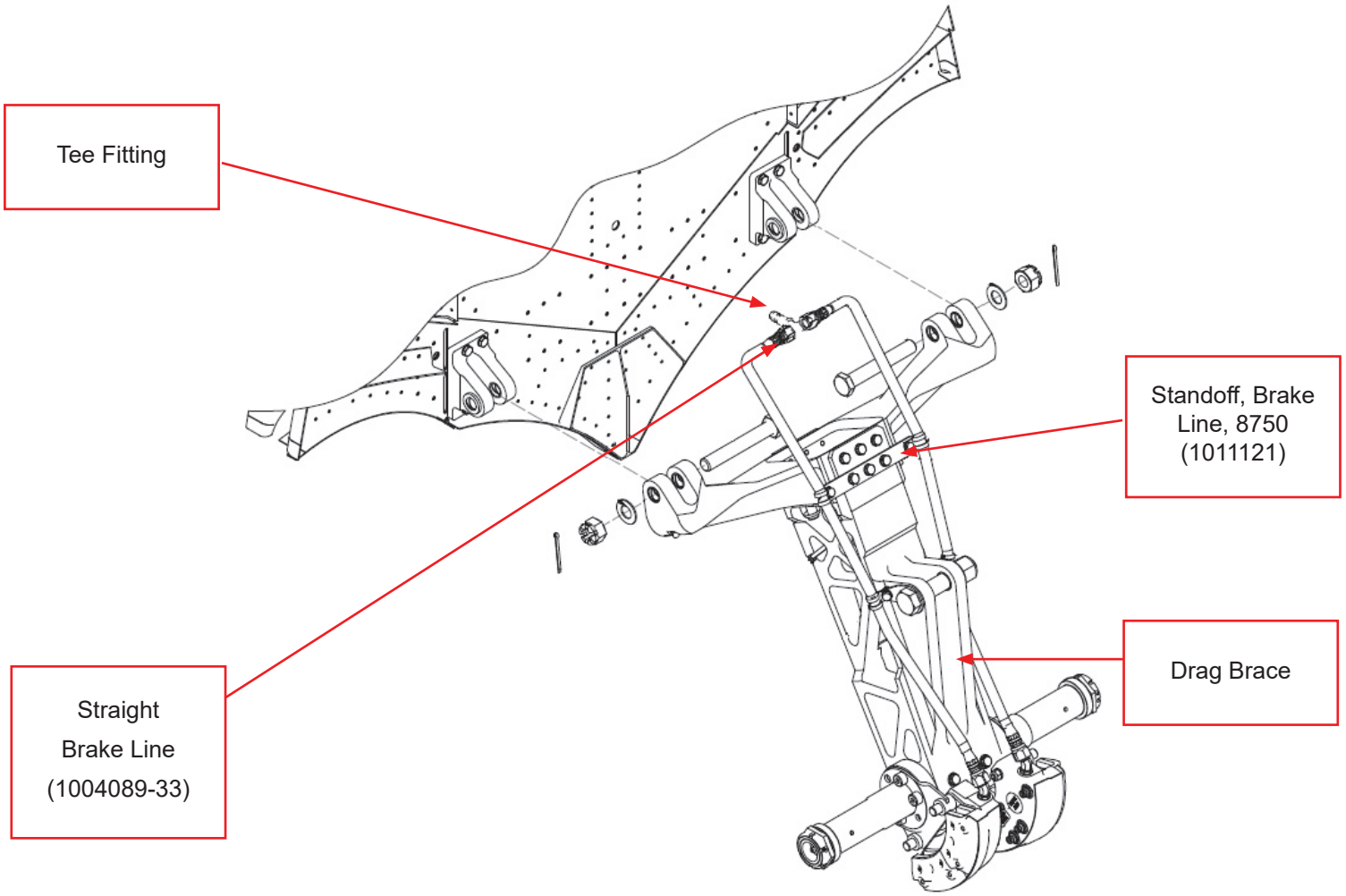


Figure 8

14. Bleed brake lines to remove any air. Refer to the 8750 Service Manual (1005723) for instructions to properly bleed the brake system.

AIRCRAFT CLOSING AND RETURN TO SERVICE

1. Upon completion of inspection, enter information in Aircraft Logbook for completion of this Wipaire Service Letter.