



Piper Aircraft Corporation  
Vero Beach, Florida, U.S.A.

# SERVICE *No. 860* BULLETIN

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\* PIPER CONSIDERS \*  
\* COMPLIANCE MANDATORY \*  
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FAA Approved

Date April 14, 1987

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This Service Bulletin is divided into Two (2) PARTS. Check each PART for specific Models Affected, Serial Numbers Affected and Instructions.

SUBJECT:

Main Landing Gear Downlock Cable  
Anti-Rotation Stop Replacement

COMPLIANCE TIME:

At the next regularly scheduled maintenance event, but not to exceed the next one-hundred (100) hours of operation.

PURPOSE:

It has been determined that the existing anti-rotation stop used in conjunction with the main landing gear downlock cable, as installed on certain aircraft as a field retrofit or original factory installation, can allow the cable attach clevis bolt to rotate. This in effect shortens the length of the downlock cable, preventing full engagement of the downlock hook assembly. If this condition exists and is left uncorrected, a gear unsafe condition could occur.

This Service Bulletin announces the availability of an improved anti-rotation stop which, when installed, will prevent the above described condition.

PART I

MODELS AFFECTED:

PA-31, PA-31-300, PA-31-325 Navajo  
PA-31-350 Chieftain  
PA-31-350 T-1020  
PA-31P Pressurized Navajo  
PA-31T Cheyenne, Cheyenne II  
PA-31T1 Cheyenne I  
PA-31T2 Cheyenne IIXL  
PA-31T3 T-1040  
PA-42 Cheyenne III

SERIAL NUMBERS AFFECTED:

31-2 through 31-8212031  
31-5001 through 31-8252064  
31-8253001 through 31-8253012  
31P-1 through 31P-7730012  
31T-7400002 through 31T-8120104  
31T-7804001 through 31T-8104101  
31T-8166001 through 31T-1166008  
31T-8275001 through 31T-5575001  
42-7800001, 42-7800002 and  
42-7801003 through 42-8001105

NOTE: Only aircraft in the above listed Serial Numbers which have been retrofitted with the Lock Actuator Rod Replacement Kit, Piper Part Number 764-958L, per PART II of Service Letter 755C prior to the date of release of this Service Bulletin, are affected by PART I of this Service Bulletin.

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INSTRUCTIONS:

1. Place aircraft on jacks.
  2. Remove nut and washer from the clevis bolt connecting the downlock cable to the retraction arm. Refer to Sketch "A" attached.
  3. Pull out the clevis bolt, remove and discard the existing anti-rotation stop.
  4. Install new anti-rotation stop, Piper Part Number 73344-04 (left gear) and 73344-05 (right gear), over the bolt and reinsert bolt through the retraction arm.
  5. Install an additional AN960-416 washer as well as existing washer and nut. Torque nut 80 to 100 inch pounds. See Sketch "A".
  6. Insure that tab on anti-rotation stop secures clevis bolt. See Sketch "A".
  7. Repeat procedure on opposite gear.
  8. Perform a gear function check.
  9. Remove aircraft from jacks.
  10. Make a logbook entry of compliance with PART I of this Service Bulletin.
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## PART II

MODELS AFFECTED:

PA-31, Navajo, PA-31-325 Navajo C/R  
PA-31-350 Chieftain  
PA-31-350 T-1020  
PA-31T1 Cheyenne IA  
PA-31P-350 Mojave  
PA-42 Cheyenne III  
PA-42-720R Cheyenne  
  
PA-42-720 Cheyenne IIIA

SERIAL NUMBERS AFFECTED:

31-8212032 through 31-8312019  
31-8252065 through 31-8452021  
31-8353001 through 31-8553002  
31T-8304001 through 31T-1104017  
31P-8414001 through 31P-8414050  
42-8001106  
42-5501024, 42-5501028, 42-5501032  
42-5501034 through 42-5501038  
42-8301001, 42-8301002, 42-5501003  
through 42-5501023, 42-5501025  
through 42-5501027, 42-5501029  
through 42-5501031, and 42-5501033

NOTE: The above listed aircraft were delivered with cable-type downlock actuators and may or may not have been fitted with anti-rotation stops. This Service Bulletin requires installation of the new anti-rotation stop.

INSTRUCTIONS:

1. Place aircraft on jacks.
2. Remove nut and washer from the clevis bolt connecting the downlock cable to the retraction arm. See Sketch "A" attached.
3. Pull out the clevis bolt, remove and discard the existing anti-rotation stop, if installed.
4. Install new anti-rotation stop, Piper Part Number 73344-04 (left gear) and 73344-05 (right gear) over the bolt and reinsert bolt through the retraction arm.

INSTRUCTIONS: (Cont'd)

5. Install an additional AN960-416 washer as well as existing washer and nut. Torque nut 80 to 100 inch pounds. See Sketch "A".
  6. Insure that tab on anti-rotation stop secures clevis bolt. See Sketch "A".
  7. Repeat procedure on opposite gear.
  8. Perform a gear function check.
  9. Remove aircraft from jacks.
  10. Make a logbook entry of compliance with PART II of this Service Bulletin.
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MATERIAL REQUIRED: One (1) each Anti-Rotation Stop, Piper Part Number 73344-04 (left) and one (1) each Anti-Rotation Stop, Piper Part Number 73344-05 (right) and two (2) each AN960-416 Washers, Piper Part Number 407-565, per aircraft.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

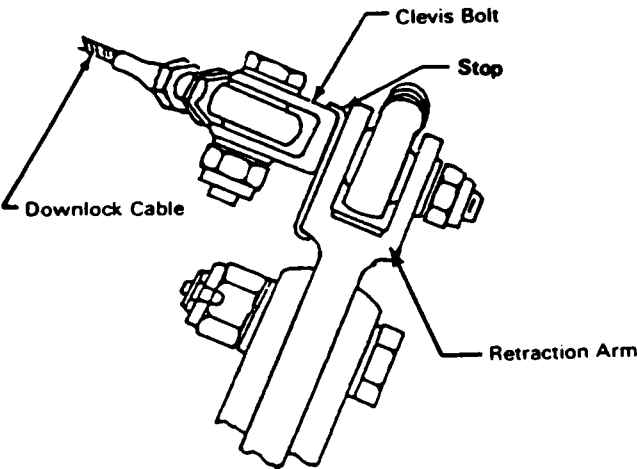
EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

SUMMARY: Any applicable factory participation will remain in effect for a period of time not to exceed 180 days from the date of this Service Bulletin.

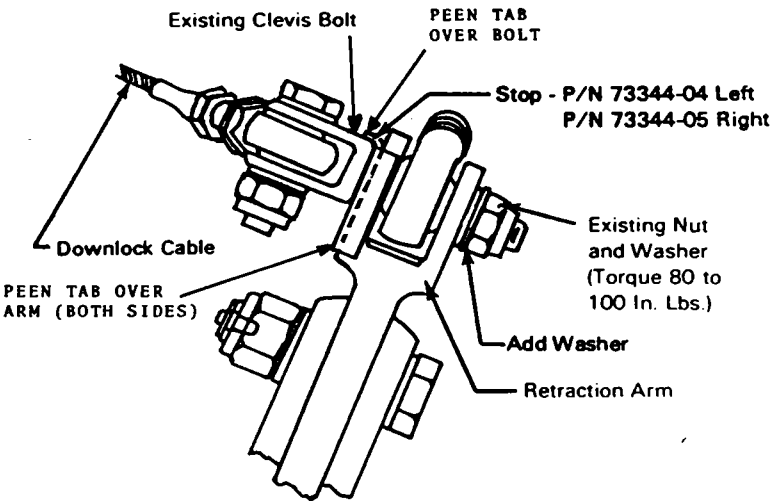
Please contact your Factory Authorized Piper Field Service Facility to make arrangements for compliance with this Service Bulletin in accordance with the Compliance Time indicated, and to obtain information concerning any applicable factory participation.

NOTE: If you are no longer in possession of this aircraft, please forward this information to the present owner/operator.

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Old Configuration



New Configuration

SKETCH "A"