



# SERVICE LETTER

No. 842

Piper Aircraft Corporation

FAA/DOA SO-1 Approved

Lock Haven, Pennsylvania, U.S.A.

September 26, 1978 S

Subject: Main Landing Gear Torque Link Greaser Bolt Inspection and Replacement

Models Affected:

PA-28-140  
PA-28-150  
PA-28-151  
PA-28-160  
PA-28-161  
PA-28-180  
PA-28-181  
PA-28-235  
PA-32-260  
PA-32-300

Serial Numbers Affected:

28-20001 to 28-7725290 Inclusive  
28-1 to 28-4377 Inclusive  
28-7415001 to 28-7715314 Inclusive  
28-1 to 28-4377 Inclusive  
28-7716001 to 28-7816253 Inclusive  
28-671 to 28-7505259 Inclusive  
28-7690001 to 28-7890231 Inclusive  
28-10001 to 28-7710089 Inclusive  
32-1 to 32-7700023 Inclusive  
32-40001 to 32-7840043 Inclusive

Compliance Time:

- I. Aircraft which have greaser bolts with 500 hours or more in service: Inspect within the next 100 hours of operation, and thereafter at intervals not to exceed 100 hours of operation from previous inspection.
- II. Aircraft which have greaser bolts with less than 500 hours time in service: Inspect at the 500 hour inspection period and at each subsequent 100 hour inspection.

NOTE:

Aircraft equipped with greaser bolts per Sketch "A", may install Kit 760 910V to alleviate the 100 hour inspection until a total of 500 hours of operation have been accumulated and then the bolts can be inspected at each 500 hours thereafter.

Aircraft equipped with greaser bolts per Sketch "B", may install new Bolt 79543-02 and alleviate the 100 hour inspection until a total of 500 hours of operation have been accumulated, then can be inspected at each 500 hours thereafter.

Purpose: There have been incidents where greaser bolts have been found with cracks radiating from the greaser hole in the groove. Production aircraft with serial numbers subsequent to those listed above have had the greaser bolt replaced with a standard AN8 Bolt and new torque links. In the field the greaser bolt with grooves can be replaced with a greaser bolt which incorporates grease holes only and no grooves.

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Instructions:

1. If the aircraft is on jacks, the main gear struts must be deflated (see appropriate Service Manual) and the piston axle assembly supported before proceeding. Otherwise, proceed with Instruction 2.
2. Remove the greaser bolt holding the main landing gear torque links together.
3. Thoroughly inspect each bolt using a 10X magnifying glass, or dye check, or magnetic partical inspection for cracks as shown in Sketches "A" and "B".
4. If any cracks are found, the bolt should be replaced. See Material Required, No. 1.
5. On aircraft using the bolt shown in Sketch "A" we recommend this bolt be replaced with Piper Kit Number 760 910V, even if no cracks are found. See Material Required, No. 2.
6. If the struts were deflated as required by Instruction No. 1, re-inflate the struts. Refer to the appropriate Service Manual for proper inflation.
7. Make appropriate log book entry.

Material Required:

1. For Instruction No. 4; one (1) or two (2) non-grooved greaser bolts Piper Part Number 79543-02.
2. For Instruction No. 5; one (1) Kit, Bolt-Main Gear Modification Piper Part Number 760 910V, for each main landing gear two (2) required per aircraft.

Availability of Parts: Your Piper Field Service Facility.

Effectivity Date: This Service Letter is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release.

