

SERVICE KIT NO: 764 377V

SERVICE PUBLICATION:

MODELS

PA-28RT-201
 PA-28RT-201T
 PA-28R-201
 PA-28R-201T
 PA-28R-200
 PA-28R-180

EFFECTIVITIES

28R-7918001 thru 28R-8218003
 28R-7931001 thru 28R-8213009
 28R-7737001 thru 28R-7837317
 28R-7703001 thru 28R-7803373
 28R-35001 thru 28R-7635545
 28R-30004 thru 28R-7130013

		UNIT, REV. 280 REV. REV		DRAFTSMAN			
	A	LVS		DATE	1-11-82		
	ER	OF		DATE			
	5-13-82	DATE		APPR.			
	W.Z.	APPR.		LVS			
	B	LVS		OF			
	RE	OF		DATE			
	10-6-82	DATE		APPR.			
	W.Z.	APPR.					
SCALE		LAST SECTION		OF		LAST VIEW	
GAL. WT.		AMB		AST WT.		WT. OVER	
TEL. 813-688-6000 FAX 813-688-6001							
MANUFACTURING PRACTICES PIPER SPEC 9							

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PIPER AIRCRAFT CORP.
 VERO BEACH, FLORIDA

DOA		
MANUFACTURING		
MATERIALS		

NOSE LANDING GEAR MODIFICATION

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OF 1	78889	B
OF 6		

2	424 059	Pin - Cotter	MS24665-283
2	424 051	Pin - Cotter	MS24665-132
2	407 565	Washer	AN960-416
1	404 887	Nut	MS20365-1032C
1	404 393	Nut	AN320-4
1	402 940	Bolt	NAS464P4-27
2	452 801	Bearing	87319-03
2	452 800	Bearing	87319-02

QTY.	PART NO.	PART NAME	DESCRIPTION
PIPER AIRCRAFT CORPORATION VERO BEACH, FLORIDA		NOSE LANDING GEAR MODIFICATION	
ST NO.	764 377V	SHT. 2	DWG. NO. 78889
			B

INSTRUCTIONS:

1. Place aircraft on jacks and remove cowl.
2. Visually inspect entire nose landing gear and retraction system for loose, missing or excessively worn parts. Service and replace as required. Parts that are specified to be reused in this instruction are to be inspected for serviceability prior to reuse.
3. Disconnect rod end of actuator cylinder from downlock hook and support away from work area. Retain bolt, bushing and washer. Discard nut. See figure 1.

CAUTION: Do not kink or collapse hydraulic hose.

4. Disconnect forward (double) springs at arm assembly. See figure 1.

CAUTION: Do not over-stretch springs.

5. Disconnect lower link from strut. Retain bolt, washers and nut. Discard cotter pin. See figure 1.
6. Disconnect upper link from engine mount (2 places). Retain bolts, washers, bushings and nuts. Discard cotter pins. See figure 1 and section A-A.
7. Disconnect upper link from lower link. Discard hardware.
8. Machine lower link as shown in figure 2.
9. Rework upper link as follows: (For PA-28R-180, R-200, R-201, R-201T and PA-28RT-201 prior to serial no. 28-8118046 and PA-28RT-201T prior to serial no. 28-8181055 only.

Remove aft bearings (2 places) and discard. Install 452 801 bearings and ream as shown in section A-A.

Remove forward bearings and discard. Install 452 800 bearings (2 req'd) and ream as shown in figure 3.

NOTE: For Pa-28RT-201, serial no. 28-8118046 and up and PA-28RT-201T serial no. 8118046 and up check existing bearings for out-of-roundness. Replace as required.

10. Connect lower link to upper link using 402 940 bolt, 407 565 washer (2 req'd) 404 393 nut (finger tight) and 424 051 cotter pin. See figure 1.
11. Reinstall upper link to engine mount using existing hardware and 424 059 cotter pins (2 places) see figure 1 and section A-A.
12. Reinstall lower link on strut using existing hardware and 424 051 cotter pin. See figure 1.
13. Connect forward (double) springs to arm assembly. See figure 1.

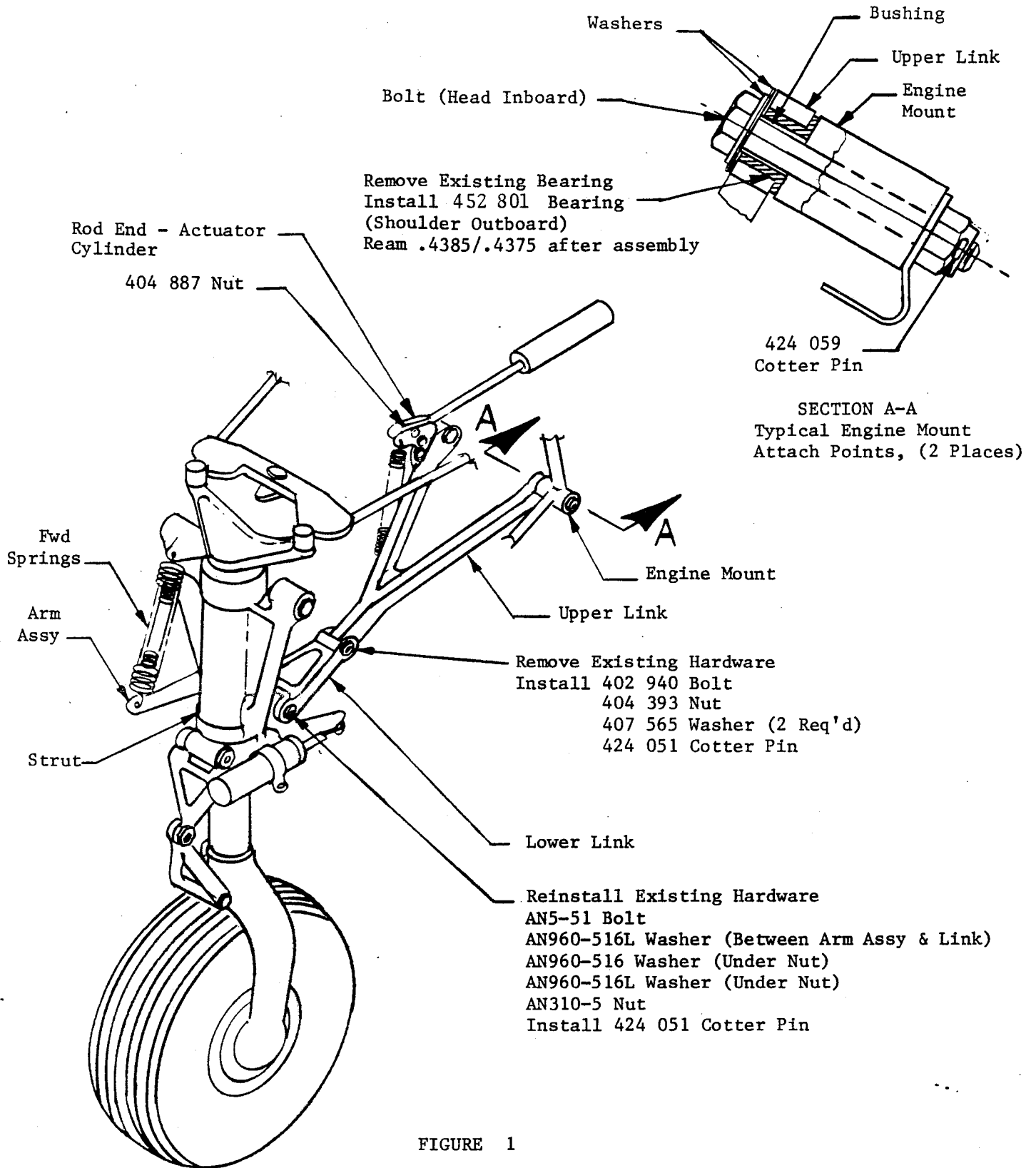
CAUTION: Do not over-stretch springs.

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14. Before re-assembly of actuator cylinder to hook, check to be sure hook rotates freely. See Figure 1.
15. Re-assemble rod end of actuator cylinder to hook using existing hardware and 404 887 nut. See Figure 1.
16. Perform a free fall test and power operated gear up and down test, observing downlock hook for correct functional operation.
17. Reinstall cowl.
18. Remove jacks.
19. Make appropriate log book entry.

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REV. NO.

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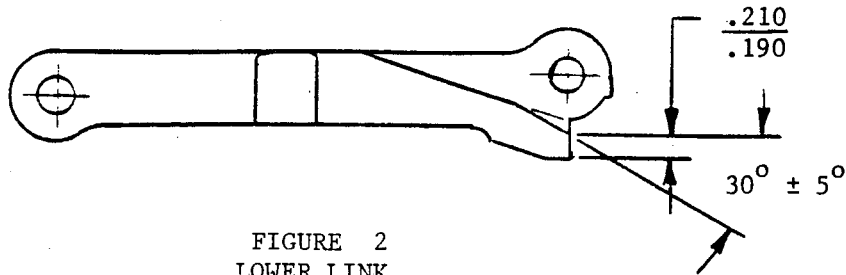
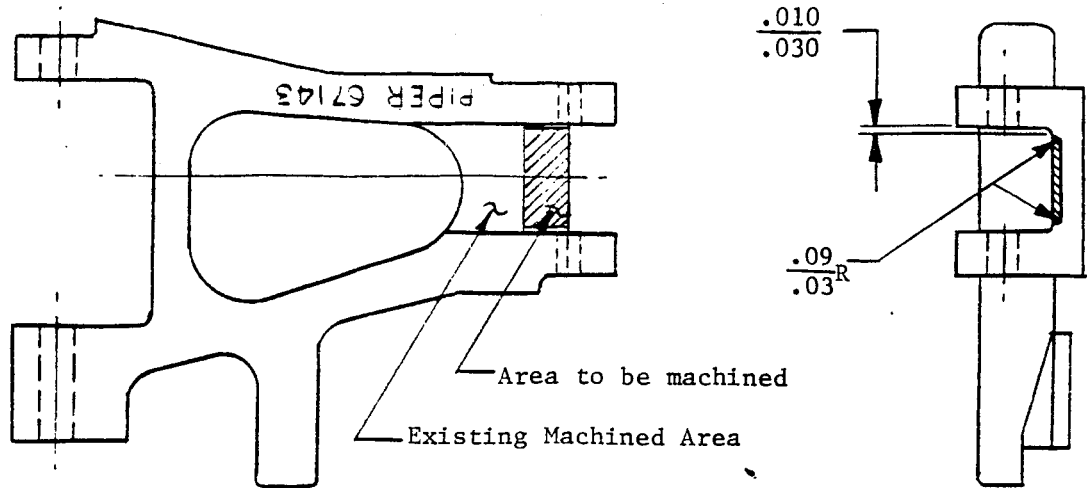


FIGURE 2
LOWER LINK

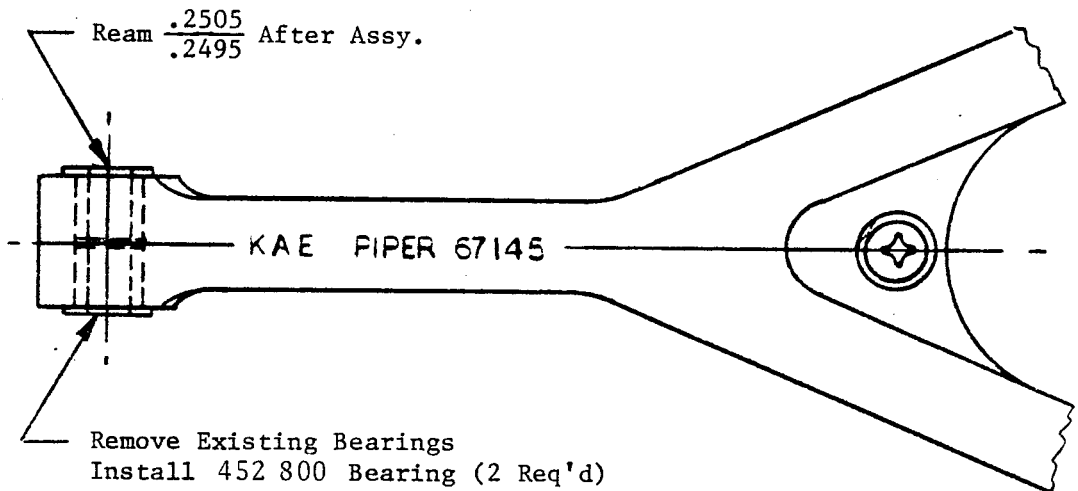


FIGURE 3
UPPER LINK

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