



# SERVICE LETTER

No. 717

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

September 18, 1974 M

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Subject: Improved Brake Assembly Cylinder Retract -- reference attached Cleveland Aircraft Service Letter No. 7000-5

Models Affected: PA-23-250 (Six Place) Aztec

Serial Numbers Affected:

I. 27-2505 to 27-3737 incl. -- with heavy-duty wheel and brake conversion kits, Piper Part No. 757 164 or 760 539 installed.

II. 27-3738 and up.

Compliance Time: It is recommended that the new cylinder retracts be installed at the next inspection interval if it is determined that premature and excessive lining wear exists.

Purpose: To provide distribution of the attached Cleveland Aircraft Service Letter No. 7000-5, which announces a brake system product refinement (relative to the aircraft referenced above) consisting of an improved brake assembly cylinder retract.

Instructions: Refer to Cleveland Aircraft Service Letter No. 7000-5, paragraphs A, B, and C.

NOTE: Whenever brake linings and/or brake discs are replaced -- be sure to reposition the cylinder retract so that it is flush with the brake cylinder.

Material Required: Four (4) each per aircraft Cylinder Retract, Piper Part No. 751 507 at suggested unit list price \$1.60D, as required per Compliance Time, above.

Availability of Parts: Your Piper Field Service Facility.

NOTE: Piper Part No. 751 507 Cylinder Retracts shipped from factory stock subsequent to July 1, 1974, will be the improved configuration.

Effectivity Date: Please contact your Piper Field Service Facility to make arrangements for installation of the above referenced brake system product improvement feature in accordance with Compliance Time, above.

ATA 3240

CLEVELAND WHEELS & BRAKES  
DIVISION OF VANSICKLE INDUSTRIES, INC.

AVON, OHIO

ENGINEERING SERVICE LETTER (7000-5)

I PURPOSE

To inform Aztec owners of the proper procedure required to eliminate premature and excessive lining wear on Cleveland Brake Assembly 37-200A. (Specifically - Installation of new configuration 751-507 cylinder retract)

A. BRAKE DISASSEMBLY

1. Remove 4 bolts (751-470), 4 washers (407-585) that secure 2 back plate assemblies (755-840) to each cylinder.
2. Remove 4 nuts (404-837) and 4 washers (407-566) that secure brake cylinders to torque plate assembly.
3. Remove nut (404-887), washer (753-148), spring (752-946) and internal spacer sleeve (752-945) to remove pressure plate assembly from each cylinder.
4. With a suitable punch (3/8"-7/16" dia.) tap the cylinder retract (751-507) out of each cylinder and discard.

B. 751-507 CYLINDER RETRACT (NEW CONFIGURATION) INSTALLATION

1. Place chamfered end of new (751-507) cylinder retract into the hole that the old style was removed from. (install from piston side of cylinder). Carefully tap the new cylinder retract into each cylinder, so that the flat surface with the small diameter hole is flush with the cylinder (see sketch).

C. BRAKE ASSEMBLY INSTALLATION

1. Reverse Steps 1 thru 3 of section A.

