



PIPER

Customer Services

SERVICE No. 140 BULLETIN

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

June 8, 1955

SUBJECT: PA-23 Landing Gear CO₂ Extension System

MODELS AFFECTED: PA-23, Serials 23-1 to 23-246 inclusive

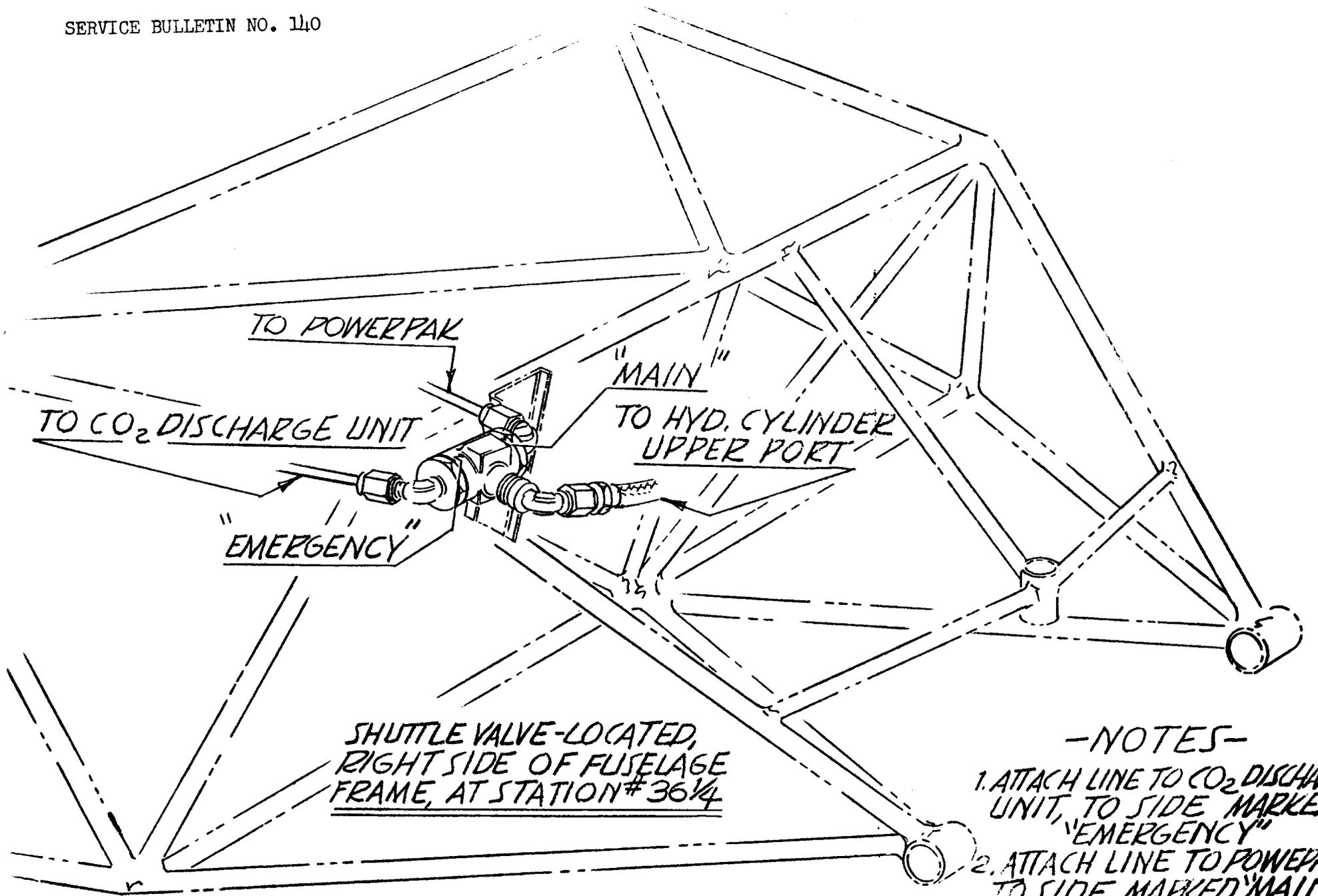
From operational experience in the subject airplanes it has been found that the nose wheel shuttle valve can become unseated, thereby permitting the CO₂ system lines to be filled with hydraulic fluid locking the landing gear in the down position.

The only means of retracting the gear is to bleed the CO₂ system lines. Therefore, in order to eliminate this condition it is necessary to immediately install one spring loaded shuttle valve at the nose wheel actuating cylinder in accordance with the sketch shown on the reverse side of this bulletin.

Part 492 040 can be ordered through your nearest Piper Distributor on a No Charge basis. Two hours warranty labor will be granted upon receipt of a duly executed warranty claim form through your Distributor.

NOTE: Care should be taken in installing the new nose wheel shuttle valve to see that the airplane is put on jacks and that the main hydraulic line is attached to the end of the shuttle valve marked MAIN, and the CO₂ line is attached to the end of the shuttle valve marked EMERGENCY.

This Bulletin supersedes Bulletin 137 and the only change is that the specific sale numbers affected now have been listed.



SHUTTLE VALVE-LOCATED,
RIGHT SIDE OF FUSELAGE
FRAME, AT STATION #36 1/4

-NOTES-

1. ATTACH LINE TO CO₂ DISCHARGE UNIT, TO SIDE MARKED "EMERGENCY"
2. ATTACH LINE TO POWERPAK TO SIDE MARKED "MAIN"