

VENDOR SERVICE PUBLICATION

TO: X All Piper Distributors
 All Piper CORPAC's
 Affected Aircraft Owners/Operators
 All of the above

SUBJECT:

One time Main Wheel Tie Bolt Inspection: Cleveland ESL-7007,
Dated August 24, 1978 (Attached).

Models Affected:Serial Numbers Affected:

PA-23-250 Aztec with the following Main Wheel Assemblies

1. Cleveland 3080B (40-4), Piper Part No. 451 768
2. Cleveland 3080D (40-116), Piper Part No. 551 759
3. Cleveland 40-13, Piper Part No. 551 768

Purpose: To provide distribution of the attached Service Publication (identified in SUBJECT, above) to Piper Field Service Facilities and, if applicable, to affected Piper owners/operators.

Detailed instructions relative to compliance action are specified on the attached Service Publication; any additional/supplemental data, if necessary, is contained in the following "Special Instructions" section.

Special Instructions:

Refer to attached Cleveland ESL-7007, Dated August 24, 1978 for detailed instructions.

Contact your Piper Field Service Facility to make appropriate arrangements.

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APPROVED BY <i>C. DeBordeau</i>		SUBJECT ONE TIME MAIN WHEEL TIE BOLT INSPECTION
EFFECTIVE DATE 08-24-78		

Subject: ONE TIME MAIN WHEEL TIE BOLT INSPECTION

Aircraft Effectivity: PIPER AIRCRAFT PA-23-250 (AZTEC)

<u>Main Wheel Effectivity:</u>	<u>Cleveland P/N</u>	<u>Piper P/N</u>
	3080B (40-4)	451 768
	3080D (40-116)	551 759
	40-131	551 768

Background: The wheel halves used in the above wheel assemblies are retained together by tie bolts. Each bolt is positively engaged into a spline nut press fitted into the inner wheel half. Bolt torque is 90 in-lbs.

Inspection: At the next regularly scheduled maintenance period, visually inspect the relationship between each tie bolt and spline nut per Sketch "A" - Thread protrusion should be flush to .125 maximum.

Bolts that are below flush, may not engage the self-locking feature of the spline nut. It is recommended that this condition be corrected by replacing the existing bolts with P/N AN4-7A; torque existing and/or replacement bolts to 90 in-lbs.

If the thread protrusion per Sketch "A" exceeds .125 inch, the bolt may be shanked out. If this condition exists, it is recommended that it be corrected by replacing the existing bolts with P/N AN4-7A; torque existing and/or replacement bolts to 90 in-lbs.

