

# SERVICE



# LETTER

Service Letter No. 292

September 5, 1957

TO: All Distributors, Dealers and Owners

SUBJECT: PA-23 Drag Link Assemblies

MODELS AFFECTED: All PA-23 Apache Airplanes

It has been brought to our attention that there have been several cases of misadjustment of the landing gear drag link assemblies on the subject airplanes. This misadjustment could cause difficulty in the proper actuation of the landing gear assembly.

For the convenience of the Piper Certified Service Centers and other Service Stations as well as mechanics who are servicing the Apache, we are enclosing a copy of our Service Memo No. 62 which outlines specifically the procedure and technical information for the proper adjustment of the drag link assemblies.

Additional copies of Service Memo No. 62 may be obtained from the Piper Service Department.

Very truly yours,

PIPER AIRCRAFT CORPORATION

Rolland Boardman  
Service Manager

RB:gh:z  
Enclosure

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.

# SERVICE



# MEMO

Service Memo No. 62

*Part of S/C-292*

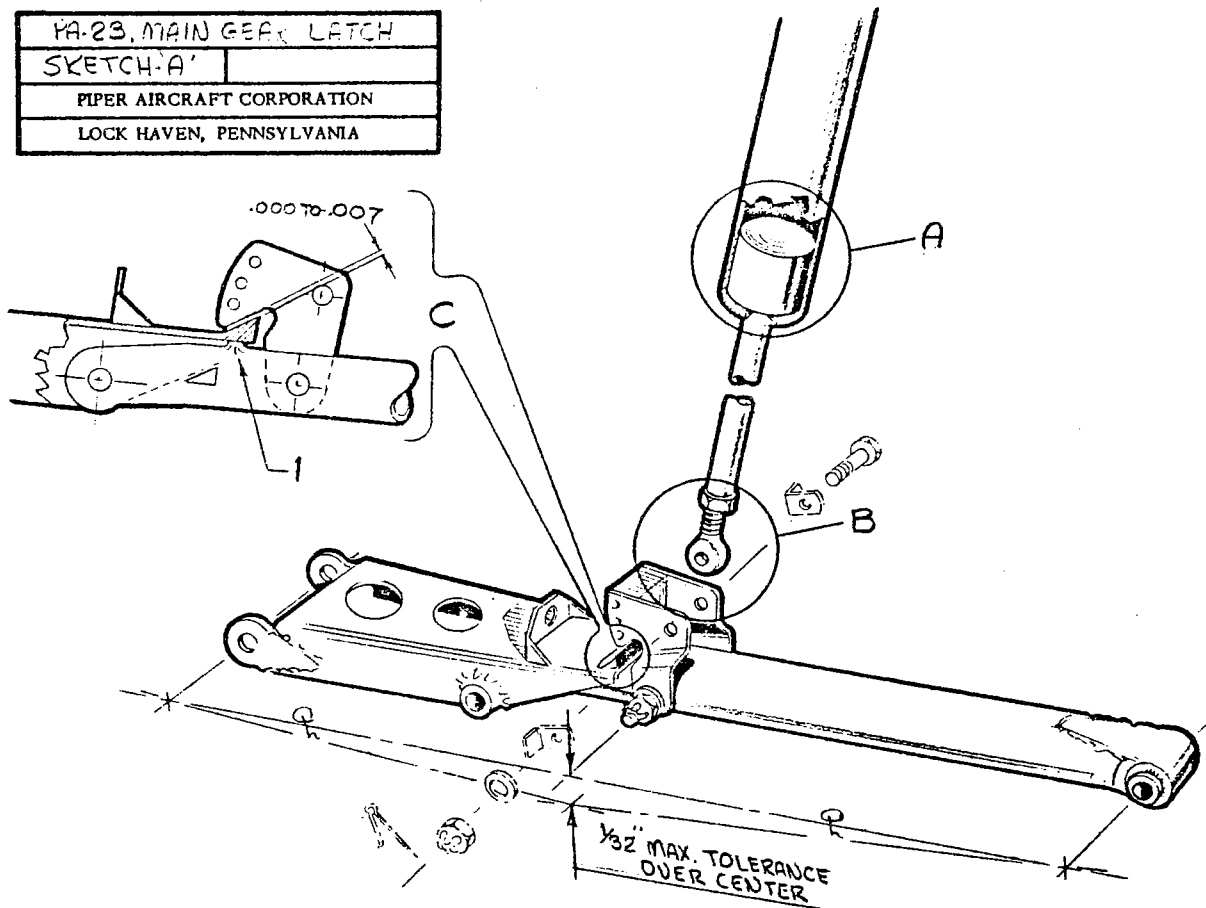
Adjustment Procedure for the PA-23 Nose and Main Drag  
Link Assemblies, Part Numbers 19060-00 and 19059-00

1. Place airplane on jacks. (Make certain that the nose wheel is free and clear of the ground or floor before actuating the gear for any reason.)
2. Both the nose and the main gear should be fully extended.
3. Remove the bolt connecting the actuating cylinder shaft rod end bearing to the down lock latch. (Item B - Sketch "A" and Item B - Sketch "B".)
4. Double check to make certain that the piston and shaft of the actuating cylinder is in the fully extended position by re-cycling the powerpak manually.
5. Check the alignment of both the main and nose gear drag links referring to Sketch "A" and Sketch "B". The alignment tolerance is  $1/32$ " past center and zero before center.
6. Alignment deviations can be corrected by adding to, or grinding off the weld shown at Point C1.
7. Loosen the lock nut on the rod end bearing at the end of the actuating cylinder shaft and adjust the rod end so that the attachment bolt is a push fit. This adjustment should be made with the latch springs detached and manually holding the latch in the closed position. Tighten lock nut and reassemble springs.
8. Check all safeties and cycle the gear several times; observe operation to insure proper action.

See other side for sketches.

**PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.**

PA-23, MAIN GEAR LATCH	
SKETCH 'A'	
PIPER AIRCRAFT CORPORATION	
LOCK HAVEN, PENNSYLVANIA	



PA-23, NOSE GEAR LATCH	
SKETCH 'B'	
PIPER AIRCRAFT CORPORATION	
LOCK HAVEN, PENNSYLVANIA	

