



SERVICE BULLETIN

No. 700A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

FAA Approved (PA-31, PA-31-325, PA-31-350)

FAA DOA EA-1 Approved (PA-31P)

October 12, 1981

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(Service Bulletin 700A supersedes and voids Service Bulletin 700, dated December 12, 1980.)

Subject:

Nose Wheel Inspection/Replacement

Reason for Revision:

To add PA-31P Pressurized Navajo to Models Affected.

Models Affected:

PA-31, PA-31-325 Navajo
PA-31-350 Chieftain
PA-31P Pressurized Navajo

Serial Numbers Affected:

31-2 through 31-8112038
31-5001 through 31-8152088
31P-3 through 31P-7730012

Compliance Time:

For aircraft having attained two thousand (2000) hours of operation, within the next one hundred (100) hours of operation or at the next scheduled inspection event, whichever occurs first and at each nosewheel tire change thereafter.

Purpose:

Field reports indicate that after 2000 hours time in service, cracks may occur in the flange area of some Parker Hannifin (Cleveland) nosewheels P/N 40-76B (Piper Part No. 451 784). A wheel failure in the flange could result in loss of control of the aircraft during ground operations.

This Service Bulletin provides instructions for the inspection of the above referenced wheel for the presence of cracks.

Instructions:

1. Place the aircraft on jacks.
2. To remove the nose wheel, remove the axle tie rod nut, tie rod and axle plugs. Insert a 1-7/16 inch diameter tube into the fork and tap out the axle from the wheel assembly.
3. Flex the fork enough to remove the wheel spacers and to allow the wheel to clear the fork assembly.

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Instructions: (continued)

4. The wheel halves may be separated by removing the valve core and completely deflating the tire. Break tire bead from the wheel by using a rubber or wooden mallet. Remove the wheel through bolts. Pull the wheel halves from the tire by removing the wheel half opposite the valve stem first and then the other half.

CAUTION: Do not pry between the wheel flange and tire bead with a sharp tool as this could damage the wheel and tire.

5. The wheel bearing assemblies may be removed from each wheel half by first removing the snap rings that secure the grease seal retainers, and then the retainers, grease seals and bearing cones. The bearing cups should be removed only for replacement.
6. Degrease all parts and dry thoroughly.
7. Visually check and perform either Dye Penetrant, Zyglo or X-Ray inspection of the wheel halves. If any cracks are found, the wheel must be removed from service and replaced by either a serviceable unit or by an improved wheel assembly Part Number 40-140. (Piper Part Number 551 791).

NOTE: Installation of Part Number 40-140 Wheel Assembly will relieve the repetitive non-destructive inspection requirements of this service release.

8. Reassemble the wheel and tire assembly in accordance with the aircraft service manual, and reinstall the wheel on the nose fork.
9. Remove the aircraft from jacks.
10. Make proper logbook entry of compliance with this Service Release.

NOTE: As part of good maintenance procedure, a thorough visual inspection of all wheel components is recommended at each tire change regardless of time in service or part number.

Material Required:

One (1) Cleveland 40-140 Wheel Assembly (Piper Part No. 551 791) per aircraft.

Availability of Parts: Your Piper Field Service Facility.

Effectivity Date: This Service Release is effective upon receipt.

Summary:

Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release in accordance with the Compliance Time, indicated.