



SERVICE LETTER

No. 913A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

Modification FAA Approved

March 16, 1983

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(This Service Letter 913A supersedes and voids Service Letter 913 dated October 16, 1981.)

This Service Release is divided into two (2) separate PARTS relative to the Cheyenne I, II and III Torque Transmitter Systems. Refer to each PART for specific Subject and Serial Numbers.

Reason for Revision: Add PA-42 To Models Affected In Part II

PART I

Subject: Torque Transmitter Electrical Connector Restraint

Models Affected:

PA-31T1 Cheyenne I
PA-31T Cheyenne II

Serial Numbers Affected:

31T-8004022 through 31T-8104020
31T-8020039 through 31T-8120020

Compliance Time:

At owner/operator's discretion; recommended at the next scheduled event.

Purpose:

Field reports indicate that the pins and the receptacles within the torque transmitter electrical connection will wear if the connection is not bottomed. Such wear could lead to indicator fluctuations of 50 to 150 LB-FT in the normal cruise range.

PART I of this Service Release announces the availability of a Torque Transmitter Electrical Connector Restraint Installation Kit, which contains material and instructions necessary to modify the transmitter connection to insure metal-to-metal contact.

Material Required:

One (1) each per aircraft, Torque Transmitter Electrical Connector Restraint Installation Kit, Piper Part No. 764 105.

PART II

Subject: Torque Transmitter Relocation/Isolation

ATA: 7710

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Models Affected:

PA-31T1 Cheyenne I
PA-31T Cheyenne II
PA-42 Cheyenne III

Serial Numbers Affected:

31T-8004022 through 31T-8104067
31T-8020039 through 31T-8120057
42-7800002 through 42-7801004 and
42-8001001 through 42-8001082

Compliance Time:

At owner/operator's discretion; recommended
at the next scheduled event.

Purpose:

Field reports and Piper Engineering tests indicate that some failures of the engine torque indicating system may be the result of internal damage of the torque transmitter caused by engine vibration.

PART II of the Service Release announces the availability of a Torque Transmitter Relocation Kit, which contains material and instructions necessary to relocate the torque transmitter to an area isolated from engine vibration and to shock mount the transmitter. Installation of this kit improves the service life of the transmitter.

Material Required:

For PA-31T and PA-31T1:

One (1) each per aircraft, Torque Transmitter Relocation Kit, Piper Part No. 764 126.

For PA-42:

One (1) each per aircraft, Torque Transmitter Isolation Kit, Piper Part No. 764 947L

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 arrange for compliance with the provisions of this Service Release.