



SERVICE BULLETIN

No. 665A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

Modification FAA/DOA EA-1 Approved

May 30, 1980

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Service Bulletin No. 665A supersedes and voids Service Bulletin No. 665, dated October 29, 1979.

Subject: Throttle Control Ball Joint Connector and Rod End

Reason for Revision: Revise Subject, add Serial Numbers, revise Instructions, revise Sketch.

Models Affected: Serial Numbers Affected:

PA-31T1 Cheyenne I

31T-7804001 through 31T-8004031

PA-31T Cheyenne/Cheyenne II

31T-7400001 through 31T-8020060

Compliance Time: Within the next one hundred (100) hours of operation or at the next scheduled inspection, whichever occurs first.

Purpose:

A field report has been received of the throttle control linkage separating at the ball joint connector in the engine compartment. This condition resulted from the ball joint connector jam nut (Piper Part Number 51676-02) not having been properly torqued and safety-wired, allowing the ball joint connector to rotate free from the throttle control cable end. Separation of the ball joint connector from the throttle control cable end will cause the affected engine to go to idle speed.

This Service Release provides instructions for the inspection of the throttle cables at the ball joint connector for security and for safety wiring, and for the installation of safety wire if required, and for the addition of a tab washer between the rod end bearing and jam nut.

Instructions:

1. Remove the upper cowl assembly from the left and right engines.
2. Inspect the throttle control cable on each engine, as shown on attached sketch, to determine if ball joint connector jam nut is safety wired.
 - a. If safety wire is installed, as shown on sketch, proceed to Step 3.
 - b. If safety wire is not installed, as shown on sketch, inspect jam nuts for evidence of a drilled hole to accept safety wire. If jam nut/nuts are not drilled, replace with a new jam nut Part Number 51676-02 or refer to Figure 2 for drilling instructions.

(over)

Instructions: (continued)

3. Install tab washer (Piper Part Number 594 063) between rod end bearing and jam nut as shown in attached Sketch, View A-A. Do not bend tabs until after completing step 4.

NOTE:

Insure bolt connecting rod end bearing to throttle arm is installed as shown on Sketch.

4. Insure jam nuts are secure. Refer to the PA-31T/T1 Maintenance Manual, Section VIII, for proper rigging of jam nuts.
5. Install safety wire P/N 151 296 (MS20995-C32) on aft jam nut, and bend tabs of washer (P/N 594 063) between rod end bearing and forward jam nuts as shown on sketch.
6. Reinstall upper cowl assemblies on engines.
7. Make appropriate logbook entry of compliance with Service Bulletin No. 665A.

Material Required:

MS20995-C32 (.032") Safety Wire (Piper Part Number 151 296).
#5710-66-16 Tab Washer (Piper Part Number 594 063).
If required, Jam Nut (Piper Part Number 51676-02).

Availability of Parts:

Your Piper Field Service Facility or a local supplier.

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 in accordance with Compliance Time, above. Reimbursement is available for up to one (1) hour labor per aircraft in accordance with the respective labor credit application procedure of your Piper Field Service Facility.

