



SERVICE BULLETIN

No. 766

Piper Aircraft Corporation

Modification FAA Approved

Lock Haven, Pennsylvania, U.S.A.

October 24, 1983 M

SUBJECT:

Main Landing Gear Slotted Uplock Hook
Brackets Replacement

MODELS AFFECTED:

PA-31T2 Cheyenne IIXL

PA-31T3 T-1040

SERIAL NUMBERS AFFECTED:

31T-8166001 through 31T-8166032,
31T-8166034, and 31T-8166036
through 31T-8166063
31T-8275001, 31T-8275002,
31T-8275004 through 31T-8275013
and 31T-8275015

COMPLIANCE TIME:

Within the next 100 hours of operation or at
the next scheduled inspection event, whichever occurs first.

PURPOSE:

The affected aircraft are equipped with slotted
main landing gear uplock hook brackets. Field reports indicate that the
slotted brackets may develop cracks radiating from the slotted area. If left
unattended the condition may result in a main gear being released from its
uplocked position to rest on its main gear inboard gear door.

This Service Release provides the necessary information to install unslotted
uplock hook brackets in the affected aircraft.

INSTRUCTIONS:

1. With the master switch off select gear down then actuate the hydraulic
handpump to open the main landing gear inboard doors. To facilitate
reinstallation, take note as to how the spacer bushings are used in the
connection of the uplock hook actuating rods to their uplock hooks.
2. Disconnect the rods from the uplock hooks, and disconnect the Emergency
Gear Extension Actuator Pushrods.
3. Remove the bolts securing the uplock hooks to their brackets.
4. To aid in the removal of the brackets, disconnect the Emergency Gear
Extension Uplock Hook Actuators from their mounts and move them out of
the way.
5. Using an angle drill, drill out the rivets mounting the brackets, to the
wing structure (See Sketch A).

NOTE:

Each of the forward most uplock hook brackets is riveted to the
40625 angle only. These rivets must be drilled out from the
bucked end. Once the bucked ends have been removed, flex the
40625 angle outward with a screwdriver to remove the heads of
the flush rivets. (Refer to Sketch A).

(over)

ATA: 3210

INSTRUCTIONS: (continued)

6. Install the 40616-00, Forward Left; 40616-03, Aft Left; 40616-01, Forward Right; and 40616-02, Aft Right Uplock Hook Brackets as shown in Sketch B using the rivets specified.
7. Install the uplock hooks and their springs, and reconnect the actuating rods.
8. Reinstall the Emergency Gear Extension Uplock Hook Actuators and reconnect their push rods.
9. Place the airplane on jacks and perform a retraction test to assure the system is working properly. Adjust as necessary, refer to Service Manual Section VII.
10. Make appropriate logbook entry of compliance with this Service Bulletin.

MATERIAL REQUIRED:

One (1) Piper P/N 40616-00, Forward Left Uplock Hook Bracket per aircraft.
One (1) Piper P/N 40616-01, Forward Right Uplock Hook Bracket per aircraft.
One (1) Piper P/N 40616-02, Aft Right Uplock Hook Bracket per aircraft.
One (1) Piper P/N 40616-03, Aft Left Uplock Hook Bracket per aircraft.
Twelve (12) Piper P/N 522 655, CR 3243-4 Cherry Max Rivets per aircraft.
Eight (8) Piper P/N 420 216, MS 20470AD4-4 Brazier Head Rivets per aircraft.
Four (4) Piper P/N 420 217, MS 20470AD4-5 Brazier Head Rivets per aircraft.

AVAILABILITY OF PARTS:

Your Piper Field Service Facility.

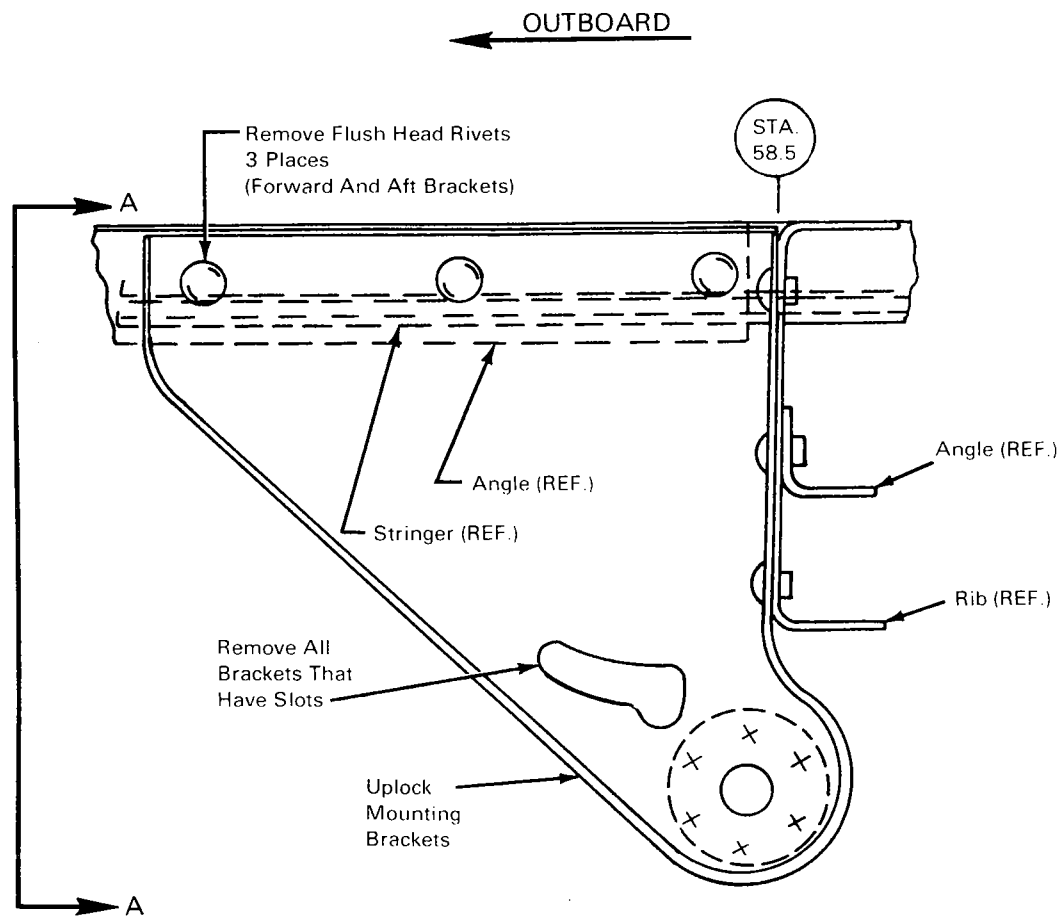
EFFECTIVITY DATE:

This Service Release is effective upon receipt.

SUMMARY:

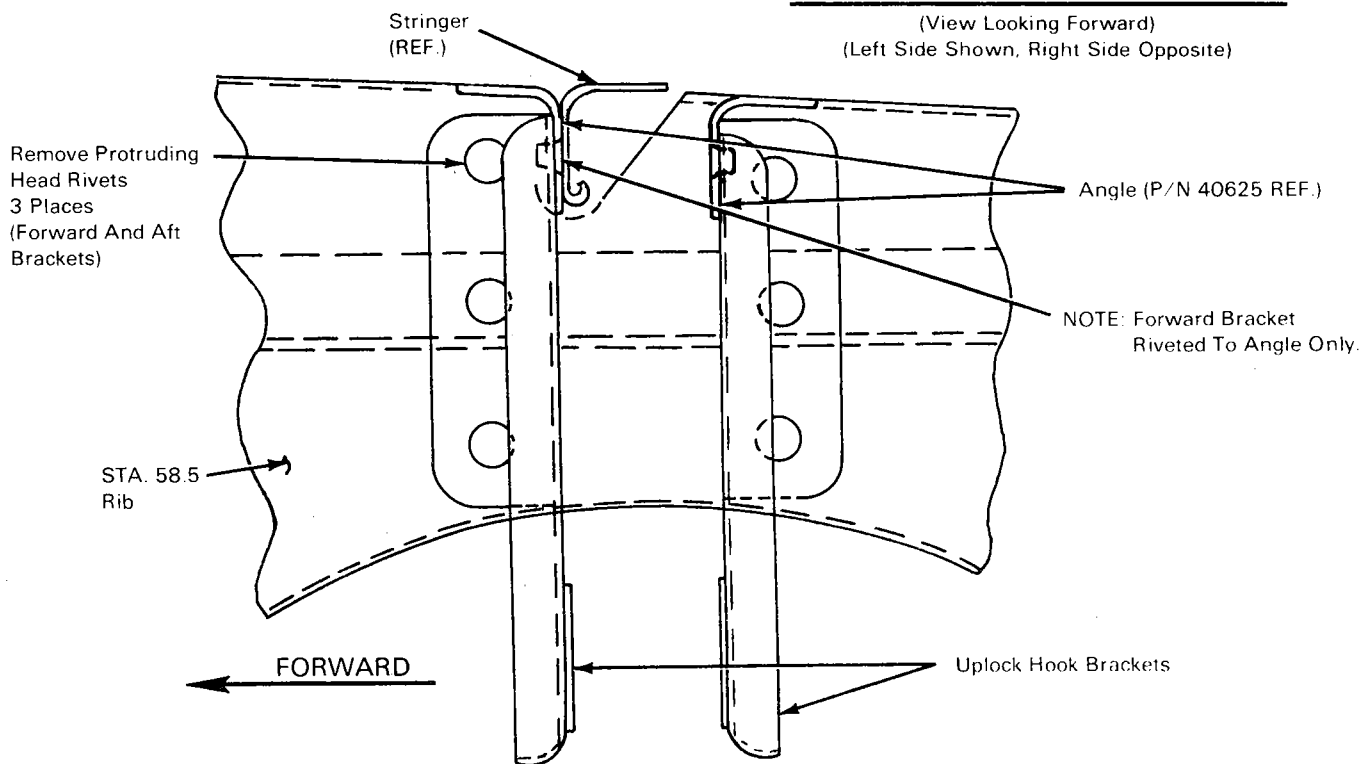
Please contact your Piper Corporate Aircraft Center Service Facility to arrange compliance with this release. Credit is available for Material and for up to four (4) hours labor. Comply with Product Condition/Compliance Report procedure.

Any applicable Factory participation remains in effect for a period of time not to exceed 180 days from the date of this Service Release.



UPLOCK BRACKETS REMOVAL DETAIL

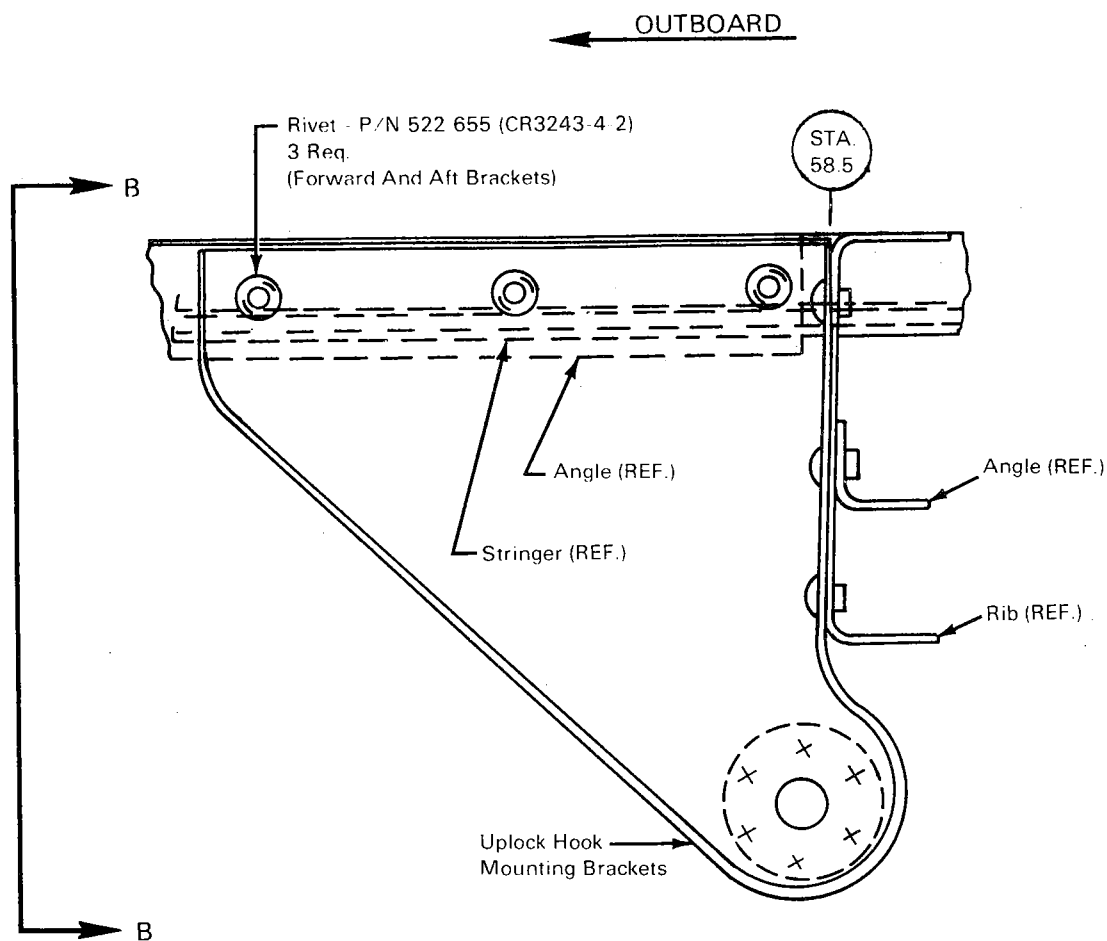
(View Looking Forward)
(Left Side Shown, Right Side Opposite)



VIEW A A

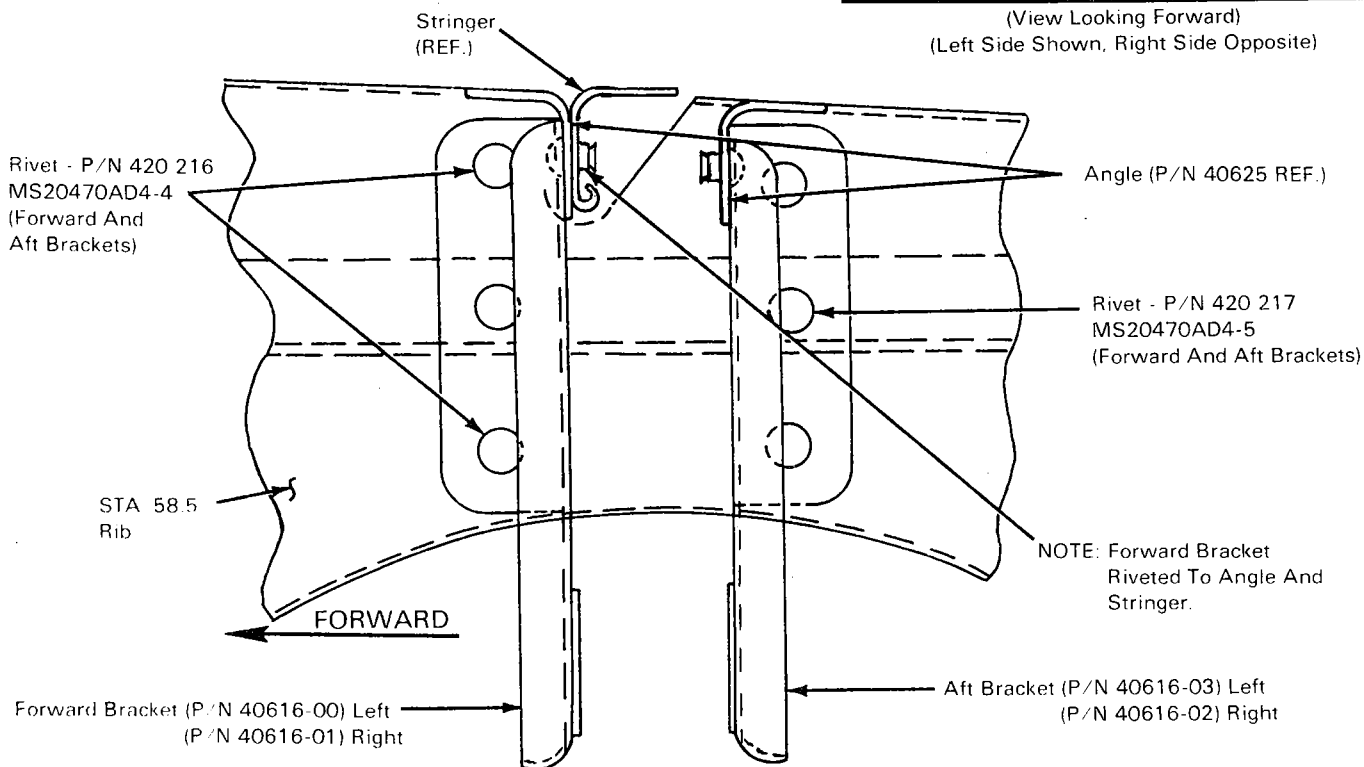
SKETCH "A"

REF. S.B. 766



UPLOCK BRACKETS INSTALLATION DETAIL

(View Looking Forward)
(Left Side Shown, Right Side Opposite)



VIEW B-B

SKETCH "B"

REF. S.B. 766