Cleveland
Wheels & Brakes

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SERVICE BULLETIN

ONE-TIME MAIN WHEEL TIE BOLT INSPECTION

AIRCRAFT EFFECTIVITY: PIPER AIRCRAFT PA-23-250 (AZTEC)

MAIN WHEEL EFFECTIVITY:

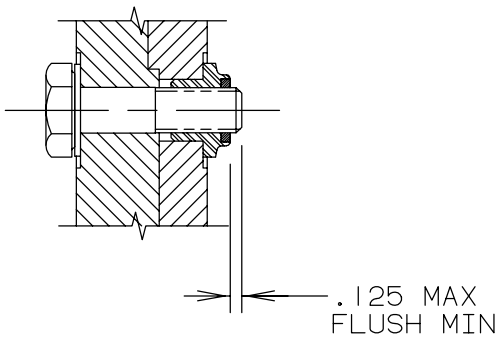
Cleveland P/N	Piper P/N
3080B (40-4)	451 768
3080D (40-116)	551 759
40-131	551 768

BACKGROUND: The wheel halves used in the above wheel assemblies are retained together by tie bolts. Each bolt is positively engaged into a spline nut press fitted into the inner wheel half. Bolt torque is 90 in-lbs.

INSPECTION: At the next regularly scheduled maintenance period, visually inspect the relationship between each tie bolt and spline nut per Sketch “A”. Thread protrusion should be flush to .125 maximum.

Bolts that are below flush may not engage the self-locking feature of the spline nut. It is recommended that this condition be corrected by replacing the existing bolts with P/N AN4-7A; torque existing and/or replacement bolts to 90 in-lbs.

If the thread protrusion per Sketch “A” exceeds .125 inch, the bolt may be shanked out. If this condition exists, it is recommended that it be corrected by replacing the existing bolts with P/N AN4-7A; torque existing and/or replacement bolts to 90 in-lbs.



Sketch “A”