

SERVICE BULLETIN

LANDING GEAR - EMERGENCY EXTENSION - INSPECT/REPLACE AIR LINE

EFFECTIVITY: Piper, Model PA-31T2, Cheyenne II XL, S/N 31T-8166001 thru 31T-8166062, equipped with Parker Hannifin P/N 199-111, Wheel and Brake Conversion Kit.

REASON: Improved Reliability - the combined effects of landing gear rigging, brake lining wear and routing of the emergency gear extension air line can allow the brake cylinder to chafe against the air line when gear is in the up and locked position. Continuous chafing may result in damage to the air line.

DESCRIPTION: This document provides the necessary instructions to inspect and reroute the emergency gear extension air line such as to preclude brake cylinder contact. Effective S/N 31T-8166063 and after a parts commonality change at the airframe manufacturer presented a different routing of the air line which coincidentally avoids the brake cylinder area. The routing suggested in this service bulletin is similar to that as shown in the aircraft maintenance manual for S/N 31T-8166063 and subsequent. Parts may be procured locally or as a kit, part number SB7034-1 Service Bulletin Kit - Air Line.

The effects of SB7034 have been incorporated into all 199-111 Conversion Kits shipped from Parker April 15, 1994 and after.

COMPLIANCE: **MANDATORY** - to be performed within the next 25 hours after receipt of this Service Bulletin.

Note: If you are no longer in possession of this airplane, please forward this information to present owner.

APPROVAL: This service bulletin has been reviewed by the Federal Aviation Administration (FAA) and the technical data is FAA approved.

WEIGHT & BALANCE: Insignificant.

PUBLICATIONS: The contents of this service bulletin have been incorporated into installation drawing 50-82, revision D. Drawing to be included in the 199-111 Conversion Kits shipped from Parker Hannifin April 15, 1994 and after.

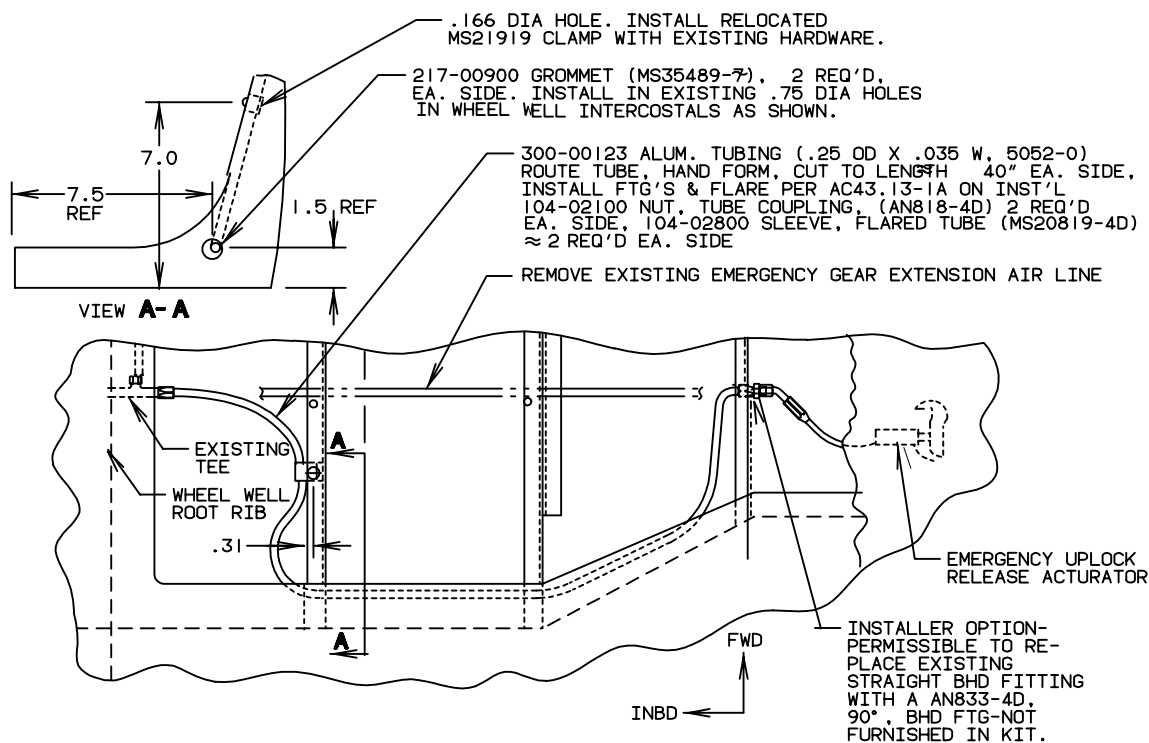
MATERIALS: Kit list for part number SB7034-1 Service Bulletin Kit - Air Line.

<u>Part Number</u>	<u>Description</u>	<u>Qty.</u>
104-02100	Nut, Tube Coupling, AN818-4D	4
104-02800	Sleeve, Flared Tube, MS20819-4D	4
217-00900	Grommet, MS35489-7	4
300-00123	AL Tubing, 5052-0, .25 ODX .035 Wall (furnish in two, 40 inch lengths)	80"
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ACCOMPLISHMENT INSTRUCTIONS:

1. Review log books and inspect main wheel area to determine if a modification to re-route the emergency extension air line (Ref. Fig. 1) has already been accomplished. If not, proceed as follows.
2. Jack aircraft per the aircraft maintenance manual.
3. Disable emergency extension system per the aircraft maintenance manual.
4. Remove existing emergency extension air line (aluminum tubing) between the tee, outboard of the wheel well root rib and the emergency uplock release actuator.
5. Install new air line as shown on Figure 1.
6. Re-enable the emergency extension system per the aircraft maintenance manual.
7. Perform functional tests of both normal and emergency landing gear system, per aircraft maintenance manual.
8. Remove aircraft from jacks and make proper log book entry of accomplishment.



VIEW LOOKING UP-LT MAIN LDG GEAR WHEEL WELL-SHOWN, OPP FOR RT.

INSTALL EMERGENCY GEAR EXTENSION AIR LINE TO CLEAR BOTH LEFT AND RIGHT BRAKE CYLINDERS (EFF. FOR AIRCRAFT S/N'S 31T-1166001 THRU 31T-8166062)

Figure 1.