

64-05-04 PIPER: Amdt. 693 Part 507 Federal Register February 29, 1964. Applies to Models PA-22, PA-22-108, PA-22-135, PA-22-150, and PA-22-160 Aircraft, Serial Numbers 22-1 through 22-9848.

Compliance required within 25 hours' time in service after the effective date of this AD, unless already accomplished within the preceding 475 hours' time in service, and every 500 hours' time in service thereafter.

(a) Remove the oleo strut, clean the upper bearing, Piper P/N 452333, and inspect the bearing to determine that its loading groove is on the top side. Remove bearings installed with the loading grooves on the under side.

(b) Inspect removed bearing, P/N 452333, to insure that 59 balls are installed, no binding or sticking exists, and that the bearing is not worn to the point where the balls are easily dislodged through the loading groove. If any of these defects are found, replace the bearing before further flight.

(c) Whenever a bearing is removed, clean and inspect the bearing mounting area to insure that it is free of burrs, protrusions, wear or other conditions which could cause bearing misalignment with the strut. Correct deficiencies prior to reinstallation of bearings.

(d) Repack bearings, P/N 452333, with MIL-G-3278 type lubricant.

(e) Reinstall bearings, P/N 452333, with the ball loading groove on the upper side.

(f) When both a new type sealed bearing Piper P/N 452419, and a boot Piper P/N 14087-00, or FAA approved equivalents are incorporated on the aircraft, compliance with (a), (b), (d) and (e) is no longer required.

(Piper Service Letter No. 405, dated October 1, 1963, and Piper Service Memo. No. 73 pertain to this same subject.)

This directive effective March 30, 1964.