



Piper Aircraft Corporation  
Vero Beach, Florida, U.S.A.

# SERVICE No. 938 BULLETIN

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\* **PIPER CONSIDERS** \*  
\* **COMPLIANCE MANDATORY** \*  
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Date JUNE 12, 1990

SUBJECT: Wire Protection

MODELS AFFECTED:

PA-28R-201 Arrow  
PA-28R-201T Turbo Arrow  
PA-32R-301 Saratoga SP  
PA-32R-301T Turbo Saratoga SP  
PA-34-220T Seneca III  
PA-34-220T Seneca III

SERIAL NUMBERS AFFECTED:

2837001 through 2837050  
2803001 through 2803012  
3213001 through 3213039  
3229001 through 3229003  
3433001 through 3433172  
3448001 through 3448013

COMPLIANCE TIME: At the next regularly scheduled maintenance event, but not to exceed fifty (50) hours time in service.

PURPOSE: Piper Aircraft has learned of a possible chafing condition affecting the wire harness to the left main landing gear squat switch and stall warning micro switch. If left uncorrected, this condition could result in failure of the two systems.

This Service Bulletin provides the necessary instructions for inspection of the harness and installation of sleeving for protection of the harness.

APPROVAL: The technical contents of this Service Bulletin have been approved by the F.A.A.

INSTRUCTIONS:

1. Remove electrical power from aircraft.
2. On PA-28R and PA-32R models, locate the left main gear squat switch. On the PA-34 model aircraft, locate the left main gear squat switches, and the stall warning squat switch.
3. Carefully disconnect the wires from the switches, noting position of wires as attached to the switch.
4. Inspect the wiring approximately two (2) inches aft of the connection terminals. If wiring is found frayed or broken, install new wire or repair in accordance with guidelines in A.C.43.13-1A

(OVER)  
ATA: 3262

INSTRUCTIONS CONT'D:

5. With wires from switch removed, install protective sleeving over wires using Tyrap, Piper Part Number 488-698, to secure sleeving in place as shown in Sketch "A" attached.

NOTE: When sleeving is secured, care should be exercised not to add any undue stress to wire/terminal when attaching to switch.

6. Reconnect wires to switch.
7. Place aircraft on jacks.
8. Reconnect electrical power.
9. Perform gear retraction cycle check per appropriate chapter of the Maintenance Manual. Verify that the wiring is not chafing and all switches and systems are operating properly.
10. Remove aircraft from jacks.
11. Make appropriate logbook entry of compliance with this Service Bulletin.

MATERIAL REQUIRED: For all PA-28R and PA-32R aircraft, one (1) each and for PA-34 aircraft, two (2) each Sleeving, Piper Part Number 189-531. As required, Tyrap, Piper Part Number 488-698.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

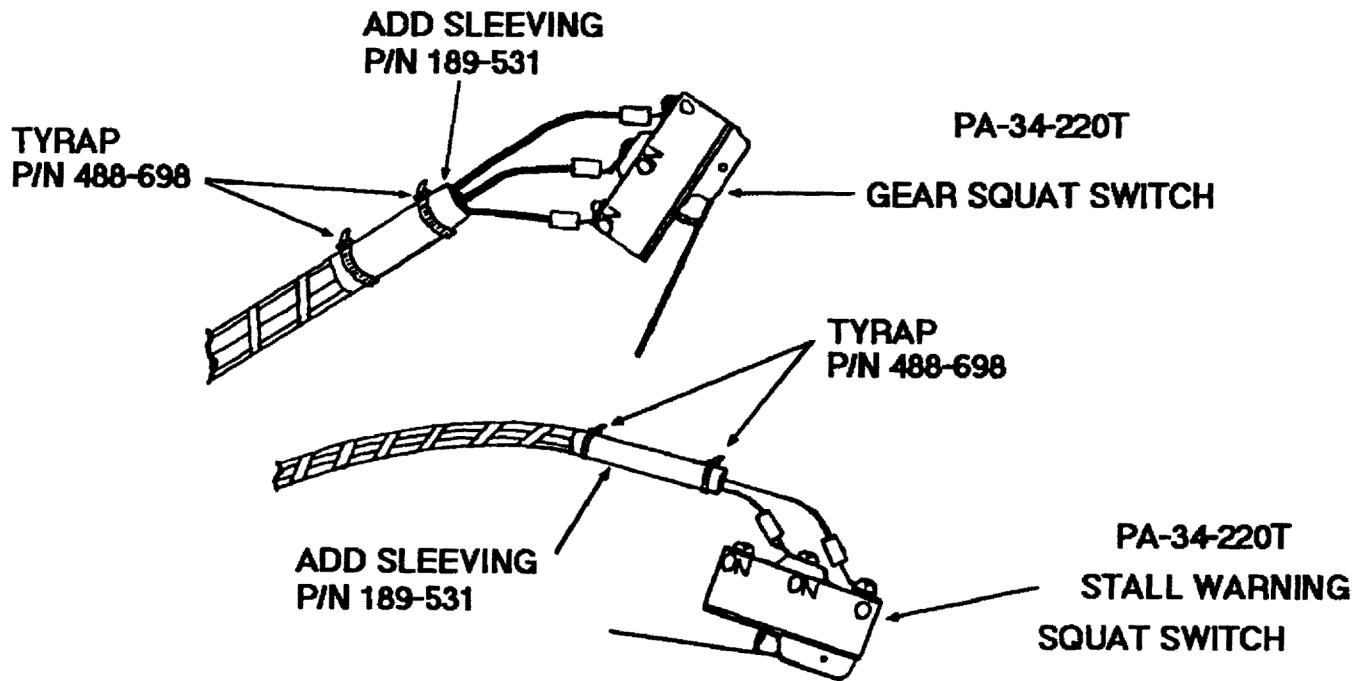
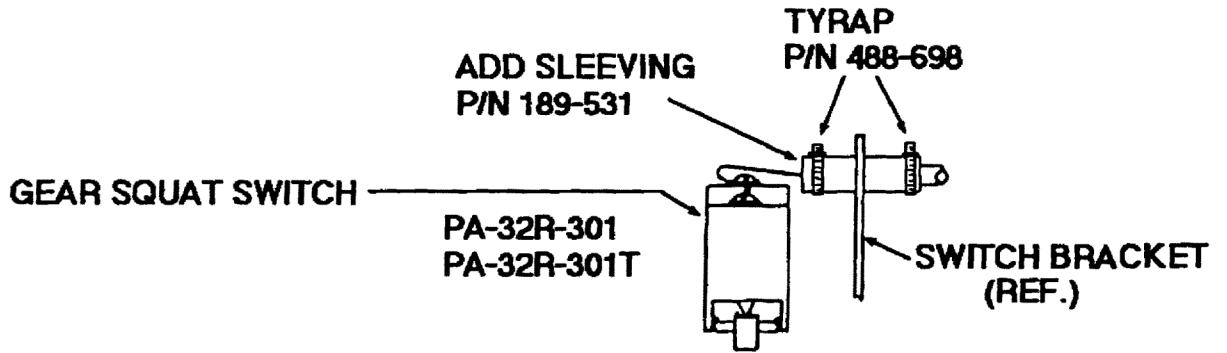
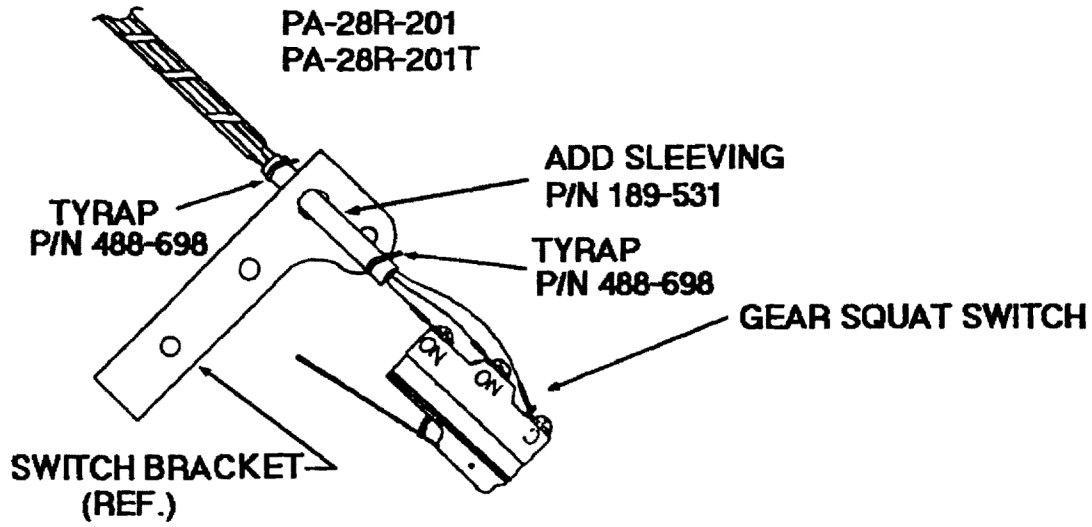
EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

SUMMARY: Applicable Factory Participation will remain in effect for a period of time not to exceed 180 days from the date of this Service Bulletin.

NOTE: If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify the factory of address/ownership corrections. Changes should include aircraft model, serial number, current owner's name and address.

Corrections/changes should be directed to:

Piper Aircraft Corporation  
Attn: Customer Services  
P.O. Box 1328  
Vero Beach, Florida 32961-1328



SKETCH "A"