



# SERVICE LETTER

No. 864

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

FAA/DOA SO-1 Approved

December 8, 1978 S

This Service Release announces the availability of various Product Refinements on the Cherokee Model Aircraft. The Release is divided into four (4) parts, each part concerns particular models and the serial numbers affected.

## PART I

Subject: Forward Cabin Door Stop (Striker Plate) Installation

Models Affected:

PA-28-140 Cherokee Flite Liner  
PA-28-151 Cherokee Warrior  
PA-28-161 Cherokee Warrior II  
PA-28-181 Cherokee Archer II  
PA-28-235 Cherokee Pathfinder  
PA-28-236 Dakota  
PA-28R-200 Cherokee Arrow  
PA-28R-201 Arrow III  
PA-28R-201T  
Turbo Arrow III  
PA-32-260 Cherokee Six  
PA-32-300 Cherokee Six  
PA-32R-300 Lance  
PA-32RT-300 Lance II  
PA-32RT-300T  
Turbo Lance II

Serial Numbers Affected:

28-7625031 to 28-7725290 Inclusive  
28-7615002 to 28-7715314 Inclusive  
28-7716001 to 28-7916129 Inclusive  
28-7690002 to 28-7990083 Inclusive  
28-7610021 to 28-7710089 Inclusive  
28-7911001 to 28-7911003 Inclusive  
28R-7635018 to 28R-7635545 Inclusive  
28R-7737001 to 28R-7837317 Inclusive  
28R-7703001 to 28R-7803373 Inclusive  
32-7600002 to 32-7800008 Inclusive  
32-7640030 to 32-7840192 Inclusive  
32R-7680014 to 32R-7880068 Inclusive  
32R-7885001 to 32R-7885169 Inclusive  
32R-7887001 to 32R-7887259 Inclusive

Compliance Time:

At the owner/operator's discretion, recommended at the next regularly scheduled progressive, 100 hour or annual inspection whichever occurs first.

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Purpose:

There is a possibility that should a high wind shear the rivet in the forward cabin door holder (stay), the door could swing beyond its normal limit and contact the fuselage or engine cowling. If this happens, the door handle can damage the fuselage or cowling.

PART I provides instructions for installing a striker plate on the fuselage or cowling to prevent damage. The instructions also require the rounding off of the corners on the outside door handle which will assist in moving the handle to the closed position should the handle contact the striker plate.

Instructions:

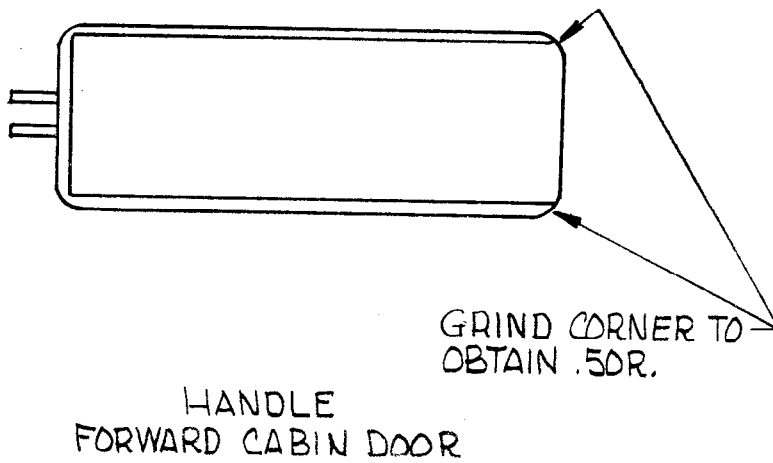
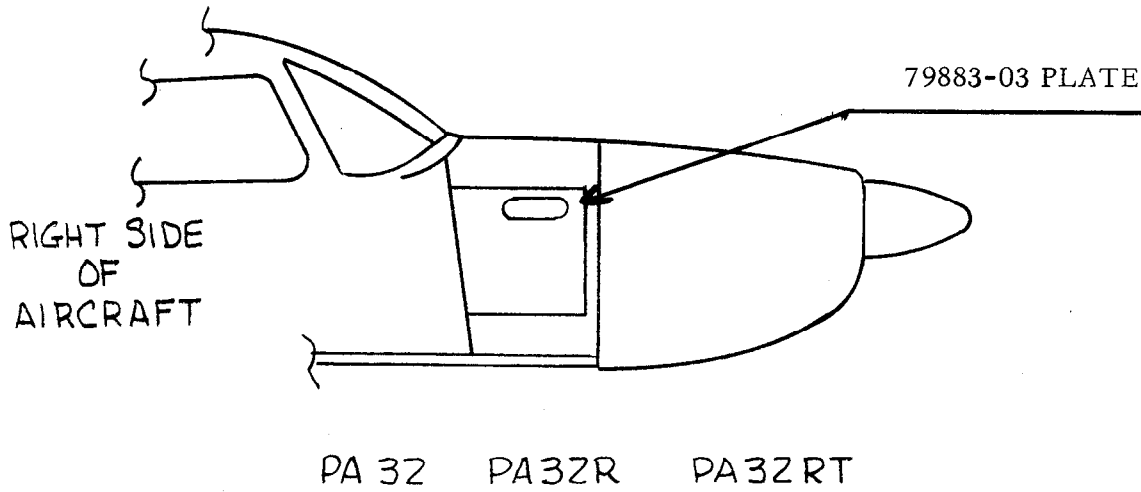
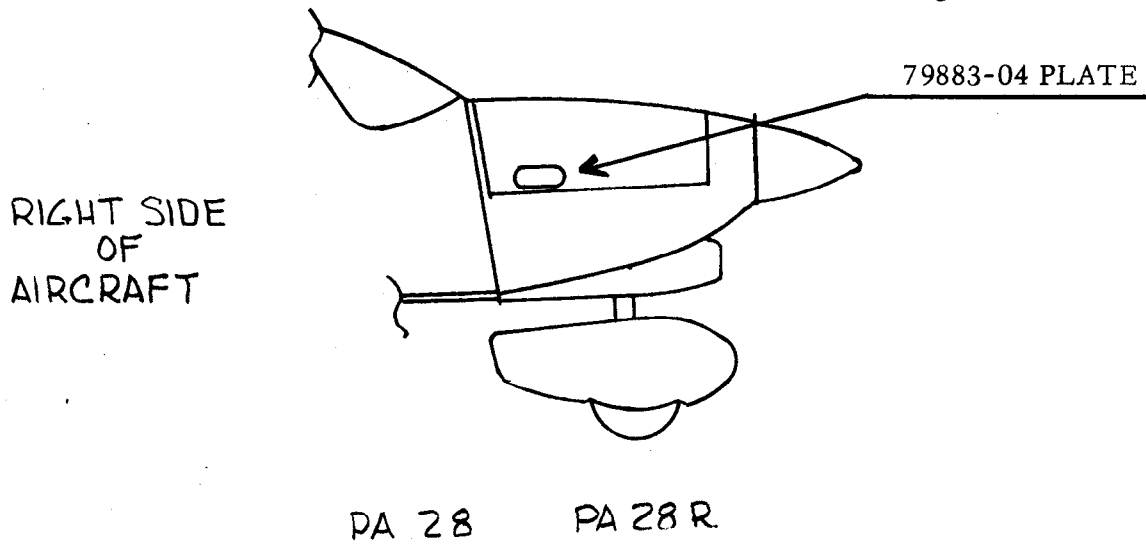
1. Remove the forward cabin door holder, (stay) attachment screw from the door sill.
2. Allow the door to swing forward beyond its normal limit until it almost touches the forward baggage door or the engine cowling.
3. Open the outside door handle (full open) and mark the fuselage or engine cowling at the point where the end of the door handle contacts either the baggage door or the engine cowling. See PART I sketch.
4. Install the striker plate (see Material Required for correct plate for model concerned), using the previously determined point of contact from Instruction 3, to locate the forward attaching rivet.
5. Align the striker plate parallel with the bottom edge of the cowl or; where the striker plate is installed on the forward baggage door, align the striker plate parallel with the upper hinge line of the baggage door.
6. Install the striker plate using two (2) each Piper part number 420 693 (MS20426-A3-7) rivets. Where the striker plate is installed on a fiberglass cowling, use one (1) each Piper Part Number 407 560V (AN960-3) Washer next to the fiberglass on the bucked end of each rivet.
7. With the forward cabin door outside handle fully open, grind off the forward top and bottom corners to .50 radii. See PART I sketch.
8. Reinstall the forward cabin door holder (stay) attachment screw in the door sill which was removed in Instruction number 1.
9. Make a log book entry that PART I of this Service Release has been complied with.

Material Required:

For each affected PA-32, PA-32R or PA-32RT model aircraft, one (1) each plate, Piper Part Number 79883-03 at a suggested list price of \$2.00 each. Two (2) each rivets, Piper Part Number 420 693 (MS20426-A3-7) at a suggested list price of \$ .02 each, or:

For each affected PA-28 or PA-28R model aircraft, one (1) each plate, Piper Part Number 79883-04 at a suggested list price of \$2.13 each. Two (2) each rivets, Piper Part Number 420 693 (MS20426-A3-7) at a suggested list price of \$ .02 each. Two (2) each washers, Piper Part Number 407 560 (AN960-3) at a suggested list price of \$ .02 each.

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PART II

Subject:

Cabin Heat Control Refinement

Models Affected:Serial Numbers Affected:

PA-28-140 Cherokee Flite Liner  
 PA-28-151 Cherokee Warrior  
 PA-28-161 Cherokee Warrior II  
 PA-28-180 Cherokee Archer  
 PA-28-181 Cherokee Archer II  
 PA-28-235 Cherokee Pathfinder  
 PA-28-236 Dakota  
 PA-28R-180 Cherokee Arrow  
 PA-28R-200 Cherokee Arrow II  
 PA-28R-201 Arrow III  
 PA-28R-201T  
 Turbo Arrow III  
 PA-32-260 Cherokee Six  
 PA-32-300 Cherokee Six  
 PA-32R-300 Lance  
 PA-32RT-300 Lance II  
 PA-32RT-300T  
 Turbo Lance II

28-25001 to 28-7725290 Inclusive  
 28-7415001 to 28-7715314 Inclusive  
 28-7716001 to 28-7816680 Inclusive  
 28-4378 to 28-7505259 Inclusive  
 28-7690001 to 28-7990110 Inclusive  
 28-11040 to 28-7710089 Inclusive  
 28-7911001 to 28-7911006 Inclusive  
 28R-30004 to 28R-7130013 Inclusive  
 28R-35001 to 28R-7635545 Inclusive  
 28R-7737001 to 28R-7837319 Inclusive  
  
 28R-7703001 to 28R-7803374 Inclusive  
 32-1111 to 32-7800008 Inclusive  
 32-40566 to 32-7940001 Inclusive  
 32R-7680001 to 32R-7880066 Inclusive  
 32R-7885001 to 32R-7985002 Inclusive  
  
 32R-7887001 to 32R-7987008 Inclusive

Compliance Time:

Recommended at the next regularly scheduled progressive, 100 hour or annual inspection.

Purpose:

To announce the availability of a modification kit for the cabin heater control. The modified control uses a serrated (sawtooth) type position retainer which more effectively holds the control lever in any set position.

Instructions:

The instructions, necessary parts and sketch are included in the kit.

Material Required:

For PA-28, PA-32 and PA-32R series aircraft, one (1) Piper Part Number 763 870V Kit, Control Assembly Cabin Heat and Defroster at a suggested list price of \$47.12 each.  
 For PA-28R series aircraft, one (1) Piper Part Number 763 871V Kit, Control Assembly Cabin Heat and Defroster at a suggested list price of \$45.77 each.

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PART III

Subject: Turn and Slip Indicator Conversion,  
Vacuum to Electric Provision

<u>Models Affected:</u>	<u>Serial Numbers Affected:</u>
PA-28-140 Cherokee Flite Liner	28-20000 to 28-24999 Inclusive
PA-28-150/160/180	28-01 to 28-4377
PA-28-235 Cherokee Pathfinder	28-10003 to 28-11039 Inclusive
PA-32-260 Cherokee Six	32-01 to 32-450 Inclusive

NOTE:

Applies only to those affected  
aircraft that have vacuum operated  
turn and slip indicators installed.

Compliance Time: At owner/operator's discretion.

Purpose:

To announce the availability of a conversion kit that will provide for installation of an electric Turn and Slip Indicator in lieu of the existing vacuum operated indicator. The conversion kit will allow for operation of the Turn and Slip Indicator with a separate power source from the vacuum operated flight instruments.

Instructions:

The instructions and the required material are provided in the Piper Part Number 763 874 Kit, Conversion-Vacuum to Electric, Turn and Slip.

Material Required:

One (1) Piper Part Number 763 874V Kit, Conversion - Vacuum to Electric Turn and Slip, per aircraft, at a suggested list price of \$19.84A.

NOTE:

The conversion Kit ( 763 874V) DOES NOT  
contain an electric turn and slip indicator.  
If an electric turn and slip indicator is  
required, please order separately, (Refer  
to appropriate Parts Catalog.)

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PART IV

Subject: Induction Sump Drain Valve

Models Affected: Serial Numbers Affected:

PA-32R-300 Lance  
PA-32RT-300 Lance II

32R-7680001 to 32R-7880066 Inclusive  
32R-7885001 to 32R-7885174 Inclusive

Compliance Time: Recommended at the next regularly scheduled progressive, 100 hour or annual inspection.

Purpose:

There have been occasions, during engine starting on the above model aircraft, that all the fuel had not drained from the induction sump when over priming may have occurred. The engine has provision for an additional sump drain valve in the middle of the induction sump between the two (2) existing induction sump drain valves. This PART offers an additional induction sump drain valve kit as a Product Refinement which will assist in complete draining of the induction system should over priming occur.

Instructions:

Complete Instructions and all necessary parts and hardware are contained in the Piper Part Number 763 887 Kit, Sump Drain Valve Modification.

Material Required:

One (1) Piper Part Number 763 887V Kit, Sump Drain Valve Modification per aircraft at a suggested list price of \$17.73A each.

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PARTS I, II, III and IV

Availability of Parts:

Your Piper Field Service Facility.

Effectivity Date:

This Service Release is effective upon receipt.

Summary:

Please contact your Piper Field Service Facility to make arrangements for compliance with this Service Release in accordance with the Compliance Times on PARTS I, II, III and IV as required.