

This form meets requirements of FAR Part 43 • Inspections must be performed by persons authorized by the FAA.

**Model No.: PA-28-140 / 150
/ 160 / 180 / 235**

Registration No.:

Circle Type of Inspection (See Notes 1, 2, 3 and 4)		Inspector	Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)		Inspector			
50	100		Annual	50		100		
DESCRIPTION		50	100	Inspector	DESCRIPTION	50	100	Inspector
A. PROPELLER GROUP								
WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE.								
1. Inspect spinner and back plate for cracks, dents, missing screws, and security		0	0		11. Inspect condition of spark plugs. Clean and adjust gap as required; adjust per latest revision of Lycoming Service Instruction No. 1042		0	
2. Inspect blades for nicks and cracks		0	0		NOTE: If fouling of spark plugs is apparent, rotate bottom plugs to upper plugs.			
3. In PA-28-235 only, if constant speed propeller installed: check for grease and oil leaks		0	0		12. Inspect spark plug cable leads	0	0	
4. In PA-28-235 only, if constant speed propeller installed: lubricate propeller per Lubrication Chart, Section II			0		13. Check cylinder compression. (Refer to AC 43.13-1, latest revision.)		0	
5. Inspect spinner mounting brackets for cracks and security			0		14. Inspect cylinders for cracked or broken fins. (See Note 10.) ...		0	
6. Inspect propeller mounting bolts for security and safety. Check torque and re-safety if safety is broken			0		15. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds. (See Note 10.)	0	0	
7. In PA-28-235 only, if constant speed propeller installed: inspect hub parts for cracks and corrosion			0		16. Inspect ignition harness and insulators for high tension leakage and continuity		0	
8. In PA-28-235 only, if constant speed propeller installed: rotate blades of propeller and check for tightness in hub pilot tube. (Refer to Section VIII.)			0		17. Check magneto points for proper clearance		0	
9. Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear, and correct installation ...			0		18. Inspect magnetos for oil seal leakage (See Note 34.)		0	
B. ENGINE GROUP					19. Inspect breaker belts for proper lubrication		0	
WARNING: IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED).					20. Inspect magnetos to engine timing		0	
NOTE: Read Note 5 prior to completing this group.					21. Remove air filter and clean per Section II. Replace as required		0	0
1. Remove engine cowling and inspect for internal and external damage		0	0		22. Drain carburetor and clean inlet line fuel strainer	0	0	
2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners. (See Note 6.)			0		23. Inspect condition of alternate air valve and housing	0	0	
3. Drain oil sump. (See Note 8.)		0	0		24. Inspect condition of carburetor heat air door and box	0	0	
4. Clean suction oil strainer at oil change; inspect strainer for foreign particles		0	0		25. Check throttle body attaching screws for tightness. (Correct torque is 40 to 50 in.-lbs.)	0	0	
5. Clean pressure oil strainer or change full-flow (cartridge-type) oil filter element. Inspect strainer or element for foreign particles		0	0		26. Inspect vent lines for evidence of fuel or oil seepage	0	0	
6. Inspect oil temperature sender unit for leaks and security			0		27. Inspect intake seals for leaks and clamps for tightness. (Torque clamps 40-50 in.-lbs.)	0	0	
7. Inspect oil lines and fittings for leaks, security, chafing, dents, & cracks		0	0		28. Inspect all induction air and alternate heat ducts per Induction Air Inlet Duct and Alternate Heat Duct Inspection. (See Section III, Special Inspections, Procedures.) (See Note 7.)	0	0	
8. Clean and inspect oil radiator cooling fins			0		29. Inspect condition of flexible fuel lines. Replace as required		0	
9. Fill engine with oil per information on cowling or in Lubrication Chart, Sec. II		0	0		30. Inspect fuel system for leaks	0	0	
CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID. (REFER TO LATEST REVISION OF LYCOMING SERVICE INSTRUCTION NO. 1221.)					31. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required. Clean screens in electric fuel pump(s)	0	0	
10. Clean engine with approved solvents		0			32. PA-28-140/150/160/180 models only, remove and clean fuel filter bowl and screen on lower left side of firewall	0	0	
					33. Inspect and operationally test engine driven vacuum pumps and lines		0	
					34. Inspect throttle, carburetor heat, mixture, and propeller governor controls for security, travel and operating condition. (See Notes 27 & 29.)		0	
					35. Inspect exhaust stacks, connections and gaskets per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.) Replace gaskets as required	0	0	
					36. Inspect muffler, heat exchange and baffles per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.)	0	0	
					37. Inspect breather tube for obstructions and security		0	
					38. Inspect crankcase for cracks, leaks, and security of seam bolts		0	
					39. Inspect engine mounts for cracks and loose mounting		0	
					40. Inspect all engine baffles		0	
					41. Inspect all wiring connected to engine and accessories	0	0	
					42. Inspect rubber engine mount bushings for deterioration. (Replace as required.)		0	
					43. Inspect firewall seals		0	

PA-28-140 / 150 / 160 / 180 / 235 CHEROKEE SERIES
(PART NUMBER 230-207)

Circle Type of Inspection (See Notes 1, 2, 3 and 4)			Perform all inspections or operations at each of the inspection intervals as indicated by a circle (O)		
50	100	Annual			
DESCRIPTION			DESCRIPTION		
50	100	Inspector	50	100	Inspector
B. ENGINE GROUP (CONT.)					
44. Lubricate alternator idler pulley; remove front grease seal and add grease per Lubrication Chart, Section II. Disregard if sealed bearing is installed	O		4. Inspect baggage door, latch and hinges for damage, operation and security	O	O
45. Inspect condition of alternator and starter	O		5. Inspect battery, box and cables. Flush or clean area as required and fill battery per instructions on box and in Electrical System, Section XI	O	O
46. Inspect security of alternator and mounting	O		6. Inspect electronic installations	O	O
47. Inspect condition and tension of alternator drive belt. (See Checking Generator and Alternator Belt Tension, Section XI.)	O		7. Inspect skins, bulkheads, frames, and stringers for damage, irregularities, or structural defects (i.e. - skin cracks, distortion, dents, corrosion and loose or missing rivets)	O	O
48. If installed, inspect condition of A/C compressor belt and tension. (See Adjustment of Drive Belt Tension, Section XIV, Paragraph 14-23.)	O		8. Inspect condition and security of antenna mounts and electric wiring	O	O
49. If installed, check A/C compressor oil level. (See Note 12.)	O		9. Inspect air conditioning system for refrigerant leaks. (See Note 12.)	O	O
50. If installed, inspect A/C compressor clutch security and wiring. (See Note 13.)	O		10. Inspect refrigerant level in sight gauge of receiver-dehydrator. Refer to Section XIV	O	O
51. If installed, inspect A/C compressor mounting for cracks, corrosion, and security	O		11. Inspect air conditioner condenser air scoop for condition and rigging. (See Note 16.)	O	O
52. Check fluid in brake reservoir. Fill as required	O		12. Inspect fuel lines, valves, and gauges for damage and operation	O	O
53. Inspect and lubricate all controls per Lubrication Chart, Section II	O		13. PA-28-235 only, clean screens in fuel pumps.	O	O
54. Install engine cowling	O		14. PA-28-235 only, remove, drain and clean fuel strainer bowl, located at the bottom of selector valve. Refer to Fuel System, Section IX	O	O
C. CABIN AND COCKPIT GROUP			15. Inspect security of all lines	O	O
1. Inspect cabin door latch and hinges, and windows, for damage, operation and security	O		16. Inspect vertical fin and rudder for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware	O	O
2. Inspect windows for scratches, crazing, and condition	O		17. Inspect rudder hinges, horn and attachments for damage, security, and operation	O	O
3. Check window and door seals for deterioration, cracks, and voids	O		18. Inspect vertical fin attachments for security	O	O
4. Inspect upholstery for tears	O		19. Inspect rudder control stops to ensure stops have not loosened and locknuts are tight	O	O
5. Inspect seats, seat belts, security of brackets and bolts. (See Note 32 and Restraint System, Inspection, Section XIV.)	O		20. Inspect rudder hinge bolts for excess wear. Replace as required	O	O
6. Inspect trim control operation	O		21. Inspect stabilator and trim tab for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware	O	O
7. Inspect condition and operation of rudder pedals and rudder bar assembly. (See Note 28.)	O		22. Inspect stabilator, trim tab hinges, horn, and attachments for damage, security, and operation	O	O
8. Inspect parking brake and brake handle for operation and cylinder leaks	O		23. Inspect stabilator attachments per Stabilator Attach Fittings Corrosion Inspection. (See Section III, Special Inspections, Procedures)	O	O
9. Inspect control wheels, column, pulleys, cables, and fittings. (See Notes 14 & 22.)	O		24. Inspect stabilator and tab hinge bolts and bearings for excess wear. Replace as required	O	O
10. Perform Flap Control Cable Attachment Bolt Inspection. (See Section III, Special Inspections, Procedures, and Note 14.)	O		25. Inspect stabilator control stops to ensure stops are not loose. Ensure bolts and locknuts are tight	O	O
11. Inspect landing, navigation, cabin and instrument lights. (See Note 23.)	O		26. Inspect rudder and stabilator cables, fittings, turnbuckles. Check all cable tensions using a tensiometer. (See Notes 14 & 17.)	O	O
12. Inspect instruments, avionics, lines, and attachments	O		27. Inspect aileron, rudder, stabilator and stabilator trim cables, terminals, fittings, turnbuckles, guides, and pulleys for safety, damage, and operation. (See Notes 14 & 21.)	O	O
13. Inspect gyro operated instruments and electric turn and bank. (Overhaul or replace as required.)	O		28. Lubricate per Lubrication Chart, Section II	O	O
14. Replace filters on the gyro horizon and directional gyro, or replace the central air filter	O		29. Inspect rotating beacon for security and operation	O	O
15. Clean or replace vacuum regulator filter	O		30. Inspect security of Autopilot servo bridle cable clamps. (See Note 14.)	O	O
16. Inspect static system, altimeter and transponder for installation/certification per latest revision of AC 43.13-1 and current test/inspection per FAR's 91.411 and 91.413, respectively	O		31. Inspect all control cables, air ducts, electrical leads, harnesses, lines, radio antenna leads, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)	O	O
17. Inspect and test ELT per FAR 91.207	O		32. Inspect ELT battery for condition and date per FAR 91.207	O	O
18. Inspect operation of fuel selector valve. (See Notes 15 & 25.)	O		33. Inspect ELT installation and antenna for condition and security. Replace antenna if bent or damaged	O	O
19. PA-28-235 only, check operation of fuel drain	O		34. Install inspection plates and panels	O	O
20. PA-28-235 only, inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents operation of lever when closed	O				
21. Inspect condition of heater controls and ducts	O				
22. Inspect condition and operation of air vents	O				
23. If installed, inspect condition of air conditioning ducts	O				
24. If installed, remove & clean air conditioning evaporator filter ..	O				
25. If installed, inspect portable fire extinguisher minimum weight as specified on nameplate	O				
D. FUSELAGE AND EMPENNAGE GROUP					
1. Remove inspection plates and panels	O				
2. Check forward wing attach fittings for condition and security ..	O				
3. Inspect aft wing attach fittings per Aft Wing Attach Fittings 100 Hour Inspection. (See Section III, Special Inspections, Procedures.)	O				

Circle Type of Inspection (See Notes 1, 2, 3 and 4)			Inspector			Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)			Inspector		
50	100	Annual	50	100	Inspector	50	100	Inspector	50	100	Inspector
DESCRIPTION						DESCRIPTION					
E. WING GROUP						19. Inspect all hydraulic lines, electrical leads, and attaching parts for condition and security (i.e. - routing, chafing, damage, wear, etc.)					
1. Remove inspection plates and fairings			O			20. Lubricate per Lubrication Chart, Section II			O	O	
2. Inspect wing surfaces and tips for damage, loose rivets, and the condition of walkways			O			21. Install wheel fairings				O	
3. Inspect ailerons for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware			O			22. Remove airplane from jacks				O	
4. Inspect aileron hinges and attachments. (See Note 24.)			O			G. FLOAT GROUP (IF INSTALLED)					
5. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight			O			1. Inspect float attachment fittings				O	
6. Inspect aileron cables, fittings, terminals, turnbuckles, pulleys, and bellcranks for damage and operation, and cable tensions. (See Note 14.)			O			2. Inspect floats for damage				O	
7. Inspect flaps for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware			O			3. Inspect pulleys and cables				O	
8. Inspect condition of flap hinge bolts. Replace as required			O			H. SPECIAL INSPECTIONS					
9. Lubricate per Lubrication Chart, Section II			O			See Section III, Special Inspections, Requirements.					
10. Inspect wing fore and aft attach fittings, and bolts for security, corrosion and condition. (See Notes 30 & 31.)			O			I. OPERATIONAL INSPECTION					
11. Inspect pitot tube for damage and condition			O			NOTE: Refer to Note 19 prior to starting engine or taxiing airplane.					
CAUTION: SEVERE BURNS CAN RESULT FROM COMING IN CONTACT WITH A HEATED PITOT TUBE.						1. Check fuel pump and fuel tank selector			O	O	
12. Check pitot heat			O			2. Check fuel quantity, pressure, and flow readings			O	O	
13. Inspect fuel tanks and lines for leaks and water. (See Note 18.)			O			3. Check oil pressure and temperature			O	O	
14. Inspect fuel tanks for minimum octane markings			O			4. Check alternator output			O	O	
15. Confirm fuel tanks are marked for capacity			O			5. Check manifold pressure			O	O	
16. Inspect fuel tank vents			O			6. Check carburetor heat			O	O	
17. Inspect all control cables, air ducts, electrical leads, lines, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)			O			7. Check parking brake			O	O	
18. Install inspection plates and fairings			O			8. If installed, check vacuum gauge			O	O	
F. LANDING GEAR GROUP						9. Check gyros for noise and roughness			O	O	
1. Check oleo struts for proper extension and evidence of fluid leakage. See Landing Gear, Section II			O	O		10. Check cabin heater operation			O	O	
2. Inspect nose gear steering control and travel			O	O		11. Check magneto switch operation			O	O	
3. Remove wheel fairings			O	O		12. Check magneto RPM variation			O	O	
4. Inspect wheel alignment			O	O		13. Check throttle and mixture operation			O	O	
5. Put airplane on jacks. (Refer to Section II.)			O	O		14. Check propeller smoothness			O	O	
6. Inspect tires for cuts, uneven or excessive wear, and slippage			O	O		15. Check propeller governor action			O	O	
7. Remove wheels; clean, inspect, and repack bearings			O	O		16. Check engine idle			O	O	
8. Inspect wheels for cracks, corrosion, and broken bolts			O	O		17. Check electronic equipment operation			O	O	
9. Check tire pressure			O	O		18. Check operation of autopilot, including automatic pitch trim, and manual electric trim. (See Note 20.)			O	O	
10. Inspect brake lining and disc for condition and wear			O	O		19. Check air conditioner compressor clutch operation			O	O	
11. Inspect brake backing plates for condition and wear			O	O		20. Check air conditioner condenser scoop operation			O	O	
12. Inspect brake lines for condition and security			O	O		J. GENERAL					
13. Inspect shimmy dampener operation			O	O		1. Aircraft conforms to FAA Specifications			O	O	
14. Inspect gear forks for damage			O	O		2. Latest revision of applicable FAA Airworthiness Directives complied with			O	O	
15. Inspect oleo struts for fluid leaks and scoring			O	O		3. Latest revision of applicable manufacturer's Service Bulletins, Letters, and Instructions complied with			O	O	
16. Inspect gear struts and mounting bolts for condition and security. (See Note 26.)			O	O		4. Current and correct Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) is in the airplane			O	O	
17. Inspect torque links for cracks, bolts for condition and security. Check assembly for excessive side play. (See Note 33.)			O	O		5. Appropriate entries made in the Aircraft and Engine Log books			O	O	
18. Inspect wheel fairings and attachments			O	O		6. Registration Certificate is in the aircraft and properly displayed			O	O	
						7. Radio Station FCC License is in the aircraft and properly displayed			O	O	
						8. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order			O	O	
						9. Operational inspection and run-up completed			O	O	
						10. Aircraft cleaned and lubricated after wash (as required)			O	O	

K. NOTES

1. Refer to Piper's Customer Service Information Aerolite P/N 1753-755 for latest revision dates to Piper Inspection Reports/Manuals. References to Chapter/Section/Paragraph/Table are to the appropriate Chapter/Section/Paragraph/Table in the Cherokee Series Service Manual, P/N 753-586.

WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS MANUAL. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THE AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE, OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.

2. Inspections or operations are to be performed as indicated by a "O" at the 50 or 100 hour inspection interval. Inspections or operations (i.e. - component overhauls/replacements, etc.) required outside the 100 hour cycle are listed as special inspections in Section III. Inspections must be accomplished by persons authorized by the FAA.

(a) The 50 hour inspection accomplishes preventive maintenance, lubrication and servicing as well as inspecting critical components.

(b) The 100 hour inspection is a complete inspection of the airplane, identical to an annual inspection.

NOTE: A log book entry should be made upon completion of any inspections.

3. Piper Service Bulletins are of special importance and Piper considers compliance mandatory. In all cases, see Service Bulletin/Service Letter Index P/N 762-332 or Service Bulletin/Service Letter Aerolite Set P/N 1762-331 to verify latest revision.
4. Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
5. Inspections given for the power plant are based on the engine manufacturer's operator's manuals (See Introduction, Supplementary Publications) for these airplanes. Any changes issued to the engine manufacturer's operator's manuals supersede or supplement the inspections outlined in this report.
6. In PA-150/160/180 S/N's 28-1761 and up; and PA-28-235's: inspect tellon bushings and pins attaching top and bottom engine cowlings at nose for condition and security. Replace as required.
7. In PA-28-140 S/N's 28-20001 thru 28-7225172; PA-28-150/160/180 S/N's 28-03, 28-1 thru 28-7305012; PA-28-235 S/N's 28-10001 thru 28-7310005: for airplanes which have not installed either Piper Kit No. 760-634V, 760-635V, 760-639V, or 760-640V per Piper Service Bulletin No. 360: conduct the Induction Air Inlet Duct and Alternate Heat Duct Inspection (see Section III, Special Inspections, Procedures).
8. Refer to latest revision of Lycoming Service Bulletin No. 480 and Service Instruction 1014.
9. Not used.

10. Check cylinders for evidence of excessive heat indicated by burned paint on the cylinders. This condition is indicative of internal damage to the cylinder and, if found, its cause must be determined and corrected before the airplane is returned to service. Heavy discoloration and appearance of seepage at the cylinder head and barrel attachment area is usually due to emission of thread lubricant used during assembly of the barrel at the factory, or by slight gas leakage which stops after the cylinder has been in service for a while. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder must be replaced.

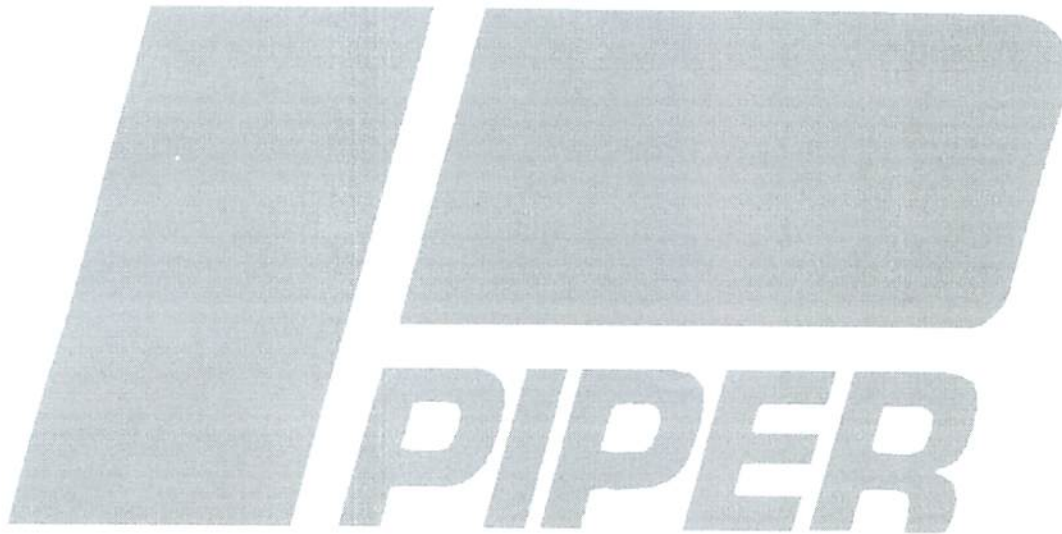
11. Not used.

CAUTION: ENVIRONMENTAL REGULATIONS MAY REQUIRE SPECIAL EQUIPMENT AND PROCEDURES BE USED WHEN CHARGING AIR CONDITIONING SYSTEMS.

12. The compressor oil level should not be checked unless a refrigerant leak has occurred or system pressure has been released, requiring an addition of refrigerant to the system.
13. Clean any traces of oil from the clutch surface.
14. Examine cables for broken strands by wiping them with a cloth for their entire length. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace any damaged or frayed cables.
 - (a) See Section III, Special Inspections, Procedures, Control Cable Inspection, or the latest edition of FAA AC 43-13-1.
 - (b) At fifteen (15) years time in service, begin Cable Fittings 100 Hour Special Inspection. See Section III, Special Inspections, Procedures, Control Cable Inspection.
15. In PA-28-140 S/N's 28-20002 thru 28-26783 and 28-26945 thru 28-7125595; PA-28-150/160/180 S/N's 28-1 thru 28-7105179: if fuel selector valve is difficult to rotate, inspect and lubricate valve per Fuel Selector Valve 400 Hour Inspection (see Section III, Special Inspections, Procedures).
16. Refer to Section XIV (Paragraphs 14-31 through 14-35) for condenser assembly rigging and adjustment.
17. Maintain cable tensions as specified in Surface Controls, Section V.
18. Sloshing of fuel tanks not approved. For airplanes with fuel tanks which have previously been sloshed, perform Sloshed Fuel Tank 100 Hour Inspection in Section IX.
19. Refer to the Airplane Flight Manual (AFM) / Pilot's Operating Handbook (POH) / Pilot's Operating Manual (POM) for preflight and flight check list.
20. Refer to Airplane Flight Manual (AFM) / Pilot's Operating Handbook (POH) Supplement for preflight and flight check and for intended function in all modes.
21. If not accomplished already, create access panels for inspection (refer to Section IV, Paragraph 4-79). Inspect stabilator control cables.
22. In PA-28-140 S/N's 28-20001 thru 28-7725290, PA-28-150/160/180 S/N's 28-1 thru 28-4377, PA-28-235 S/N's 28-10001 thru 28-11039, for airplanes with the original equipment "butterfly" control wheels still installed, perform the 100 Hour Control Wheel Inspection (see Section III, Special Inspections, Procedures).
23. If the landing light is located in the air filter and the improved Landing Light Support P/N 85174-002 has not been installed, perform Landing Light Seal Inspection, (see Section III, Special Inspections, Procedures).
24. In PA-28-140 S/N's 28-20000 thru 28-26233, PA-28-150/160/180 S/N's 28-1 thru 28-5611, PA-28-235 S/N's 28-10001 thru 28-11300, perform Aileron Hinge Doubler 100 Hour Inspection (see Section III, Special Inspections, Procedures).
25. In PA-28-235 S/N's 28-10001 thru 28-74100093, for airplanes which have not installed Piper Kit No. 757-148 (with the 1-H65-2 valve) or 760-895: each 50 hours, perform the Fuel Selector Valve 50 Hour Leak Check (see Section III, Special Inspections, Procedures).

K. NOTES (CONT.)

26. For airplanes which are not equipped with forged main landing gear strut cylinders P/N 65489-002 on both left and right sides, perform Cast Main Landing Gear Strut Cylinder 100 Hour Inspection (see Section III, Special Inspections, Procedures).
27. During inspection of throttle, determine if there is internal cable ballooning. If so, replace the affected cables.
28. In PA-28-140 S/N's 28-20001 thru 28-7325073, PA-28-150/160/180 S/N's 28-03, 28-1 thru 28-7305081, PA-28-235 S/N's 28-10001 thru 28-7310048; for airplanes which have not modified the original equipment rudder bar assembly per Figure 3-25, perform Rudder Bar Assembly 100 Hour Inspection (see Section III, Special Inspections, Procedures).
29. In PA-28-180 S/N's 28-5153 thru 28-7405188 and PA-28-235 S/N's 28-7310001 thru 28-7410081; for those airplanes which have not installed Piper Kit No. 760-890 (PA-28-180) or 760-891 (PA-28-235): inspect throttle and mixture cable forward end balljoints for excessive wear (see Figure 8-10a).
30. Verify torque at forward and aft spar attach per Section IV, Figure 4-2. Retorque wing aft spar attach bolts per Wing Aft Spar-to-Fuselage Attachment Hardware 100 Hour Inspection (see Section III, Special Inspections, Procedures).
31. Verify initial compliance with Piper Service Bulletin No. 886.
32. In PA-28-180 S/N's 28-7105001 thru 28-7505046 and PA-28-235 S/N's 28-7110001 thru 28-7510016: inspect the quick-disconnect mechanism for each rear seat per Rear Seat Quick-Disconnect Mechanism Inspection (see Section III, Special Inspections, Procedures).
33. In PA-28-140 S/N's 28-20001 thru 28-7725290, PA-28-150/160 S/N's 28-1 thru 28-4377, PA-28-180 S/N's 28-671 thru 28-7505259 and PA-28-235 S/N's 28-10001 thru 28-7710089; for those airplanes which have not installed Piper Kit No. 760-910 or a new greaser bolt P/N 79543-002 and have accumulated 500 hours time-in-service: perform Main Landing Gear Torque Link Greaser Bolt Inspection (see Section III, Special Inspections, Procedures).
34. Inspect magnetos:
 - (a) For airplanes equipped with Slick Magnetos: inspect magneto(s) per the appropriate 100 Hour Inspection in the Slick F1100 Master Service Manual, available from Unison Industries, PH: (904) 739-4000, or <http://www.unisonindustries.com/>.
 - (b) For airplanes equipped with TCM/Bendix Magnetos: inspect magneto(s) per the procedures in the Periodic Maintenance section of the applicable Service Support Manual, available from Teledyne Continental Motors, Inc., PH: (800) 718-3411, or <http://www.tcmink.com/>.



Signature of Mechanic or Inspector:	Certificate No.:	Date:	Total Time on Airplane:
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