



**Piper Aircraft, Inc.**  
2926 Piper Drive  
Vero Beach, FL, U.S.A. 32960

# SERVICE NO. 1375 BULLETIN

## PIPER CONSIDERS COMPLIANCE MANDATORY

Date: March 31, 2022

(S)

### SUBJECT:

### PERIODIC REPLACEMENT OF MAIN LANDING GEAR ATTACHMENT HARDWARE

### MODELS AFFECTED:

PA-28-140 Cherokee Cruiser

PA-28-150 Cherokee

PA-28-160 Cherokee

PA-28-180 Cherokee

PA-28-235 Cherokee Pathfinder

PA-28-236 Dakota

PA-28-151 Warrior

PA-28-161 Cadet

PA-28-161 Warrior II

PA-28-161 Warrior III

PA-28-180 Archer

PA-28-181 Archer II

PA-28-181 Archer III

PA-28-181 Piper Pilot 100i

PA-28-201T Turbo Dakota

PA-32-260 Cherokee Six

PA-32-300 Cherokee Six

PA-32-301 Saratoga

PA-32-301T Turbo Saratoga

PA-32-301FT Piper 6X

PA-32-301XTC Piper 6XT

### SERIAL NUMBERS AFFECTED:

28-20001 through 28-26946; 28-7125001 through  
28-7725290

28-03; 28-1 through 28-4377, and 28-1760A

28-03; 28-1 through 28-4377, and 28-1760A

28-03; 28-671 through 28-5859;

28-7105001 through 28-7205318

28-10001 through 28-11378; 28-7110001 through  
28-7710089; 28E-11

28-7911001 through 28-8611008; 2811001 through  
2811050

28-7415001 through 28-7715314

2841001 through 2841365

28-7716001 through 28-8616057; 2816001 through  
2816109

2816110 through 2816119; 2842001 and up

28-E13; 28-7305001 through 28-7505260

28-7690001 through 28-8690056; 28-8690061;

28-8690062; 2890001 through 2890205

2890206 through 2890231; 2843001 through 2843999;  
2881001 and up

28020001 and up

28-7921001 through 28-7921095

32-03; 32-04; 32-1 through 32-1297; 32-7100001  
through 32-7800008

32-15; 32-21; 32-40000 through 32-40974; 32-7140001  
through 32-7940290

32-8006002 through 32-8606023; 3206001 through  
3206019; 3206042 through 3206044; 3206047;  
3206050 through 3206055; 3206060

32-8024001 through 32-8424002

3232001 through 3232074

3255001 through 3255051

ATA/JASC: 3210

(OVER)

**COMPLIANCE TIME:**

For affected aircraft which have accrued 2,000 hours time in service (TIS) or seven (7) calendar years TIS, initial compliance is to coincide with the next regularly scheduled maintenance event, but not to exceed the next 100 hours TIS.

Thereafter, compliance shall be at a recurring interval of 2,000 operating hours TIS or 7 calendar years TIS, whichever occurs first.

**APPROVAL:**

The engineering aspects of this service document have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved.

**PURPOSE:**

A review of service history reveals that for the affected aircraft, the landing gear mounting hardware is subject to metal fatigue and corrosion. Failure of this hardware could result in a landing gear collapse.

This service bulletin provides instructions for the recurring replacement of this hardware.

**INSTRUCTIONS:****NOTES:**

- Temporary removal of some interior components and/or access panels may be required in order to accomplish the instructions described in this service letter.
- Prior to inspection, wipe surfaces clean using a soft cloth dampened with isopropyl alcohol, mineral spirits, naphtha, or other suitable cleaning agent compatible with cured paints and primers.
- Refer to the appropriate section of the applicable Airplane Maintenance Manual or Service Manual for the procedures to jack the airplane and for model-specific instructions for the removal and installation of the main landing gear.
- These instructions apply to both the left and right sides of the aircraft.

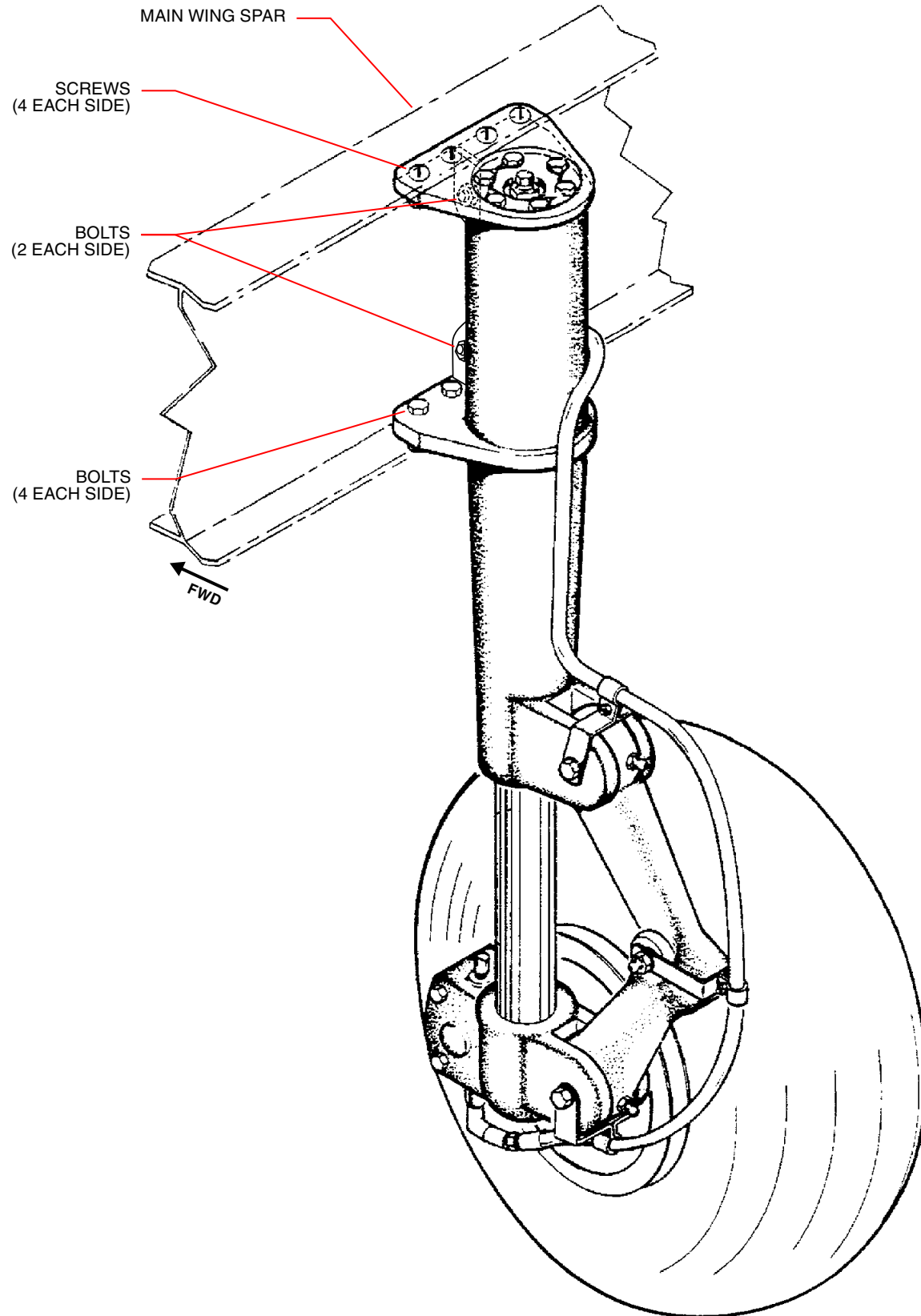
The main landing gear (MLG) are attached to the aircraft with threaded fasteners that pass through mounting flanges on the strut cylinder and the upper and lower flanges of the main wing spar, as depicted in the illustration below. On some of the affected aircraft, additional threaded fasteners pass through the web of the main wing spar.

Replace the MLG mounting hardware as described below.

1. Place the aircraft on jacks.
2. Remove the fairing from around the cylinder housing and the access plate located on the bottom of the wing and to the rear of the housing by removing attaching screws.
3. Remove and discard all of the threaded fastener stack ups (which includes screws and bolts, as well as nuts and washers) that attach the MLG to the main wing spar. (See Figure 1.)
4. Inspect mounting holes and mating surfaces of MLG and main wing spar for damage, and repair or replace on condition.

**NOTE:** Contact Piper Customer Service for repair guidance: (+1) 772-299-2141 or CustomerService@piper.com. Piper's normal business hours are Monday through Friday, 7:30 a.m. to 4:30 p.m. (Eastern).

5. Order and install new mounting hardware, as specified in the applicable Piper Airplane Parts Catalog (IPC).
6. Reinstall the access plate onto the bottom of the wing and the fairing that surrounds the cylinder housing.
7. Remove the airplane from jacks.
8. Make a logbook entry documenting compliance with this service bulletin.



**MAIN LANDING GEAR (TYPICAL)**  
RIGHT SIDE SHOWN (LEFT SIDE OPPOSITE)

**Figure 1**  
Main Landing Gear – Mounting Hardware

**MATERIAL REQUIRED:**

Per aircraft:

- Eight (8) Screws and 12 Bolts each, as described in the Instructions, per the applicable Piper IPC.
- Quantity as required, Washers and Nuts, as described in the Instructions, per the applicable Piper IPC.

**AVAILABILITY OF PARTS:**

Your Piper Approved Service Center

**EFFECTIVITY DATE:**

This service bulletin is effective upon receipt.

**SUMMARY:**

Please contact your Piper Approved Service Center to make arrangements for compliance with this service bulletin in accordance with the compliance time indicated.

**NOTE:** Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, and current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.

Attn: Customer Service

2926 Piper Drive

Vero Beach, FL 32960

or:

CustomerService@piper.com

Please include in subject line: "Aircraft ownership update"