

SERVICE

LETTER

Service Letter No. 405

October 1, 1963

SUBJECT: Inspection of Upper Nose Gear Oleo Bearing

MODELS AFFECTED: PA-22 Tri-Pacer, PA-22-108 Colt, PA-22-135, PA-22-150, PA-22-160 Tri-Pacer

DATE OF COMPLIANCE: Prior to but not later than next 25 hours of operation, unless already accomplished within the last 475 hours of operation

A number of reports have been received indicating that movement of the nose gear can be restricted due to binding of the upper nose gear oleo bearing, part number 452 333, due to lack of lubrication.

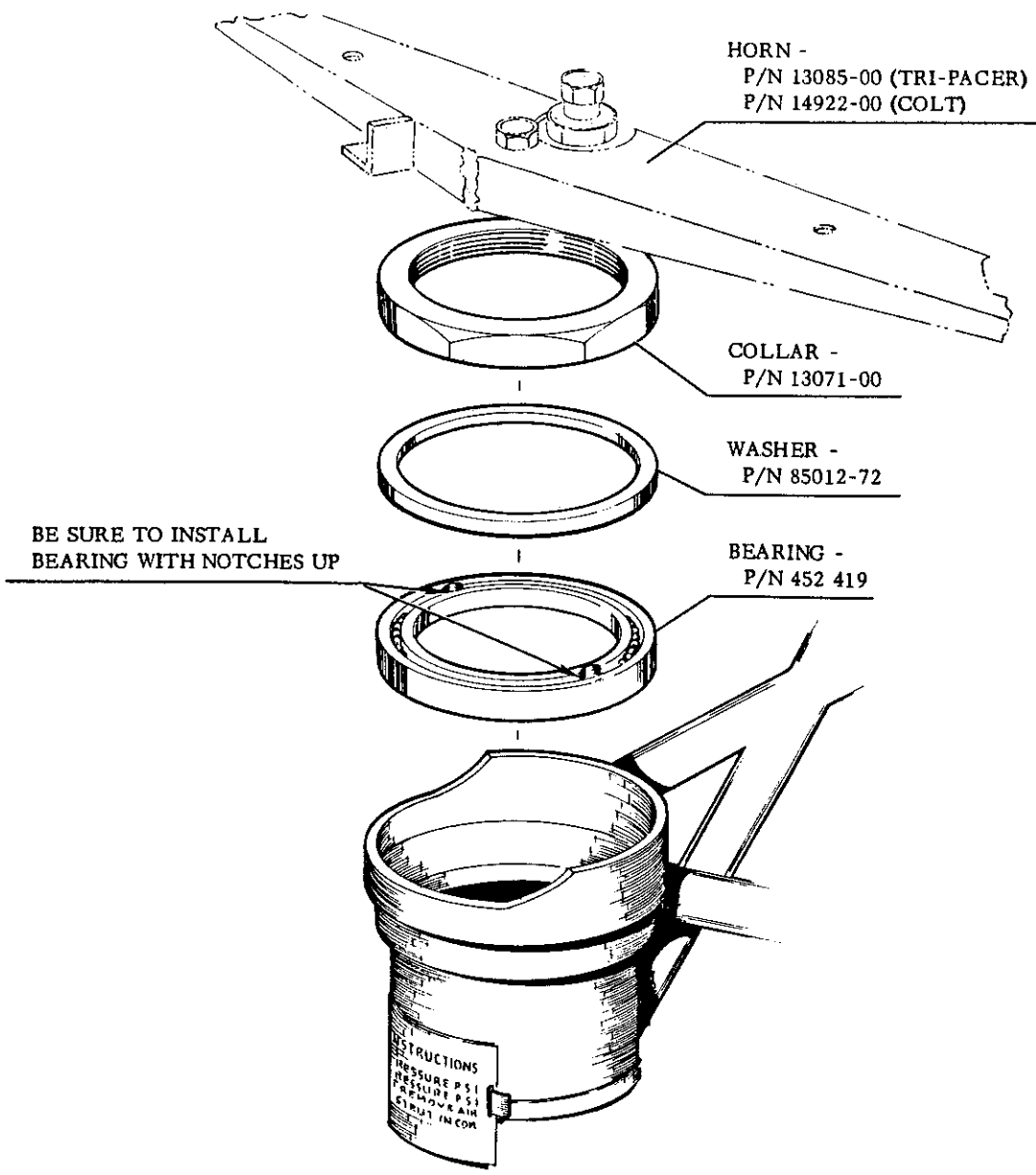
Loss of the balls from the bearing races has also been experienced due to excessive wear and the bearing being installed with the loading grooves facing downward.

An inspection of the aircraft indicated above is requested to determine the condition of the upper oleo bearing as well as the position of the loading grooves. This inspection can be accomplished by removing the nose gear steering horn, part number 13085-00 on the Tri-Pacer and part number 14922-00 on the Colt; then removing the threaded collar, part number 13071-00, and seal washer, part number 85012-72.

If the bearing is in satisfactory condition and installed with the loading grooves facing upward, the bearing should be lubricated with MIL-G-3278 lubricant and the steering mechanism reassembled and inspected every 500 hours thereafter.

If the loading grooves are not visible it will be necessary to lower the oleo assembly to remove the bearing. The bearing should be removed, checked, lubricated and installed as indicated above, with the bearing loading grooves facing upward.

If the bearing is not in satisfactory condition, it should be replaced with sealed bearing, part number 452 419. When part number 452 419 bearing has been installed, the above inspections may be discontinued; the bearing should be checked for condition every 1,000 hours.



NOTE -

BEARING SHOULD BE LUBRICATED WITH MIL-G-3278 LUBRICANT.

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