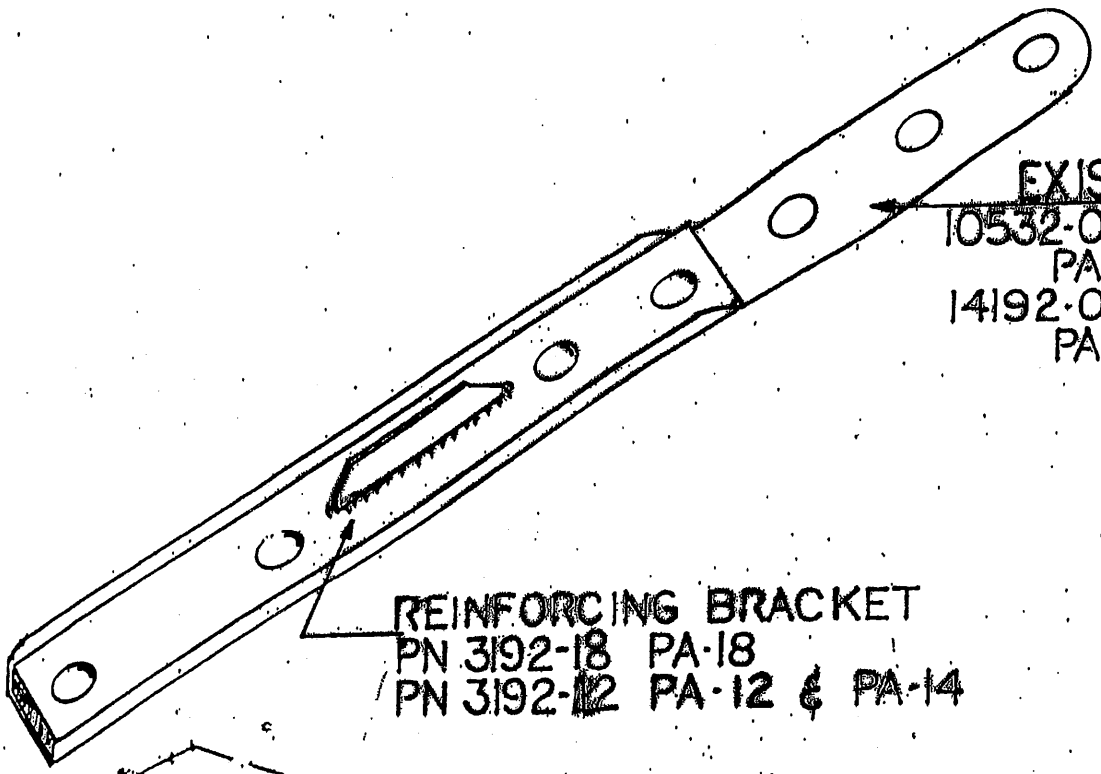
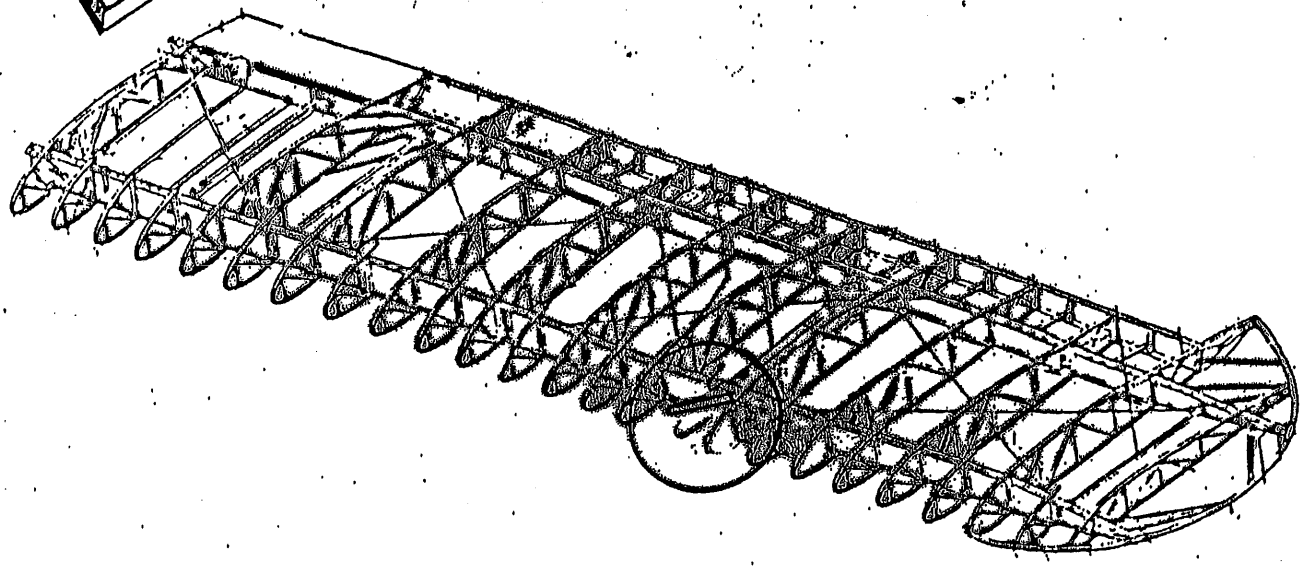


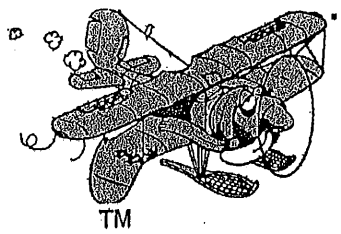


AIRCRAFT AFFECTED PA-12 PA-14 PA-18

FRONT SPAR WING LIFT STRUT REINFORCING BRACKET

REINFORCING BRACK
INSTALLATION INSTRUC

FATLEE DODGE PO BOX 190409 ANCHORAGE, AK.	Fatlee Body 3/5/86	DWG NO. 3192-I	
		SHEET 1 OF 3	



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Drawing No. 3192-I
Sheet 2 of 3
November 7, 1986
Revision: None

LIFT STRUT REINFORCEMENT BRACKET INSTALLATION INSTRUCTIONS

1. Remove the inspection cover nearest to the front lift strut attachment fitting aft of the spar, to gain access to the front lift strut fitting assembly.

2. On PA-18 series airplanes, and on PA-12 and PA-14 airplanes modified by installing leading edges that extend back to the lower flange of the front spar, make a 4-inch round cutout in th leading-edge sheet metal forward of the front spar, on the bottom surface of the wing, in location that will give access to the front lift strut fitting assembly.

   On PA-12 and PA-14 airplanes whose leading edge have not been modified, make a 4-inch round cutout in the fabric forward of the front spar, on the bottom surface of the wing, in a location that will give access to the front lift strut fitting assembly. An inspection ring may then be installed to permit recurrent access to the lift strut fitting assembly forward of the front spa

3. Remove the four lower bolts securing the lift strut attachment fittings to the front spar.

4. Install the reinforcing bracket, P/N 3192-18 (PA-18) or P/N 3192-12 (PA-12 or PA-14) in the channel (lower portion) of the lift strut fitting assembly (Piper P/N 14192-00 on the PA-18; Pip P/N 10532-00 on the PA-12 or PA-14), location on the forward side of the front spar.

5. Check the length of all bolts removed in step 3. Reinstall those whose length is still adequate prevent any threads from bearing on the components they penetrate, and adequate to extend at least 3/64" inch through the nuts by which they are secured. Replace those bolts whose length is no longer adequate, with AN5 bolts of the next greater length. Be sure to use only steel AN5 bolts of the proper length as replacements. Use AN960-516 or AN960-516L washe as shims, where necessary, to permit proper installation of the bolts. Refer to AC43-13-1A, Chapter 5, Section 1, Paragraph 230, for procedures governing the re-use of AN365-524 self-locking nuts. Note: When reinstalling the two bolts that penetrate the compression members c the strut point "N" brace, remember to reinstall the safety devices that prevent rotation of the bolts.

6. On airplanes where an inspection ring was installed forward of the front spar in step 2, install an inspection cover at that ring.

Continued on next page

7. On airplanes where a hole was cut in the leading-edge sheet metal forward of the front spar Step 2; install a round cover plate 5 inches in diameter, cut from .020 inch 2024-T3 Alclad aluminum, over the hole.

8. Reinstall ant inspection covers that were removed from location aft of the front spar to gain access to the front lift strut fitting assembly in step 1.

9. Repeat steps 1 through 8 for the opposite wing lift strut fitting.

10. Fill out FAA Form 337 and make an entry in the airplane's logbook, stating that the lift strut reinforcement brackets were installed in accordance with the STC applicable to the model designation of the airplane. Note: The weight and balance produced by this modification is negligible.