

APPLICABLE MODELS

PA-30 & PA-39

LUGGAGE DOOR STRUT

INSTALLATION MANUAL

ISSUE DATE 12/25/94

Knots 2U, Ltd.
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FAA
APPROVED

NOV 15 1996
ACE-116C
CHICAGO AIRCRAFT
CERTIFICATION OFFICE
CENTRAL REGION

REV. #	DATE	PAGE(S)	EFFECT
A	09/10/96	1,2	CHANGED STRUT AND STRUT ORIENTATION

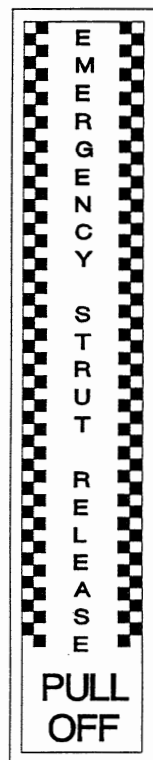
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PA-30/39 BAGGAGE DOOR STRUT INSTALLATION STC No. SA308CH



PLACARD DETAIL (TYPICAL)

PLACARD MUST BE
PLACED IN POSITION
FOR VIEWING/READING
WHEN DOOR IS CLOSED

#4 SCREW THREADED END
OF STRUT FINGER TIGHT,
INTO EXISTING CLEVIS.

#5 ROTATE SOCKET TO FACE
BALL JOINT AND SNAP SOCKET ONTO
BALL JOINT. INSTALL PLACARD
FACING PASSENGER COMPARTMENT.

GENERAL INSTRUCTIONS

DO NOT PUT ANY KEEPER DEVICE ON BALL JOINT
WHICH MIGHT HINDER EMERGENCY RELEASE OF STRUT.
STRUT REMOVAL SHOULD REQUIRE ONLY A SHARP TUG.

CHECK CONDITION OF THE 3 SCREWS AND 3 NUTPLATES
SECURING "L" BRACKET ON DOOR. REPLACE IF NEEDED,
TO PREVENT STRUT FROM PULLING BRACKET LOOSE

#1 HOLD DOOR OPEN WITH DUCT
TAPE FROM DOOR TO ROOF DURING
STRUT INSTALLATION

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K2U
NOTS

#3 INSTALL DOOR
BRACKET P/N LUGBKT
USING TWO 10x32 x 1/2"
SCREWS WITH BALL
JOINT AT INSIDE BOTTOM

#2 REMOVE SCREWS
HOLDING ROD GUIDE AND
ROD. LOOSEN LOCKNUT,
UNSCREW ROD FROM CLEVIS.
DISCARD ROD, NUT, SCREWS
AND ROD GUIDE.

DWG No. LUGBKTD1
09/10/96
(6WLUGD1)

PAGE -1- DETAIL #1

=SECTION 2.0 PARTS LIST=

PART NUMBER	NO. REQ	DESCRIPTION
STRUT2	1	17" (30PSI) PNEUMATIC STRUT
LUGBKT	1	LUGGAGE DOOR BRACKET
BALL	1	BALL STUD ASSEMBLY
AN526C832R8	1	SCREW
AN526R1032R8	2	SCREW
PLACARD	1	STRUT RELEASE PLACARD

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=SECTION 3.0 PAPERWORK=

Perform paperwork (337 and log book entries). Place Supplemental Type Certificate and KNOTS 2U, INC. Maintenance Manual with log books.

Weight and balance change = Negligible

=SECTION 4.0 MAINTENANCE MANUAL=

KNOTS 2U, INC.

PIPER PA-30 & PA-39

LUGGAGE DOOR STRUT

PART A. INSPECTION

1. During annual or 100 hour inspections, inspect attachment hardware and confirm strut pressure is sufficient to retain luggage door in open position,

PART B. MAINTENANCE

2. If the attachment hardware is found to be excessively worn or loose during the 100 hour/annual inspection, it should be replaced.
3. If the strut pressure is insufficient to support door in open position it should be replaced.

PART C. CRACKING OR DEFECTS

1. If a crack is found in the door area where the triangular door bracket is attached, repair the crack according to FAR 43.13 1A Acceptable Methods, Techniques, and Practices Aircraft Inspection and Repair, Chapter 2.