

PIPER AIRCRAFT CORPORATION

INSPECTION REPORT

This form meets requirements of FAR Part 43 • Inspections must be performed by persons authorized by the FAA or appropriate National Aviation Authority.

Model Name: CHEROKEE SERIES		Model No.: PA - 28 - 140 / 150 / 160 / 180 / 235		Serial No.:		Registration No.:	
Circle Type of Inspection (See Notes 1, 2, 3 and 4) 50 100 Annual		50	100	Inspector	Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)		
DESCRIPTION					DESCRIPTION		
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.				14. Inspect cylinders for cracked or broken fins. (See Note 10.).... 15. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds 16. Inspect ignition harness and insulators for high tension leakage and continuity 17. Inspect magnetos for oil seal leakage 18. Inspect magnetos to engine timing. (See Note 34.) 19. Remove air filter and clean per Section II. Replace as required 20. Drain carburetor and clean inlet line fuel strainer 21. Inspect condition of alternate air valve and housing 22. Inspect condition of carburetor heat air door and box 23. Inspect throttle body attaching screws for tightness. (Torque 40-50 in-lbs) 24. Inspect vent lines for evidence of fuel or oil seepage..... 25. Inspect intake seals for leaks and clamps for tightness. (Torque clamps 40-50 in-lbs.) 26. Inspect condition of flexible fuel lines. Replace as required..... 27. Inspect fuel system for leaks 28. Clean screens in electric fuel pump(s) 29. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required. 30. In PA-28-140/150/160/180 models only, remove and clean fuel filter bowl and screen on lower left side of firewall 31. Inspect and operationally test engine driven vacuum pumps and lines. (See Note 35.) 32. Inspect throttle, carburetor heat, mixture, and, if installed, propeller controls for security, travel and operating condition. (See Notes 27 and 29.) 33. Inspect exhaust stacks, connections and gaskets per Exhaust System Inspection on page III-79. Replace gaskets as required 34. Inspect muffler, heat exchange and baffles per Exhaust System Inspection on page III-79 35. Inspect breather tube for obstructions and security 36. Inspect crankcase for cracks, leaks, and security of seam bolts 37. Inspect engine mounts for cracks and loose mounting 38. Inspect all engine baffles 39. Inspect engine compartment wiring for condition (chafing, cracked insulation, general deterioration), security, proper routing, and correct installation 40. Inspect rubber engine mount bushings for deterioration. Replace as required 41. Inspect firewall seals 42. Lubricate alternator idler pulley; remove front grease seal and add grease per Lubrication Chart in Section II. Disregard if sealed bearing is installed 43. Inspect condition of alternator and starter 44. Inspect security of alternator and mounting 45. Inspect condition and tension of alternator drive belt. (See Checking Generator or Alternator Belt Tension in Section XI.) 46. If installed, inspect condition of A/C compressor belt and tension. (See Adjustment of Drive Belt Tension in Section XIV.) 47. If installed, inspect A/C compressor oil level. (See Note 12.) .. 48. If installed, inspect A/C compressor clutch security and wiring. (See Note 13.) 49. If installed, inspect A/C compressor mounting for cracks, corrosion, and security 50. Check fluid in brake reservoir. Fill as required			
B. ENGINE GROUP 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). Note: Read Note 5 prior to completing this group.							
1. Remove engine cowling and inspect for internal and external damage 2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners. (See Note 6.) 3. Drain oil sump. (See Note 8.) 4. Clean suction oil strainer at oil change; inspect strainer for foreign particles 5. Clean pressure oil strainer or change full-flow (cartridge-type) oil filter element. Inspect strainer or element for foreign particles 6. Inspect oil temperature sender unit for leaks and security 7. Inspect oil lines and fittings for leaks, security, chafing, dents, and cracks 8. Clean and inspect oil radiator cooling fins 9. Fill engine with oil per information on cowling or in Lubrication Chart, Section II CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID.				10. Clean engine with approved solvents 11. Inspect condition of spark plugs. Clean and adjust gap as required; adjust per latest revision of Lycoming Service Instruction No. 1042 Note: If fouling of spark plugs is apparent, rotate bottom plugs to upper plugs. 12. Inspect spark plug cable leads 13. Test cylinder compression. (Refer to AC 43.13-1, latest revision.)			

Owner:

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.)			8. Inspect condition and security of antenna mounts and electric wiring		
51. Inspect and lubricate all controls per Lubrication Chart, Section II		O	9. If installed, inspect air conditioning system for refrigerant leaks. (See Note 12.)		O
52. Install engine cowling	O	O	10. If installed, inspect refrigerant level in sight gauge of receiver-dehydrator. Refer to Section XIV	O	O
C. CABIN AND COCKPIT GROUP			11. If installed, inspect air conditioner condenser air scoop for condition and rigging. (See Note 16.)	O	O
1. Inspect cabin door latch and hinges, and windows, for damage, operation and security		O	12. Inspect fuel lines, valves, and gauges for damage and operation		O
2. Inspect windows for scratches, crazing, and condition		O	13. In PA-28-235 models only, clean screens in fuel pumps		O
3. Inspect window and door seals for deterioration, cracks, and voids		O	14. In PA-28-235 models only, remove, drain and clean fuel strainer bowl, located at the bottom of selector valve. Refer to Fuel System, Section IX	O	O
4. Inspect upholstery for tears		O	15. Inspect security of all lines		O
5. Inspect seats and attaching brackets and hardware for condition, security and operation. (See Note 32.)		O	16. Inspect vertical fin for surface damage or irregularities (i.e., skin cracks, distortion, dents, and corrosion); structural defects (i.e., loose or missing rivets); excessive wear, and attachment points for missing, damaged or worn hardware		O
6. Inspect seat belts and shoulder harnesses per Section XIV, Restraint System		O	17. Inspect vertical fin attachments for security		O
7. Inspect trim control operation		O	18. Inspect rudder for surface damage or irregularities (i.e., skin cracks, distortion, dents, and corrosion); structural defects (i.e., loose or missing rivets); misrigging; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware		O
8. Inspect condition and operation of rudder pedals and rudder bar assembly. (See Note 28.)		O	19. Inspect rudder hinges, horn and attachments for damage, security, and operation		O
9. Inspect parking brake and brake handle for operation and cylinder leaks		O	20. Inspect rudder control stops to ensure stops have not loosened and locknuts are tight		O
10. Inspect control wheels, column, pulleys, cables, and fittings. (See Notes 14 and 22.)		O	21. Inspect rudder hinge bolts for excess wear. Replace as required		O
11. Perform Flap Control Cable Attachment Bolt Inspection on page III-65. (See Note 14.)		O	22. Inspect stabilator and trim tab for surface damage or irregularities (i.e., skin cracks, distortion, dents, and corrosion); structural defects (i.e., loose or missing rivets); misrigging; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware		O
12. Inspect landing, navigation, strobe, cabin, and instrument lights. (See Note 23.)	O	O	23. Inspect the stabilator and stabilator trim tab hinges, horns and attachments for damage, security and operation		O
13. Inspect instruments, avionics, lines, and attachments		O	24. Inspect stabilator attachments per Stabilator Attach Fittings Corrosion Inspection on page III-64		O
14. Inspect gyro operated instruments and electric turn and bank. (Overhaul or replace as required.)		O	25. Inspect stabilator and tab hinge bolts and bearings for excess wear. Replace as required		O
15. Cycle each circuit breaker with airplane power off	O	O	26. Inspect stabilator control stops to ensure stops are not loose. Ensure bolts and locknuts are tight		O
16. If installed, replace filters on the gyro horizon and directional gyro		O	27. Inspect aileron, rudder, stabilator, and stabilator trim cables and pulleys for safety, condition, and operation. Inspect cable terminals, turnbuckles, guides, and fittings for safety and condition. (See Notes 14 and 21.)		O
17. If installed, replace vacuum regulator filter element		O	28. Inspect rudder, stabilator, and stabilator trim cable tension per Table V-II. Use a tensiometer. (See Note 14.)		O
18. 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	29. Lubricate per Lubrication Chart, Section II	O	O
19. Inspect operation of fuel selector valve. (See Notes 15 and 25.)		O	30. Inspect rotating beacon for security and operation		O
20. In PA-28-235 models only, inspect operation of fuel drain		O	31. Inspect security of Autopilot servo bridle cable clamps. (See Note 14.)		O
21. In PA-28-235 models only, inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents operation of lever when closed	O	O	32. Inspect all non-flight 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
22. Inspect condition of heater controls and ducts. (See Note 7.)		O	33. Inspect ELT battery for condition / date per FAR 91.207		O
23. Inspect condition and operation of air vents		O	34. Inspect ELT and antenna installation for condition and security. Replace antenna if bent or damaged		O
24. If installed, inspect condition of air conditioning ducts		O	35. Install inspection plates and panels		O
25. If installed, remove and clean air conditioning evaporator filter		O			
26. If installed, inspect disposable-type (non-gauged) fire extinguisher minimum weight as specified on nameplate		O			
D. FUSELAGE AND EMPENNAGE GROUP					
1. Remove inspection plates and panels. (See Figures 2-25 thru 2-27.)		O			
2. Inspect forward wing attach fittings for condition and security		O			
3. Inspect aft wing attach fittings per Aft Wing Attach Fittings 100 Hour Inspection on page III-66		O			
4. Inspect baggage door, latch and hinges for damage, operation and security	O	O			
5. Inspect battery, box and cables. Clean and flush area as required and fill battery per instructions on box and in Electrical System, Section XI		O			
6. Conduct a general visual inspection of electrical and electronic installations (mounting, wiring, harnesses, shields, connectors, etc.) for condition and security		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			

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	50	100	Annual
DESCRIPTION			DESCRIPTION		
E. WING GROUP			F. LANDING GEAR GROUP		
1. Remove inspection plates and fairings	O		1. Check oleo struts for proper extension and evidence of fluid leakage. See Landing Gear, Section II	O	O
2. Inspect exterior surfaces, skins, and tips for damage and loose or missing fasteners, and condition of walk-way	O	O	2. Inspect nose gear steering control and travel	O	O
3. Inspect visible interior structural components (skins, spars, ribs, stringers, etc.) for condition, security, distortion, or failure. (See Note 24.)	O		3. Remove wheel fairings	O	O
4. Inspect wing carry-through structure for condition, security, distortion, or failure	O		4. Inspect wheel alignment	O	O
5. Inspect ailerons for surface damage or irregularities (i.e., skin cracks, distortion, dents, and corrosion); structural defects (i.e., loose or missing rivets); misrigging; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware	O		5. Put airplane on jacks. (Refer to Section II.)	O	O
6. Inspect aileron hinges and attachments. (See Note 24.)	O		6. Inspect tires for cuts, uneven or excessive wear, and slippage	O	O
7. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight	O		7. Remove wheels; clean, inspect, and repack bearings	O	O
8. Inspect aileron cables, pulleys, and bellcranks for safety, condition, and operation; inspect aileron cable terminals, turnbuckles, fittings, and guides for safety and condition. (See Note 14.)	O		8. Inspect wheels for cracks, corrosion, and broken bolts	O	O
9. Inspect aileron cable tension per Table V-II. Use a tensiometer	O		9. Check tire pressure	O	O
10. Inspect flaps for surface damage or irregularities (i.e., skin cracks, distortion, dents, and corrosion); structural defects (i.e., loose or missing rivets); misrigging; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware	O		10. Inspect brake linings and discs for condition and wear	O	O
11. Inspect condition of flap hinge bolts. Replace as required	O	O	11. Inspect brake backing plates for condition and wear	O	O
12. Lubricate per Lubrication Chart, Section II	O	O	12. Inspect brake lines for condition and security	O	O
13. Inspect wing fore and aft attach fittings, and bolts, for security, corrosion, and condition. (See Note 31.)	O		13. Inspect shimmy dampener operation	O	O
14. Retorque wing aft spar attach bolts per Wing Aft Spar-to-Fuselage Attachment Hardware 100 Hour Inspection on page III-96	O		14. Inspect gear forks for damage	O	O
15. Inspect pitot tube for damage and condition	O		15. Inspect oleo struts for fluid leaks and scoring	O	O
CAUTION: SEVERE BURNS CAN RESULT FROM COMING IN CONTACT WITH A HEATED PITOT TUBE.			16. Inspect gear struts and mounting bolts for condition and security. (See Note 26.)	O	O
16. Inspect pitot heat	O		17. Inspect torque links for cracks, bolts for condition and security. Inspect assembly for excessive side play. (See Note 33.)	O	O
17. Inspect fuel tanks and lines for leaks and water. (See Note 18.)	O		18. Inspect wheel fairings and attachments	O	O
18. Inspect fuel caps, cap gaskets, fuel filler neck, fuel gage transmitter gaskets, and gage transmitter access covers for condition, proper sealing, security, alignment, etc. Ensure to service and clean these areas, replacing parts as necessary	O		19. Inspect hydraulic lines, electrical leads, and attaching parts for condition and security (i.e., routing, chafing, damage, wear, etc.)	O	O
19. Inspect the interior of metal fuel tanks for signs of corrosion, which may indicate water contamination. If signs of contamination are found, alert the owner and fuel supplier of your findings for corrective action	O		20. Lubricate per Lubrication Chart, Section II	O	O
20. Inspect fuel tanks for minimum octane markings	O		21. Install wheel fairings	O	O
21. Confirm fuel tanks are marked for capacity	O		22. Remove airplane from jacks	O	O
22. Inspect fuel tank vents	O		G. FLOAT GROUP (IF INSTALLED)		
23. Inspect all non-flight control cables, air ducts, electrical leads, lines, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)	O		1. Inspect float attachment fittings	O	O
24. Install inspection plates and fairings	O		2. Inspect floats for damage	O	O
			3. Inspect pulleys and cables	O	O
			H. SPECIAL INSPECTIONS		
			Review inspections in Special Inspections, Requirements on page III-37. Perform all special inspections applicable to your aircraft and currently due per the given inspection interval		
			I. OPERATIONAL INSPECTION		
			Note: Refer to Note 19 prior to starting engine or taxiing airplane.		
			1. Inspect fuel pump and fuel tank selector	O	O
			2. Inspect fuel quantity, pressure, and flow readings	O	O
			3. Inspect oil pressure and temperature	O	O
			4. Inspect alternator output	O	O
			5. Inspect manifold pressure	O	O
			6. Inspect carburetor heat or alternate air	O	O
			7. Inspect parking brake	O	O
			8. If installed, inspect vacuum gauge	O	O
			9. Inspect gyros for noise and roughness	O	O
			10. Inspect cabin heater operation	O	O
			11. Inspect magneto switch operation	O	O
			12. Inspect magneto RPM variation	O	O
			13. Inspect throttle and mixture operation	O	O
			14. Inspect propeller smoothness	O	O
			15. Inspect propeller governor action	O	O
			16. Inspect engine idle	O	O
			17. Inspect electronic equipment operation	O	O
			18. If installed, inspect operation of autopilot, including automatic pitch trim, and manual electric trim. (See Note 20.)	O	O
			19. If installed, inspect air conditioner compressor clutch operation	O	O
			20. If installed, inspect air conditioner condenser scoop operation	O	O
			21. Inspect free and correct operation of flight controls	O	O

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
J. GENERAL					
1. Aircraft conforms to FAA Specifications	O	O			
2. Latest revision of applicable FAA Airworthiness Directives complied with	O	O			
3. Current and correct Pilot's Operating Manual (POM) and/or Airplane Flight Manual (AFM) is in the airplane	O	O			
4. Inspect airplane for required placards as identified in the Limitations section of the AFM		O			
5. Appropriate entries made in the Aircraft and Engine Log books	O	O			
6. Airworthiness & Registration Certificates in the aircraft and properly displayed	O	O			
7. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order	O	O			
8. Operational inspection and run-up completed	O	O			
9. Aircraft cleaned and lubricated after wash (as required)	O	O			

K. NOTES

- Refer to Piper's Customer Service Information File (see Availability under Revision Status on page iii) for latest revision dates to Piper Inspection Reports/Manuals and the Cherokee Service Manual, P/N 753-586. References to Section are to the appropriate Section in the service manual.

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.

- 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 50 / 100 hour cycle are listed as Special Inspections on page III-37. Inspections must be accomplished by persons authorized by the FAA or appropriate National Aviation Authority. Checks may be performed by a pilot or owner who is checked out on the airplane.

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.

- 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 to verify latest revision. See also Table III-III on page III-105.
- Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
- Inspections given for the power plant are based on the engine manufacturer's operator's manuals for these airplanes (see Introduction, Supplementary Publications, Vendor Publications, Engine). Any changes issued to the engine manufacturer's operator's manuals shall supersede or supplement the inspections outlined in this report. In the PA-28-140/150/235 only, should fuel other than the specified octane rating for the power plant be used, refer to the latest revision of Lycoming Service Letter No. L185 for additional information and recommended service procedures.
- In PA-150/160/180 S/N's 28-1761 and up; and PA-28-235's: inspect teflon bushings and pins attaching top and bottom engine cowlings at nose for condition and security. Replace as required.
- In PA-28-140 S/N's 28-20001 thru 28-7225172; PA-28-150/160/180 S/N's 28-03, 28-I 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 on page III-57.
- Refer to latest revision of Lycoming Service Bulletin No. 480 and Service Instruction 1014.
- Not used.
- 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.
- Not used.

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

- 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.
- Clean any traces of oil from the clutch surface.
- 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.
 - See Control Cable Inspection. on page III-74, or the latest edition of FAA AC 43.13-1.
 - At fifteen (15) years time-in-service, begin Cable Fittings 100 Hour Special Inspection on page III-77.

K. NOTES (CONT.)

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 on page III-55.
16. Refer to Section XIV (Paragraphs 14-31 through 14-35) for condenser assembly rigging and adjustment.
17. Not used.
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 Section 4 of the Flight Manual/Pilot's Operating Handbook for preflight and flight check list.
20. Refer to Flight Manual/Pilot's Operating Handbook 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 Control Wheel 100 Hour Inspection on page III-84.
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 Seat Inspection on page III-63.
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 on page III-85.
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 on page III-52.
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 on page III-72.
27. During inspection of throttle, determine if there is internal cable ballooning. If so, replace the affected cables.
28. In airplanes with a rudder pedal and bar assembly or with a rudder bar support assembly, that has 1,200 hours or more time-in-service each 100 hours perform Rudder Pedal And Bar Assembly Inspection and/or Rudder Bar Support Assembly Inspection on page III-90, as appropriate.
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 bailjoints for excessive wear (see Figure 8-10a).
30. Not used.
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 on page III-94.
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 on page III-95.
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.
 - B. For airplanes equipped with Continental/Bendix Magnetos: inspect magneto(s) per the procedures in the Periodic Maintenance section of the applicable Service Support Manual.
35. For airplanes equipped with Parker Hannifin / Airborne vacuum pump(s), verify compliance with Parker Hannifin / Airborne Service Letter No. 72.

Signature of Mechanic or Inspector:

Certificate No.:

Date:

Total Time on Airplane: