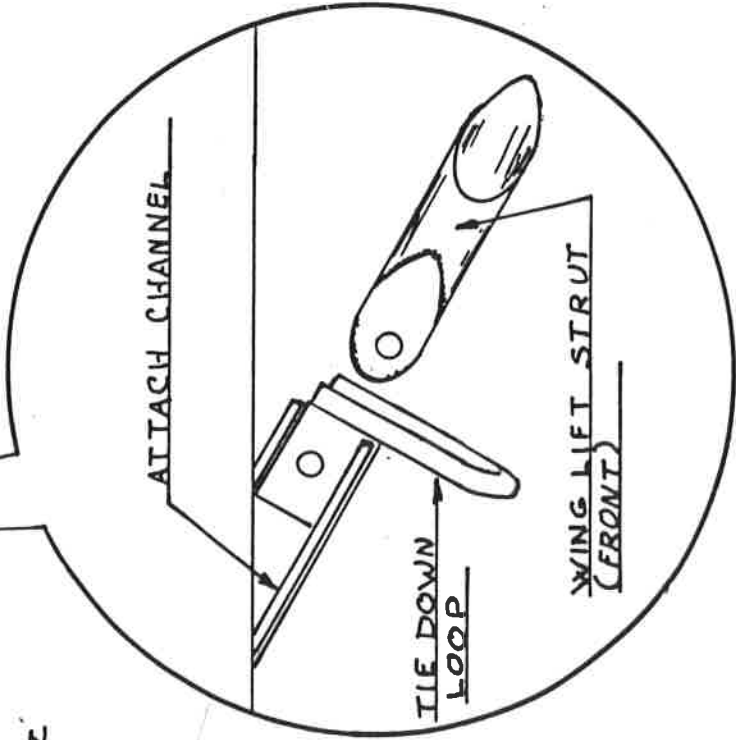


NOTE: FRONT LIFT STRUT/WING ATTACH POINT CUFF ASSEMBLIES, IF PRESENT, MUST BE REMOVED FROM J4, J5, PA-12, PA-14, PA-20, AND PA-22 MODELS BEFORE INSTALLING THE TIE-DOWN LOOPS. PIPER P/N' 12973-03 AND 12973-04 CUFF ASSEMBLIES MAY BE INSTALLED ON PA-20 AND PA-22 MODELS AFTER TIE-DOWN LOOPS ARE INSTALLED. INSTALLATION OF TIE-DOWN LOOP ASSEMBLIES ON AIRCRAFT NOT PREVIOUSLY EQUIPPED WITH THEM WILL REQUIRE THAT THE STRUT ATTACH BOLTS BE REPLACED WITH BOLTS 1/4 INCH LONGER. WHEN REPLACING STRUT ATTACH NUTS AND BOLTS IT IS PERMISSIBLE TO USE STEEL AN5A BOLTS OF CORRECT LENGTH, AN960-516 OR -516L WASHERS AS REQUIRED, AND MS20365-524C NUTS. TORQUE 100 TO 140 INCH-POUNDS. WHEN INSTALLING TIE-DOWN LOOPS ON J3, PA-11, PA-18, AND PA-19 AIRCRAFT, THE AILERON BRACKET ASSEMBLIES AND SPACERS MUST BE REINSTALLED ON THE AFT FACES OF THE TIE-DOWN BRACKETS (REFER TO DETAIL A).



DETAIL A
J3, PA-11, PA-18, AND
PA-19 INSTALLATION



INSTALLATION

F. ATLEE DODGE		TIE-DOWN LOOP	
P.O. BOX 190409		WING LIFT STRUT	
ANCHORAGE,		SHEET 1 of 1	P/N 3218-1
A.K. 99519			DWG
F. Atlee Dodge		11-6-88	NO. 3218-1

AIRCRAFT AFFECTED: PIPER J3, J4, J5, PA-11, PA-12, PA-14, PA-16, PA-18, PA-19, PA-20, & PA-22