



Piper Aircraft, Inc.
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Vero Beach, FL, U.S.A. 32960

SERVICE NO. 1156D BULLETIN

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: August 3, 2026

(S) (M)

Service Bulletin (SB) 1156D supersedes SB 1156C in its entirety. Aircraft that were previously made compliant with SB 1156C are in compliance with SB 1156D until the next recurring compliance time.

SUBJECT:

**PERIODIC INSPECTION AND REPLACEMENT OF
NOSE GEAR DRAG LINK BOLT**

REASON FOR REVISION:

SB 1156D corrects PA-28R-200 Arrow II in 'Models Affected'.

MODELS AFFECTED:

PA-28R-180 Arrow

PA-28R-200 Arrow

PA-28R-200 Arrow II

PA-28R-201 Arrow III

PA-28RT-201 Arrow IV

PA-28RT-201T Turbo Arrow IV

PA-44-180 Seminole

PA-44-180T Seminole

SERIAL NUMBERS AFFECTED:

28R-30002 thru 28R-31270,
28R-7130001 thru 28R-7130013

28R-35001 thru 28R-35820,
28R-7135001 thru 28R-7135229

28R-7235001 thru 28R-7635545

28R-7737002 thru 28R-7837317,
2837001 thru 2837061; 2844001 and up

28R-7918001 thru 28R-7918267,
28R-8018001 thru 28R-8218026

28R-7931001 thru 28R-8631005,
2831001 thru 2831038

44-7995001 thru 44-8195026,
4495001 thru 4495013, 4496001 and up

44-8107001 thru 44-8207020

COMPLIANCE TIME:

To coincide with the next regularly scheduled maintenance event, but not to exceed the next 100 hours TIS, and on a recurring basis at an interval not to exceed 100 hours TIS. In addition, subject bolts with a TIS of 500 hours or more are to be replaced, regardless of condition.

APPROVAL:

The content of this service document has been reviewed and determined to already comply with applicable Federal Aviation Regulations.

PURPOSE:

The bolt that fastens the upper and lower nose gear (NG) drag links can develop wear in a manner that may not be detectable during routine maintenance and inspection. Specifically, on some aircraft, score marks have been discovered around the circumference of the bolt shank, midway along the length of the bolt.

By design, the bolt is free to rotate inside a set of bearings to allow relative movement between the upper and lower drag links during landing gear extension and retraction. Over an extended number of operating hours, this rotation can generate the score marks described, causing stress concentrations to develop in the bolt.

Left uncorrected, this condition could eventually result in bolt failure, with subsequent nose gear collapse.

This service bulletin provides a schedule for the removal and inspection of this bolt, (along with associated hardware) and the inspection of the mating bearings. This service bulletin also mandates a replacement interval for this bolt, regardless of condition.

The applicable Piper Airplane Maintenance Manuals (AMMs) or Service Manuals (SMs) will be updated to include the contents of this service bulletin at their next revision.

INSTRUCTIONS:

1. Jack the aircraft per the applicable Piper AMM or SM.
2. Disassemble the upper drag brace from the lower drag link by removing the NAS464P4-27 bolt that functions as a hinge pin for the two parts. See Figure 1 or Figure 2, as applicable. Discard the cotter pin, regardless of condition. The castellated nut, washers and bearings may be reused, depending on condition.
 - If the TIS of the bolt is less than 500 hours: clean and inspect the bolt for damage (especially for score marks around the circumference of the bolt shank, midway along the bolt's length). If the bolt is serviceable, then reinstall it; otherwise replace on condition.
 - If the TIS of the bolt is 500 or more hours: replace it with a new NAS464P4-27 bolt, regardless of condition.
3. Before installing the bolt, inspect the bearings for excessive wear and verify the inner diameter of the bearings are within the range of 0.2495–0.2515 inches. Replace bearings (Piper P/N 452-800) on condition.

If new bearings are installed, perform a final reaming operation, on the upper drag brace only, to achieve an inner diameter of 0.2495–0.2505 inches through both bearings.

NOTE: The nose gear drag link assembly is comprised of two major components: the upper drag brace and the lower drag link. The line ream operation described above applies only to the upper drag brace, and does not apply to the lower drag link. See Figure 1 or Figure 2, as applicable.

4. Reassemble the upper and lower drag links per the applicable Piper AMM or SM. Take care to reposition washers retained in step 2. Reinstall the castellated nut retained in step 2 and secure with a new MS24665-134 cotter pin.
5. Lubricate per the applicable Piper AMM or SM, as required.
6. Verify the proper operation of the nose gear, in accordance with the applicable Piper AMM or SM.
7. Remove airplane from jacks and return to service, per the applicable Piper AMM or SM.
8. Make a logbook entry documenting compliance with this service bulletin.

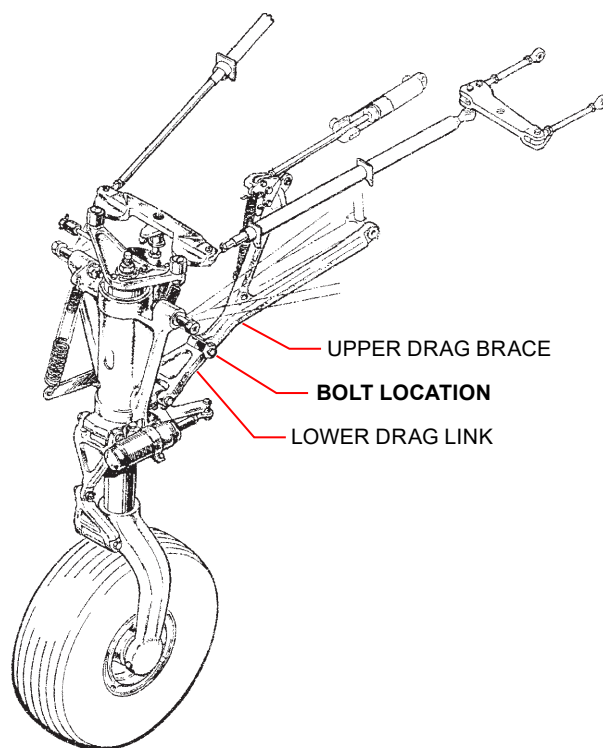


Figure 1
Typical PA-28R/28RT Bolt Location

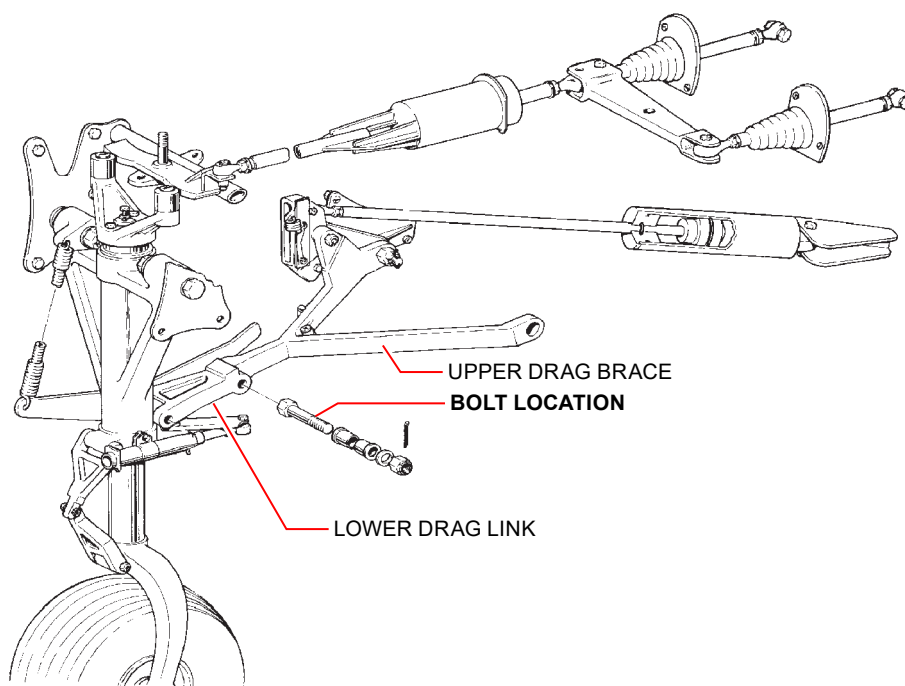


Figure 2
Typical PA-44 Bolt Location

MATERIAL REQUIRED:

Per aircraft:

- One (1) Cotter Pin MS24665-134, Piper P/N 424-052
- On condition, one (1) Bolt NAS464P-27, Piper P/N 402-940
- On condition, two (2) Washer NAS1149F0463P, Piper P/N 690-611
- On condition, one (1) Nut AN320-4, Piper P/N 404-393
- On condition, two (2) Bearings (87319-002), Piper P/N 452-800

AVAILABILITY OF PARTS:

Your Piper Approved Service Center –
Find your local service center at <https://www.piper.com/>

EFFECTIVITY DATE:

This service bulletin is effective on August 20, 2026. |

SUMMARY:

Applicable factory participation is limited to new aircraft in warranty at the time of compliance. Factory participation will remain in effect for a period of time not to exceed 180 days from the effectivity date of this service bulletin.

Please contact your Piper Approved Service Center to make arrangements for compliance with this service bulletin in accordance with the compliance time indicated.

NOTE: Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, and current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.
Attn: Technical Publications
2926 Piper Drive
Vero Beach, FL 32960
or:

Publications@piper.com

Please include in subject line: "Aircraft Ownership Update"