

AC@ model PA24-260 Lord Mount Alert

This regards only those PA-24-260 later models with extended propeller hubs with serial numbers 24-4783 and 24-4804 and up.

It seems over the years paragraph 7A-34 of the Piper Service Manual has told us to install Lord engine shock mounts on these aircraft exactly opposite the correct way.

When installing new shock mounts I discovered Piper Service Manual installation instructions do not conform to Lord Manufacturing Company installation drawing S-6176.

I discussed this with a Lord Company General Aviation Applications Engineer. He assured me the Lord drawing is correct. He said there is no safety issue having these particular Lord mounts installed backward but it will cause the engine to sag more and sag more quickly with time possibly causing it to wear against the bottom cowling. This probably explains why sometime in the past my 260 did this.

Lord part J-3049-35 is 20% stiffer than part J-3049-34. Therefore the Lord drawing correctly shows J-3049-35 in the top front and bottom back positions to better carry engine weight and to reduce sag.

I checked with my local FAA FSDO Aviation Safety Maintenance Inspector to see whether from his standpoint Lord or Piper instructions would prevail. His recommendation was to install my mounts according to Lord drawing but keep a copy of this drawing to document my reason for making this change.

Lord drawing S-6176 is posted on the ICS web site so copies can be downloaded but it would be wise to check with your own FSDO representative for his approval.

