

DATE: 4/27/85

CV-440

STATION L20

DATE 6/20/19

N2402

LANDING GEAR - SPECIAL ITEMS

MAIN R/H

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE

MECHANIC

1. Dismounting:

- a. Deflate tire by use of a tire deflator (Schrader 4277) or equivalent. Remove valve core.

CAUTION: DO NOT ALLOW CORE TO FORCEFULLY EJECT WHEN REMOVING FROM VALVE STEM.

- b. Break beads from both flanges by applying pressure in even increments around the entire side wall as close to the tire beads as possible.

CAUTION: DO NOT PRY BETWEEN FLANGE AND BEAD WITH SHARP TOOLS OR THE TIRE AND WHEEL MAY BE DAMAGED.

- c. Remove nuts, bolts and washers which secure the wheel halves. DO NOT USE POWER WRECHES TO REMOVE NUTS AND BOLTS.

- d. Separate wheel and remove tire and tube from wheel.

2. Cleaning:

- a. Thoroughly clean wheel halves, bearings, dust seal and bolts, nuts and washers using solvent spray, cleaning solution specification P-D 680 and soft brush.

- b. Strip paint from wheel halves to the extent necessary for inspection or paint touch up using MIL-C19853 or equivalent. Thoroughly remove all stripper using water heated to 160 degrees. Or use plastic media blasting as specified in LORAL manual 9540512.

3. Inspection:

- a. Visually inspect wheel halves for corrosion, cracks gouges. Check brake drive ring for wear, cracks and security. Check balance weights for security, bearing races for wear and looseness.

NOTE: Confirm any suspected cracks using dye penetrant.

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CV-440

STATION L-10 DATE 6/20/19 N2-10 n

LANDING GEAR - SPECIAL ITEMS

MAIN R/H

LANDING GEAR - TIRE/WHEEL BUILD-UP

NOSE _____

MECHANIC

3. Inspection, Continued.

- b. Inspect main wheel bearings for cracks, wear, evidence of overheating and failure. Nose wheel bushings for wear and security.
- c. Inspect bolts for wear, damaged threads and cracks. Inspect nuts for damaged threads, wear and self-locking ability. Nuts should have a minimum torque on a bolt with dry threads of 25 inch pounds (main wheel) and 10 inch pounds (nose wheel). Replace nuts not meeting the minimum torque value.
- d. Note: If a bolt is broken, mag-check all other bolts. If more than one bolt is broken, replace all bolts.
- e. Check bead seat, bolt boss, and valve area using eddy current or ultrasonic method. Check other areas by dye penetrant methods.

4. Inspect replacement tire and tube:

- a. Check tire size rating and carcass material information on the sidewall to assure that the tire conforms with specifications. Nose tire 7.50 x 14.8 ply rating; main tire 12.50 x 16.12 ply rating.
- b. Thoroughly inspect the inside and outside of the tire to insure that it has not been damaged during storage or transit and that it does not contain foreign material.
- c. Check the tire interior for loose cords, bare plies improperly applied balance paint, loose reinforcement patches, and any other condition which may affect the serviceability. Evidence of these faults shall be considered reason for tire rejection.
- d. Check the outside of the tire for improperly cured tread or sidewall splices, unsymmetrical tread (tread non coincident with plane of symmetry of carcass), cracks in grooves, excessive checking, damaged or improperly repaired beads, improperly bonded spot repairs, etc.

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LANDING GEAR - SPECIAL ITEMS

MAIN R/H

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE _____

MECHANIC

4. Inspect replacement tire and tube, Continued.

- e. A marking branded into the tire sidewall beyond a 1/16 inch depth, or into a shoulder area beyond a 1/8 inch depth is cause tire rejection.
- f. Thoroughly inspected the tube for cuts, loose patches thin spots, chafing and evidence of rubber deterioration. Assure valve stem is secure and threads in good condition.

5. Painting:

- a. Thoroughly clean all surfaces using water. Dry with compressed air.
- b. Apply one coat of zinc chromate primer and one coat of aluminum lacquer.

6. Assembly:

- a. Place outboard wheel half on a flat surface.
- b. Inflate inner tube just enough to round it out, and then position tube in tire. Align yellow strip on base of tube with red dot on sidewall of tire.
- c. Place tire or outboard wheel half and position the valve stem through the valve hole in the wheel half
- d. Position the inboard wheel half in the tire so that the bolt holes align with those in the outboard half.
- e. Install wheel bolts:
 - (1) Lubricate threads of bolts, nuts, bearing surfaces of bolt heads, self-locking nuts and washers with anti-seize compound, specification MIL-T-5544.

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STATION L20 DATE 6/23/19 N2-102

LANDING GEAR - SPECIAL ITEMS

MAIN 12/11

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE _____

MECHANIC

6. Assembly, Continued.

- f. Compress wheel sections and install four bolts with countersunk washers through outboard and inboard wheel halves, 90 degrees apart.

NOTE: MAKE CERTAIN WASHER COUNTERSINK IS TOWARD BOLT HEAD.

Install plain washer and self-locking nut. Draw nuts up evenly until wheel halves seat; then install remaining wheel bolts, washers, and nuts.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO TIGHTEN WHEEL BOLTS AND NUTS.

Tighten nuts in equal increments of 25 pound-inches until a final Lubtork value of 28 pound-foot is obtained.(150 inch pounds for nose)

NOTE: TIGHTEN NUTS IN A CRISS-CROSS ORDER TO OBTAIN A MORE EVEN TORQUE VALUE.

- g. Inflate tire with just enough air to seat the beads

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE TO FULL OPERATING PRESSURE UNTIL AFTER WHEEL HAS BEEN INSTALLED ON AIRCRAFT. TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

Remove tire from inflation cage.

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CV-440

STATION L-20

DATE 6/20/19

N 2-10-12

LANDING GEAR - SPECIAL ITEMS

MAIN n/a

LANDING GEAR - TIRE/WHEEL BUILD-UP

NOSE _____

MECHANIC

6. Assembly, Continued.

h. Reduce tire pressure to storage pressure of 40 psi and install valve cap.

i. Pack bearing cones and coat bearing cups with clean bearing grease, specification MIL-G-81322 or equivalent.

j. Lubricate felt seal ring with light oil, SAE No. 10 or equivalent.

k. Install bearing dust seal and dust seal and dust cap on wheel.

NOTE: If wheel is to be put in storage, cover inboard bearing opening with paper.

l. If needed, touch up wheel assembly with aluminum paint.

m. Prepare and attach serviceable part tag.

n. Store in clean dry area.

THIS BUILD UP CARD IS INTENDED FOR IN SERVICE TIRE CHANGE AND WHEEL INSPECTION.
FOR REPAIR DETAIL SEE LO RAL MAINTENANCE MANUAL 9540512.

Mechanics
Includes CV-939 pl-6

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CV-440

STATION: 4100DATE: 6/20/19

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LANDING GEAR - SPECIAL ITEMS

MAIN R/H

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE _____

MECHANIC

1. Dismounting:

- a. Deflate tire by use of a tire deflator (Schrader 4277) or equivalent.
Remove valve core.

CAUTION: DO NOT ALLOW CORE TO FORCEFULLY EJECT
WHEN REMOVING FROM VALVE STEM.

- b. Break beads from both flanges by applying pressure in even increments
around the entire side wall as close to the tire beads as possible.

CAUTION: DO NOT PRY BETWEEN FLANGE AND BEAD
WITH SHARP TOOLS OR THE TIRE AND WHEEL
MAY BE DAMAGED.

- c. Remove nuts, bolts and washers which secure the wheel halves.
DO NOT USE POWER WRECHES TO REMOVE NUTS AND
BOLTS.

- d. Separate wheel and remove tire and tube from wheel.

2. Cleaning:

- a. Thoroughly clean wheel halves, bearings, dust seal and bolts, nuts and
washers using solvent spray, cleaning solution specification P-D 680
and soft brush.
- b. Strip paint from wheel halves to the extent necessary for inspection or
paint touch up using MIL-C19853 or equivalent. Thoroughly remove all
stripper using water heated to 160 degrees. Or use plastic media blasting
as specified in LORAL manual 9540512.

3. Inspection:

- a. Visually inspect wheel halves for corrosion, cracks gouges. Check brake
drive ring for wear, cracks and security. Check balance weights for
security, bearing races for wear and looseness.

NOTE: Confirm any suspected cracks using dye penetrant.

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LANDING GEAR - SPECIAL ITEMS

MAIN R/A

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE _____

MECHANIC

3. Inspection, Continued.

- b. Inspect main wheel bearings for cracks, wear, evidence of overheating and failure. Nose wheel bushings for wear and security.
- c. Inspect bolts for wear, damaged threads and cracks. Inspect nuts for damaged threads, wear and self-locking ability. Nuts should have a minimum torque on a bolt with dry threads of 25 inch pounds (main wheel) and 10 inch pounds (nose wheel). Replace nuts not meeting the minimum torque value.
- d. Note: If a bolt is broken, mag-check all other bolts. If more than one bolt is broken, replace all bolts.
- e. Check bead seat, bolt boss, and valve area using eddy current or ultrasonic method. Check other areas by dye penetrant methods.

4. Inspect replacement tire and tube:

- a. Check tire size rating and carcass material information on the sidewall to assure that the tire conforms with specifications. Nose tire 7.50 x 14.8 ply rating; main tire 12.50 x 16.12 ply rating.
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- c. Check the tire interior for loose cords, bare plies improperly applied balance paint, loose reinforcement patches, and any other condition which may affect the serviceability. Evidence of these faults shall be considered reason for tire rejection.
- d. Check the outside of the tire for improperly cured tread or sidewall splices, unsymmetrical tread (tread non coincident with plane of symmetry of carcass), cracks in grooves, excessive checking, damaged or improperly repaired beads, improperly bonded spot repairs, etc.

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LANDING GEAR - SPECIAL ITEMS

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE _____

MECHANIC

4. Inspect replacement tire and tube, Continued.

e. A marking branded into the tire sidewall beyond a 1/16 inch depth, or into a shoulder area beyond a 1/8 inch depth is cause tire rejection.

f. Thoroughly inspected the tube for cuts, loose patches thin spots, chafing and evidence of rubber deterioration. Assure valve stem is secure and threads in good condition.

5. Painting:

a. Thoroughly clean all surfaces using water. Dry with compressed air.

b. Apply one coat of zinc chromate primer and one coat of aluminum lacquer.

6. Assembly:

a. Place outboard wheel half on a flat surface.

b. Inflate inner tube just enough to round it out, and then position tube in tire. Align yellow strip on base of tube with red dot on sidewall of tire.

c. Place tire or outboard wheel half and position the valve stem through the valve hole in the wheel half

d. Position the inboard wheel half in the tire so that the bolt holes align with those in the outboard half.

e. Install wheel bolts:

(1) Lubricate threads of bolts, nuts, bearing surfaces of bolt beads, self-locking nuts and washers with anti-seize compound, specification MIL-T-5544.

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TAT: 47738.5

CV-440

STATION LANDDATE 6/20/19N 240R

LANDING GEAR - SPECIAL ITEMS

MAIN R/W

LANDING GEAR - TIRE/WHEEL BUILD-UP NOSE _____

MECHANIC

6. Assembly, Continued.

- f. Compress wheel sections and install four bolts with countersunk washers through outboard and inboard wheel halves, 90 degrees apart.

NOTE: MAKE CERTAIN WASHER COUNTERSINK IS TOWARD BOLT HEAD.

Install plain washer and self-locking nut. Draw nuts up evenly until wheel halves seat; then install remaining wheel bolts, washers, and nuts.

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Remove tire from inflation cage.

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LANDING GEAR - SPECIAL ITEMS

MAIN R/H

LANDING GEAR - TIRE/WHEEL BUILD-UP' NOSE _____

MECHANIC

6. Assembly, Continued.

h. Reduce tire pressure to storage pressure of 40 psi and install valve cap.

i. Pack bearing cones and coat bearing cups with clean bearing grease, specification MIL-G-81322 or equivalent.

j. Lubricate felt seal ring with light oil, SAE No. 10 or equivalent.

k. Install bearing dust seal and dust seal and dust cap on wheel.

NOTE: If wheel is to be put in storage, cover inboard bearing opening with paper.

l. If needed, touch up wheel assembly with aluminum paint.

m. Prepare and attach serviceable part tag.

n. Store in clean dry area.

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FOR REPAIR DETAIL SEE LO RAL MAINTENANCE MANUAL 9540512.

Mechanic

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