

- d. Remove left and right side panels from pedestal.

NOTE

To remove the elevator trim indicator assembly, the rivet around which the indicator pivots must be removed.

- e. Disengage chain (6) from sprocket (29).
f. Remove sprocket (29) from pedestal by removing cotter pins, nut, washer, bearing (28) and bolt.

Installation of Elevator Trim Control Wheel, Sprocket and Indicator Assembly (See figure 6-3).

- a. Install sprocket (29) with bolt, bearing (28), washer, nuts and cotter pin.
b. Engage chain (6) with sprocket (29) and install right and left pedestal side panels.
c. Install trim indicator with rivet.
d. Install control wheel (27) with washers and screws.
e. Rig the elevator control system in accordance with rigging procedures.
f. Install tailcone access panel.

Rigging of Elevator Trim Control System (See figure 6-3).

- a. Remove tailcone access panel.
b. Loosen stop blocks (20) by loosening nuts.
c. Unsafety turnbuckle (18) and adjust tension on the elevator trim control cables. Refer to Section 1 for proper tension and safety turnbuckle (18).

NOTE

Cable tension should be adjusted when ambient temperature is 60°F to 90°F. Allow airplane temperature to stabilize for a period of 4 hours.

If an autopilot is installed or if an electric elevator trim control is installed in addition to the autopilot, ensure that correct cable tensions are used.

- d. (See figure 6-1.) Disconnect elevator trim tab push-pull tube (3) from elevator trim tab horn (5) by removing attaching nut, washer and bolt.
e. Rotate elevator trim control wheel (27) forward (nose down) until aft chain and forward chain have approximately two links clearing the sprockets.

NOTE

If the elevator trim indicator reaches its extreme travel during rigging, it can be relocated by removing elevator trim control wheel, moving the indicator and reinstalling control wheel.

- f. (See figure 6-1) with the chains in the above position and the elevators held in neutral position (elevator horns aligned with stabilizer) with external control locks, establish neutral position of trim tab. Set inclinometer to 0 degrees.

NOTE

If trim tab and right-hand elevator do not align within .15 inch (see figure 6-1), the right-hand elevator and trim tab assembly must be replaced.

To check minimum thread engagement of screw assembly, insert screw into actuator assembly as far as possible with out engaging threads, then make a permanent reference mark (ink) .40 inch aft of housing on screw assembly.

- g. Position elevator trim tab 11 degrees up and adjust actuator screw by rotating push-pull tube so that the aft bolt hole in the push-pull tube aligns with the bolt hole in the trim tab.

- h. (See figure 6-1.) Connect push-pull tube (3) to elevator trim tab horn (5) with attaching bolt, washer and nut.

- i. Rotate elevator trim control wheel (27) so that trim tab is at full up travel. Refer to Section 1 for travel. Locate aft stop block (20) adjacent to cable terminal and tighten. Slide the center stop block against aft stop block and tighten.

NOTE

If an automatic pilot (optional equipment) is installed, refer to Section 13 for rigging of stop blocks.

- j. Rotate elevator trim control wheel (27) so that trim tab is at full down travel. Refer to Section 1 for travel. Slide forward stop block against the center stop block and tighten.

NOTE

When tab is at full up travel, reference mark on screw assembly must not be visible. Readjust trim tab toward low end of tolerance to allow more thread engagement. If mark is still visible ensure that correct parts are being used.