

lock releases.

d. After downlock has released, figure 5-7 may be used as a guide during removal of system components. Adjustment of mechanism at installation is described in paragraphs beginning with 5-34.

5-30. DISASSEMBLY INSPECTION OF PARTS AND REASSEMBLY OF MAIN GEAR DOWNLOCK ACTUATOR. Main gear uplock and downlock actuators are identical except for end fittings. Refer to figure 5-6 and paragraphs 5-23 thru 5-25 for disassembly, inspection of parts and reassembly of downlock actuators.

5-31. INSTALLATION. (Refer to figure 5-7.) The figure illustrates parts of the downlock mechanism and their relationship in installation. The figure may be used as a guide during installation of system components. Adjustment of the mechanism at installation is described in paragraphs beginning with 5-34.

5-32. MAIN GEAR DOOR SYSTEM

5-33. DESCRIPTION. Main gear doors open for extension or retraction of the landing gear and close again after the cycle has been completed. Each main gear wheel door is operated by a double-acting hydraulic cylinder. Both strut doors are linked through a torque tube to one double-acting hydraulic cylinder.

5-34. REMOVAL AND INSTALLATION. (Refer to figure 5-8.) The figure illustrates details of the main landing gear door system and may be used as a guide during removal, installation or replacement of parts. Adjust door mechanism at installation in accordance with instructions outlined in paragraph 5-156.

5-35. DISASSEMBLY OF DOOR ACTUATORS. (Refer to figure 5-9.)

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- a. Loosen check nut (2) and remove rod end (1) and check nut from piston (7).
- b. Remove retaining ring (3) from cylinder (9).
- c. Remove retainer (4), packing (5) and gland (6), then remove piston (7).
- d. Remove retainers (4) and packing (5) from piston (7).

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- e. Loosen check nut (2) and remove rod end (1) and check nut from piston.
- f. Cut safety wire and remove end fitting (10).
- g. Pull piston (7) and spacer (11) from cylinder (9).
- h. Remove and discard all packings and (5) and retainers (4).

5-36. INSPECTION OF PARTS.

- a. Inspect all threaded surfaces for cleanliness, cracks, and excessive wear.
- b. Inspect gland (6), piston (7) and cylinder (9) for cracks, chips, scoring, wear or surface irregularities which might affect their function or the overall function of the actuator.

NOTE

Repair of most parts of the actuator is impractical. Replace defective parts with serviceable parts. Minor scratches may be removed by polishing with fine abrasive crocus cloth (Federal Specification P-C-458), providing their removal does not affect operation of the actuator.

5-37. ASSEMBLY. (Refer to figure 5-9.)

NOTE

Install all new packings and retainers and lubricate with MIL-H-5606 hydraulic fluid.

a. Reverse procedures outlined in paragraph 5-35.

5-38. MAIN GEAR WHEELS AND TIRES. (Refer to figure 5-10.)

5-38A. DESCRIPTION. Each main gear wheel assembly consists of two wheel halves, two tapered roller bearing assemblies, one tube, one tire, one steel brake disc and attaching parts for each of the two main gear assembly. Each main gear axle assembly consists of one axle, one axle nut, wheel alignment shims as required, and axle mounting bolts and nuts.

5-38B. OPERATION. The main gear wheels are free-rolling on independent axles until the hydraulic brake system is actuated.

CAUTION

Use of recapped tires or new tires not listed on the aircraft equipment list are not recommended due to possible interference between the tire and structure when landing gear is in the retracted position.

5-39. REMOVAL OF MAIN GEAR WHEELS. (Refer to figure 5-1.)

NOTE

It is not necessary to remove the wheels to reline brakes or remove brake parts (other than the brake disc or torque plate.) The following procedure involves removing the wheel from the axle.

- a. Remove bolts (20) and washers (21) securing back plates; remove back plates.
- b. Using universal jack point, jack wheel clear of ground.

CAUTION

Do not use brake casting as a jack point.

- c. Remove hub cap and axle nut; pull wheel from axle.
- d. Reverse this procedure to install the wheel. When installing axle nut, tighten until a slight bearing