

CESSNA AIRCRAFT COMPANY
MODEL 310R
MAINTENANCE MANUAL

- (d) Side brace for proper overcenter engagement, bolts for proper torque, (refer to Torque Chart, Section 1).
- (e) Bolts in wheel well area for binding and interference.
- (f) If Items "a" thru "e" check satisfactorily, shorten adjusting screw in small increments until gear will free-fall down and locked.

NOTE: Shorten adjustment screw in small increments to allow gear to free fall and the side brace, down links to go overcenter. Check safety and secure.

- (g) After adjusting, make sure the landing gear is down and locked and the down and lock indicator light is properly adjusted. (See Detail N.)

F. Main Landing Gear Drop Off (Refer to Figure 607).

- (1) Disconnect the main gear uplock push-pull tube. Refer to Figure 608.
- (2) Operate the landing gear up and measure the drop off as shown. Refer to Figure 607 Detail A.
 - (a) If the drop off is not 1/8 to 1/4 inches, refer to Detail D-1 and adjust outboard drive tube.
 - 1 Lengthen the outboard drive tube to decrease the amount of drop off. Shorten the outboard drive tube to increase drop off.
 - a Reconnect uplock hooks.

G. Uplock Hook Engagement (Refer to Figure 608).

- (1) Inspect the main gear uplock hooks for proper engagement.
 - (a) Retract landing gear.
 - 1 Check engagement of main gear uplock hooks to the uplock spacers.
- (2) Adjustment.
 - (a) If the main gear uplock hooks do not engage properly, adjust the uplock hooks until the hooks make full contact with the surface of the spacers.
 - 1 Lengthening the uplock push-pull tube counterclockwise will move the uplock hooks away from the spacers.
 - a Shortening the uplock push-pull tube will pull the uplock hooks in closer to the spacers.
- (3) After adjustment, the uplock hooks must engage and disengage freely with no binding.

H. Main Gear Down Lock Tension (Refer to Figure 609).

- (1) Inspect the main gear down lock tension for proper adjustment.
 - (a) Position landing gear in the down position.
 - (b) Check main gear down lock for proper engagement and tension (40 to 60 pounds).

NOTE: When checking down lock tension always place a finger on the down lock switch, pull scale at a right angle to the lock link and read the scale at the point when switch actuation can be felt.

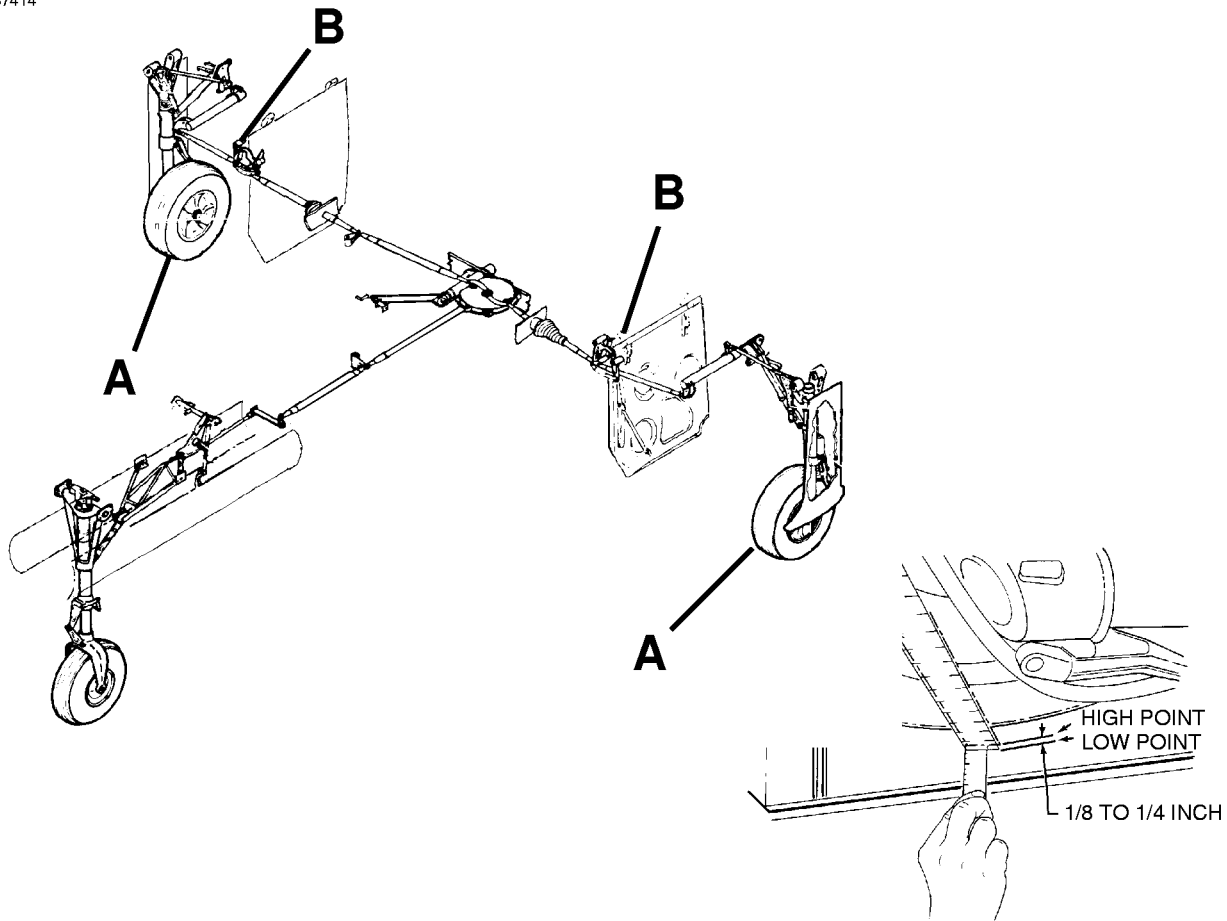
- (2) Adjustment.
 - (a) If the down lock tension is not 40 to 60 pounds, adjust push-pull tube in one half turn increments until proper tension is obtained. If the down lock tension is in excess of 60 pounds, the down lock tension should be rigged 40 to 50 pounds. Lengthening the push-pull tube decreases and shortening the push-pull tube increases tension.
 - 1 When shortening or lengthening the outboard push-pull tube the fork bolt must be lengthened or shortened a corresponding amount of turns so that the combined length of the two parts does not change.

I. Nose Gear Connector Link Overcenter Check (Refer to Figure 610)

- (1) Inspect the nose gear connector link for correct overcenter adjustment.
 - (a) Refer to Figure 610, Detail A.
 - (b) Disconnect nose gear push-pull tube.
 - (c) When force, 3 to 7 pounds, is applied in direction of arrow and released, link must snap firmly overcenter.
- (2) Adjustment.
 - (a) Refer to Figure 610, Detail B.

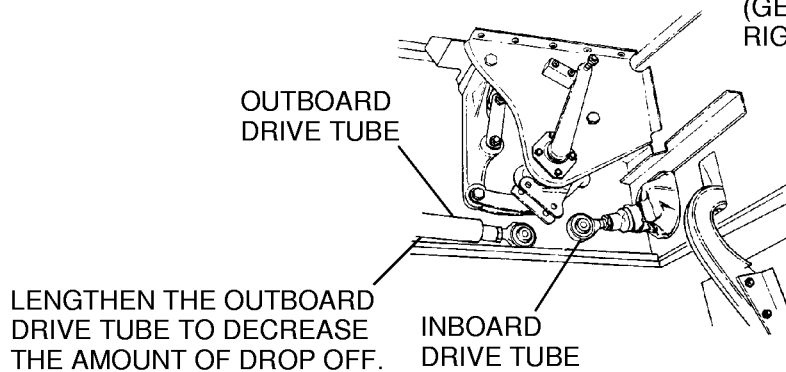
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DETAIL A

MAIN LANDING GEAR DROP OFF CHECK
 (GEAR RETRACTED, LEFT SIDE SHOWN,
 RIGHT SIDE OPPOSITE)



DETAIL B

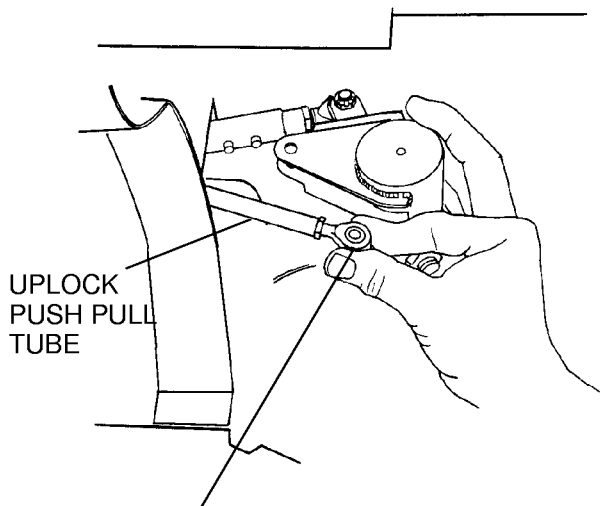
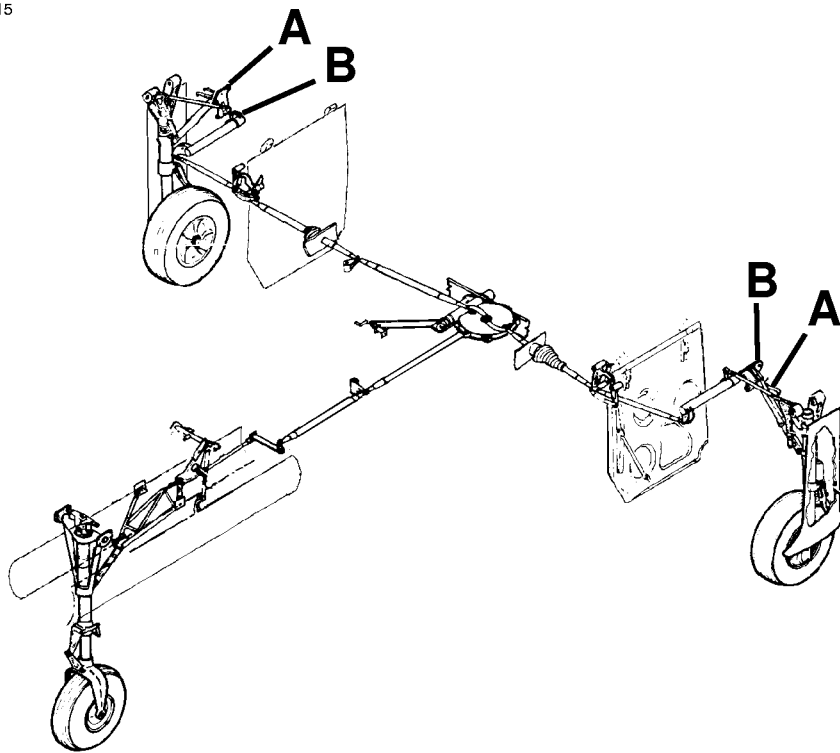
MAIN LANDING GEAR DROP OFF ADJUSTMENT
 (LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE)

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Main Landing Gear Drop Off
 Figure 607 (Sheet 1)

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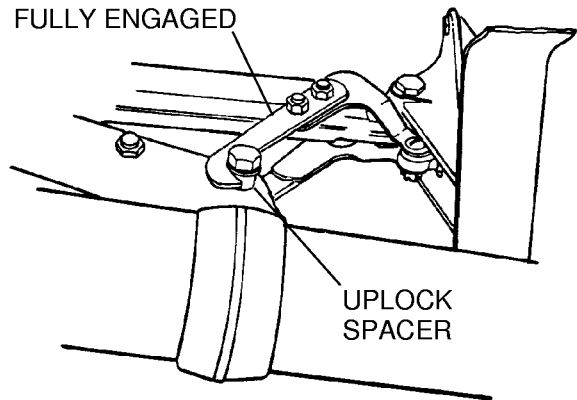
UPLOCK
PUSH PULL
TUBE

ROTATE COUNTERCLOCKWISE TO
MOVE UPLOCK HOOKS AWAY FROM
SPACERS. ROTATE CLOCKWISE TO
MOVE UPLOCK HOOKS IN AGAINST
THE SPACERS.

DETAIL B

MAIN LANDING GEAR UPLOCK
HOOK ENGAGEMENT ADJUSTMENT
(LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE)

UPLOCK HOOKS
FULLY ENGAGED



UPLOCK
SPACER

DETAIL A

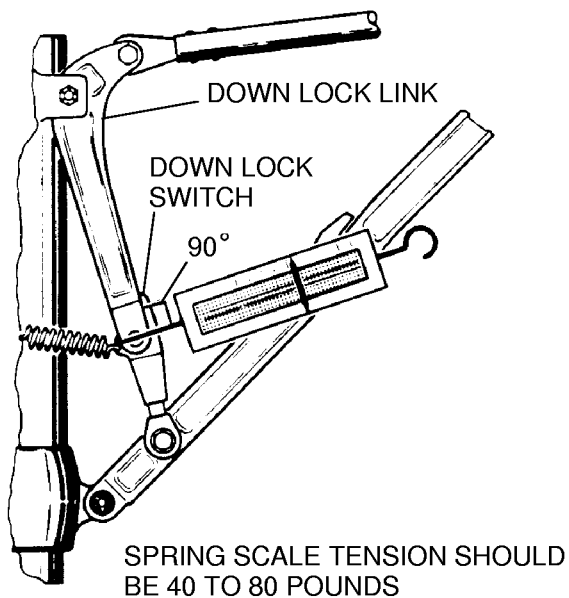
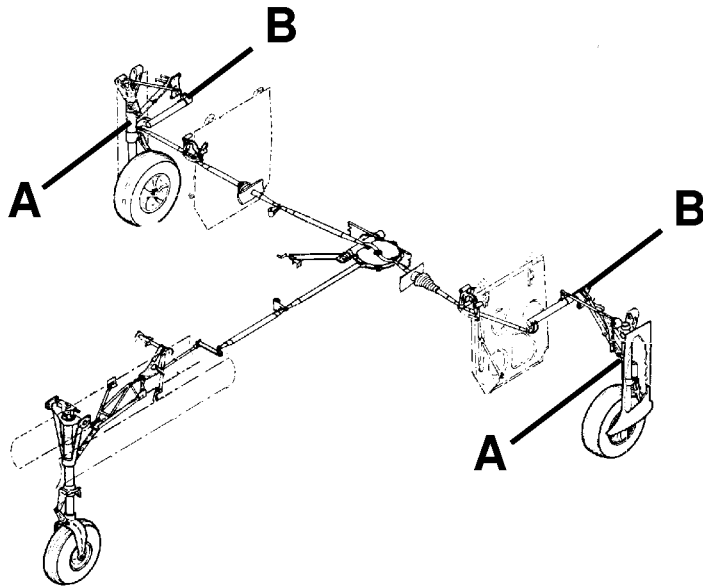
MAIN LANDING GEAR UPLOCK
HOOK CHECK FOR ENGAGEMENT

Uplock Hook Engagement
Figure 608 (Sheet 1)

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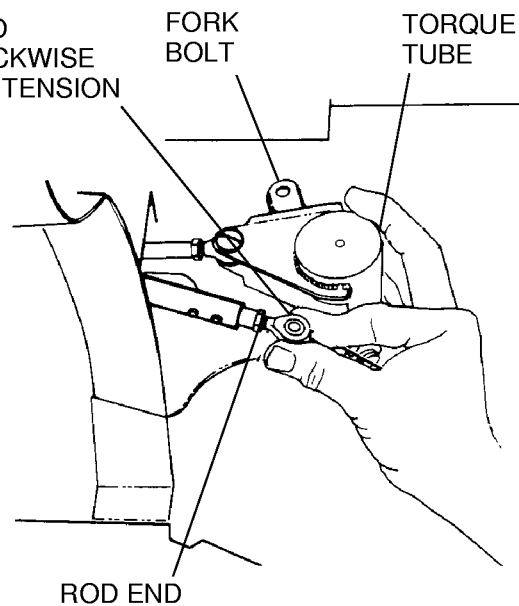
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DETAIL A
 MAIN LANDING GEAR DOWN
 LOCK TENSION CHECK

TURN ROD END
 COUNTERCLOCKWISE
 TO DECREASE TENSION

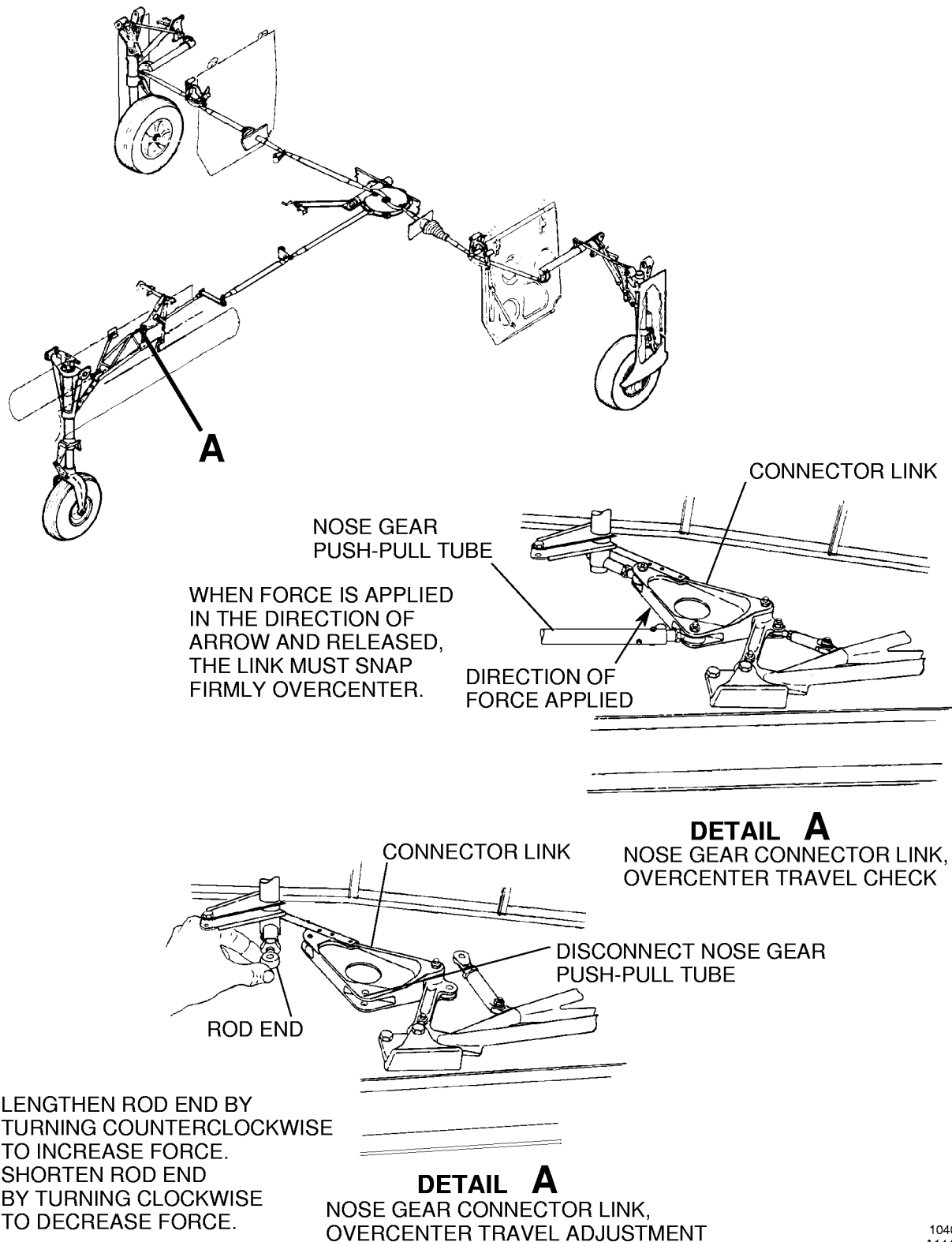


DETAIL B
 MAIN LANDING GEAR DOWN LOCK
 TENSION ADJUSTMENT
 (LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE)

Main Gear Down Lock Tension
 Figure 609 (Sheet 1)

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Nose Gear Connector Link Overcenter Check
 Figure 610 (Sheet 1)

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