

MAIN LANDING GEAR LEG

PART NUMBER

201587001, 201587002

201587003, 201587004

201587005, 201587006

201587007, 201587008

COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

STATEMENT OF INITIAL CERTIFICATION

This manual complies with British Civil Airworthiness Requirements, Section A, Chapter A5-3.

Signed 

Date 18.3.98

CAA Approval No. DAI/1018/39

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32-12-22 TITLE PAGE
Sep 16/2016

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

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**РУКОВОДСТВО ПО ТЕХНИЧЕСКОМУ ОБСЛУЖИВАНИЮ КОМПОНЕНТА 32-12-22
ОСНОВНАЯ СТОЙКА ШАССИ**

СОПРОВОДИТЕЛЬНОЕ ПИСЬМО К РЕВИЗИИ № 69

1. ПОСТОЯННЫЕ РЕВИЗИИ

A. Убедиться, что ревизия № 68 внесена в руководство и зарегистрирована как вставленная..

2. NEW/REVISED PAGES

Subject Reference	Remove and Destroy Pages	Insert New/Revised		Reason for Change
		Pages	Dated	
Record of Revisions	1	1	Mar 18/2025	Updated revision status
Unit Identification Chart	1 to 4	1 to 8	Mar 18/2025	Added Ref. Codes 2253 and 2255 details
List of Effective Pages	1 to 14	1 to 16	Mar 18/2025	Updated pages
Table of Contents	1 to 12	1 to 14	Mar 18/2025	Added content. Updated page numbers. Updated figure numbers
Disassembly	314 to 316	314 to 316	Mar 18/2025	Added para 2.P.(31)
Check	504, 507 to 512	504, 507 to 514	Mar 18/2025	Updated tables 501 and 502
Repair	606 to 684	606 to 698.2	Mar 18/2025	Updated table 601. Updated caution at para 3.C. Updated figure titles. Deleted figures 626, 627, 649, 650, 653 and 654. Updated figure 626. Added figures 642 648. Updated table 602. Updated figure numbers
Repair No. 9-1	601 and 602	601 and 602	Mar 18/2025	Added fig-item (18-80A) in para 1. Updated Messier-Dowty Limited to Safran Landing Systems
Repair No. 9-2	601 to 603	601 to 603	Mar 18/2025	Added fig-item (18-80A) in para 1. Updated Messier-Dowty Limited to Safran Landing Systems

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
TABLE OF CONTENTS

	<u>Page</u>
Description and Operation	1
General	1
Description	1
Operation	1
Data	2
Testing and Fault Isolation	101
Equipment and Materials	101
Test Conditions	102
Procedure	102
Fault Isolation	109
Disassembly	301
General	301
Procedure	307
Cleaning	401
General	401
Procedure	401
Check	501
General	501
Detailed Inspection	501
Special Detailed Inspection	501
Repair	601
General	601
Repair Procedure Conditions	602
Protective Treatment	602
Approved Repairs	689
Repair No. 1-1 Lower Bearing Subassembly	Repair No. 1-1 601
Repair No. 1-2 Lower Bearing Subassembly	Repair No. 1-2 601
Repair No. 2-1 Pin	Repair No. 2-1 601
Repair No. 3-1 Pivot Pin	Repair No. 3-1 601
Repair No. 4-1 Uplock Pin	Repair No. 4-1 601
Repair No. 5-1 Pin	Repair No. 5-1 601
Repair No. 6-1 Pin	Repair No. 6-1 601
Repair No. 6-2 Pin	Repair No. 6-2 601
Repair No. 6-3 Pin	Repair No. 6-3 601
Repair No. 7-1 Pin	Repair No. 7-1 601
Repair No. 7-2 Pin	Repair No. 7-2 601
Repair No. 8-1 Bracket	Repair No. 8-1 601
Repair No. 8-2 Bracket	Repair No. 8-2 601
Repair No. 9-1 Sliding Tube	Repair No. 9-1 601
Repair No. 9-2 Sliding Tube	Repair No. 9-2 601
Repair No. 9-3 Sliding Tube (Superseded)	Repair No. 9-3 601
Repair No. 9-4 Sliding Tube	Repair No. 9-4 601
Repair No. 9-5 Sliding Tube	Repair No. 9-5 601

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
TABLE OF CONTENTS (Continued)

	<u>Page</u>
Repair No. 9-6 Sliding Tube	Repair No. 9-6 601
Repair No. 9-7 Sliding Tube	Repair No. 9-7 601
Repair No. 9-8 Sliding Tube	Repair No. 9-8 601
Repair No. 9-9 Sliding Tube	Repair No. 9-9 601
Repair No. 9-10 Sliding Tube	Repair No. 9-10 601
Repair No. 9-11 Sliding Tube	Repair No. 9-11 601
Repair No. 10-1 Pin	Repair No. 10-1 601
Repair No. 11-1 Main Fitting	Repair No. 11-1 601
Repair No. 11-2 Main Fitting	Repair No. 11-2 601
Repair No. 11-3 Main Fitting	Repair No. 11-3 601
Repair No. 11-4 Main Fitting	Repair No. 11-4 601
Repair No. 11-5 Main Fitting	Repair No. 11-5 601
Repair No. 11-6 Main Fitting	Repair No. 11-6 601
Repair No. 11-7 Main Fitting	Repair No. 11-7 601
Repair No. 11-8 Main Fitting	Repair No. 11-8 601
Repair No. 11-9 Main Fitting	Repair No. 11-9 601
Repair No. 11-10 Main Fitting (Withdrawn)	Repair No. 11-10 601
Repair No. 11-11 Main Fitting	Repair No. 11-11 601
Repair No. 11-12 Main Fitting	Repair No. 11-12 601
Repair No. 11-13 Main Fitting	Repair No. 11-13 601
Repair No. 11-14 Main Fitting	Repair No. 11-14 601
Repair No. 11-15 Main Fitting	Repair No. 11-15 601
Repair No. 11-16 Main Fitting	Repair No. 11-16 601
Repair No. 11-17 Main Fitting	Repair No. 11-17 601
Repair No. 11-18 Main Fitting	Repair No. 11-18 601
Repair No. 11-19 Main Fitting	Repair No. 11-19 601
Repair No. 11-20 Main Fitting (Withdrawn)	Repair No. 11-20 601
Repair No. 11-21 Main Fitting	Repair No. 11-21 601
Repair No. 11-22 Main Fitting	Repair No. 11-22 601
Repair No. 11-23 Main Fitting	Repair No. 11-23 601
Repair No. 11-24 Main Fitting	Repair No. 11-24 601
Repair No. 11-25 Main Fitting	Repair No. 11-25 601
Repair No. 11-26 Main Fitting	Repair No. 11-26 601
Repair No. 11-27 Main Fitting	Repair No. 11-27 601
Repair No. 11-28 Main Fitting	Repair No. 11-28 601
Repair No. 11-29 Main Fitting	Repair No. 11-29 601
Repair No. 11-30 Main Fitting	Repair No. 11-30 601
Repair No. 11-31 Main Fitting	Repair No. 11-31 601
Repair No. 11-32 Main Fitting	Repair No. 11-32 601
Repair No. 11-33 Main Fitting	Repair No. 11-33 601
Repair No. 11-34 Main Fitting	Repair No. 11-34 601
Repair No. 11-35 Main Fitting	Repair No. 11-35 601
Repair No. 11-36 Main Fitting	Repair No. 11-36 601

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
TABLE OF CONTENTS (Continued)

	<u>Page</u>
Repair No. 11-37 Main Fitting	601
Repair No. 12-1 Lower Torque Link	601
Repair No. 12-2 Upper Torque Link	601
Repair No. 12-3 Upper Torque Link	601
Repair No. 12-4 Lower Torque Link	601
Repair No. 12-5 Upper Torque Link	601
Repair No. 13-1 Upper Slave Link	601
Repair No. 13-2 Upper Slave Link	601
Repair No. 14-1 Upper Diaphragm Tube	601
Repair No. 14-2 Upper Diaphragm Tube	601
Repair No. 14-3 Upper Diaphragm Tube	601
Repair No. 14-4 Upper Diaphragm Tube	601
Repair No. 15-1 Bracket	601
Repair No. 15-2 Bracket	601
Repair No. 16-1 Bracket	601
Repair No. 17-1 Pivot Bracket	601
Repair No. 18-1 Cylinder	601
Repair No. 18-2 Cylinder	601
Repair No. 18-3 Cylinder (Withdrawn)	601
Repair No. 18-4 Cylinder	601
Repair No. 18-5 Cylinder	601
Repair No. 18-6 Cylinder	601
Repair No. 18-7 Cylinder	601
Repair No. 18-8 Cylinder	601
Repair No. 19-1 Lock Stay Cardan	601
Repair No. 19-2 Lock Stay Cardan	601
Repair No. 20-1 Lower Slave Link	601
Repair No. 21-1 Transfer Block	601
Repair No. 21-2 Transfer Block	601
Repair No. 21-3 Transfer Block	601
Repair No. 21-4 Transfer Block	601
Repair No. 21-5 Transfer Block	601
Repair No. 21-6 Transfer Block	601
Repair No. 22-1 Spherical Bearing	601
Repair No. 23-1 Pintle pin	601
Repair No. 23-2 Pintle Pin	601
Repair No. 24-1 Harness Support Bracket	601
Repair No. 25-1 Retaining Pin	601
Repair No. 25-2 Retaining Pin	601
Repair No. 26-1 Upper Pivot Bracket	601
Assembly (Including Storage)	701
General	701
Procedure	706

TABLE OF CONTENTS

32-12-22

Page 3
Mar 18/2025

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)

	<u>Page</u>
Storage	798.12
Fits and Clearances	801
Fits and Clearances Definitions	801
Remarks	869
Torque Data	869
Special Tools, Fixtures and Equipment	901
General	901
Illustrated Parts List	1001
Introduction	1002
How To Use This Illustrated Parts List	1003
Vendor Codes, Names and Addresses	1004
Numerical Index	1005
Detailed Parts List	1031

ILLUSTRATIONS

<u>Fig.</u>		<u>Page</u>
1	Main Landing Gear Leg	3
2	Diagram of Operation	4
101	Main Landing Gear Leg (1-1)	105
102	Electrical Bonding Resistance Test Points (Tables 101 and 102)	108
601	Bracket (2-120 and 2-130) - Protective Treatment	622
602	Transfer Block (2-340, 2-340A, 2-350 and 2-350A) - Protective Treatment	623
603	Bracket (4-140 and 4-150) - Protective Treatment	624
604	Bracket (5-160) - Protective Treatment	625
605	Bracket (6-170 and 6-180) - Protective Treatment	626
606	Slave Link (6-230) - Protective Treatment	627
607	Slave Link (6-230A) - Protective Treatment	628
608	Pin (10-80) - Protective Treatment	629
609		630
610	Pin (11-130) - Protective Treatment	631
611		632
612	Valve Stem (12-90) - Protective Treatment	633
613	Retaining Pin (13-10) - Protective Treatment	633
614	Inflation Valve (13-110A) - Protective Treatment	634
615	Pin (13-190 and 13-190A) - Protective Treatment	635
616	Upper Diaphragm Tube (15-390) - Protective Treatment	636
617	Cylinder (17-230) - Protective Treatment	637
618	Sliding Tube (18-80) or (18-80A) - Protective Treatment (Sheet 1)	638
618	Sliding Tube (18-80) or (18-80A) - Protective Treatment (Sheet 2)	639
619	Main Fitting Subassembly (20-90, 20-90A, 20-100 and 20-100A) - Protective Treatment (Sheet 1)	640
619	Main Fitting Subassembly (20-90, 20-90A, 20-100 and 20-100A) - Protective Treatment (Sheet 2)	641
620	Main Fitting (20-410) and (20-420) - Protective Treatment	642

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)

ILLUSTRATIONS (Continued)

<u>Fig.</u>		<u>Page</u>
621	Main Fitting (20-410) and (20-420) - Protective Treatment	643
622	Main Fitting (20-410A) and (20-420A) - Protective Treatment (Sheet 1)	644
622	Main Fitting (20-410A) and (20-420A) - Protective Treatment (Sheet 2)	645
623	Upper Diaphragm Tube (15-390A) - Protective Treatment	646
624	Cylinder (17-230A) - Protective Treatment	647
625	Sliding Tube (18-80B) - Protective Treatment (Sheet 1)	648
625	Sliding Tube (18-80B) - Protective Treatment (Sheet 2)	649
625	Sliding Tube (18-80B) - Protective Treatment (Sheet 3)	650
625	Sliding Tube (18-80B) - Protective Treatment (Sheet 4)	651
626	Upper Pivot Bracket (10-160) Only - Protective Treatment	652
627	Upper Pivot Bracket (10-160A) - Protective Treatment	653
628	Valve Stem (12-90A) - Protective Treatment	654
629	Upper Diaphragm Tube Subassembly (15-360) - Protective Treatment	655
630	Upper Diaphragm Tube Subassembly (15-360A) - Protective Treatment	656
631	Bracket (2-80 and 2-90) - Protective Treatment	657
632	Harness Support Bracket (7-100, 7-100A, 7-110 and 7-110A) - Protective Treatment	658
633	Bracket (8-170) - Protective Treatment	659
634	Harness Support Bracket (11-140) - Protective Treatment	660
635	Transfer block (2-310B and 2-320B) - Protective Treatment - Sheet 1	661
635	Transfer block (2-310B and 2-320B) - Protective Treatment - Sheet 2	662
636	Main Fitting (20-410B, 20-420B, 20-410C, 20-420C, 20-410D and 20-420D) - Protective Treatment - Sheet 1	663
636	Main Fitting (20-410B, 20-420B, 20-410C, 20-420C, 20-410D and 20-420D) - Protective Treatment - Sheet 2	664
636	Main Fitting (20-410B, 20-420B, 20-410C, 20-420C, 20-410D and 20-420D) - Protective Treatment - Sheet 3	665
636	Main Fitting (20-410B, 20-420B, 20-410C, 20-420C, 20-410D and 20-420D) - Protective Treatment - Sheet 4	666
636	Main Fitting (20-410B, 20-420B, 20-410C, 20-420C, 20-410D and 20-420D) - Protective Treatment - Sheet 5	667
636	Main Fitting (20-410B, 20-420B, 20-410D and 20-420D) - Protective Treatment - Sheet 6	668
636	Main Fitting (20-410B, 20-420B, 20-410D and 20-420D) - Protective Treatment - Sheet 7	669
637	Uplock Pin in Fitting (5-400A) - Protective Treatment	670
638	Main Fitting (20-90B) and (20-100B) - Protective Treatment - Sheet 1	671
638	Main Fitting (20-90B) and (20-100B) - Protective Treatment - Sheet 2	672
639	Forward Pintle Pin (1-60A) - Protective Treatment	673
640	Spacer (4-180) Only - Protective Treatment	674
641	Drag-arm Spacer (4-180A) - Protective Treatment	674
642	Bracket (4-210) - Protective Treatment	675
643	Bracket (9-150) - Protective Treatment	676
644	Bracket (9-150A) - Protective Treatment	677
645	Spacer (9-190) - Protective Treatment	678

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)

ILLUSTRATIONS (Continued)

<u>Fig.</u>		<u>Page</u>
646	Spacer (9-190A) - Protective Treatment	679
647	Spacer (11-30) - Protective Treatment	680
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 1	681
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 2	682
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 3	683
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 4	684
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 5	685
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 6	686
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 7	687
648	Sliding tube (18-80D, 18-80E, 18-80F and 18-80G) -	
	Protective Treatment - Sheet 8	688
649	Approved Repairs - Key Diagram	693
650	Main Fitting Repairs - Key Diagram	694
651	Torque Link Repairs - Key Diagram	695
652	Sliding Tube Repairs - Key Diagram	696
653	Upper Diaphragm Tube Repairs - Key Diagram	697
654	Cylinder Repairs - Key Diagram	698
655	Transfer Block Repairs - Key Diagram	698.1
656	Harness Support Bracket Repairs - Key Diagram	698.2
657	Upper Pivot Bracket Repairs - Key Diagram	698.2
601	Repair to Lower Bearing Subassembly	Repair No. 1-1 604
601	Repair to Lower Bearing Subassembly	Repair No. 1-2 604
601	Repair to Pin	Repair No. 2-1 602
601	Repair to Pivot Pin	Repair No. 3-1 603
601	Repair to Uplock Pin	Repair No. 4-1 602
601	Repair to Pin	Repair No. 5-1 602
601	Repair to Pin	Repair No. 6-1 603
601	Repair to Pin	Repair No. 6-2 603
601	Repair to Pin	Repair No. 6-3 603
601	Repair to Pin	Repair No. 7-1 603
601	Repair to Pin	Repair No. 7-2 603
601	Repair to Bracket	Repair No. 8-1 603

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)
ILLUSTRATIONS (Continued)

<u>Fig.</u>			<u>Page</u>
601	Repair to Bracket	Repair No. 8-2	603
601	Repair to Sliding Tube	Repair No. 9-1	603
602	Repair to Sliding Tube	Repair No. 9-1	604
601	Repair to Sliding Tube	Repair No. 9-2	604
601	Repair to Sliding Tube - Machining	Repair No. 9-4	603
602	Repair Bush - Machining and Installation	Repair No. 9-4	604
601	Repair to Sliding Tube	Repair No. 9-5	602
601	Repair to Sliding Tube	Repair No. 9-6	603
601	Repair to Sliding Tube - Machining	Repair No. 9-7	603
602	Repair Bushes - Machining and Installation	Repair No. 9-7	604
601	Repair to Sliding Tube - Machining	Repair No. 9-8	604
602	Repair Bushes - Machining and Installation	Repair No. 9-8	605
601	Repair to Sliding Tube - Machining	Repair No. 9-9	603
602	Repair Bushes - Machining and Installation	Repair No. 9-9	604
601	Repair to Sliding Tube	Repair No. 9-10	605
602	Repair to Sliding Tube	Repair No. 9-10	606
601	Repair to Sliding Tube	Repair No. 9-11	603
602	Repair to Sliding Tube - Machining	Repair No. 9-11	604
603	Repair Bushes - Machining and Installation	Repair No. 9-11	605
601	Repair to Pin	Repair No. 10-1	603
601	Repair to Main Fitting	Repair No. 11-1	603
602	Overize Bushes - Machining and Installation	Repair No. 11-1	604
601	Repair to Main Fitting	Repair No. 11-2	603
602	Overize Bush(es) - Machining and Installation	Repair No. 11-2	604
601	Repair to Main Fitting	Repair No. 11-3	604
602	Repair to Main Fitting	Repair No. 11-3	605
603	Repair to Main Fitting - Repair Bush Machining and Installation	Repair No. 11-3	606
601	Repair to Main Fitting	Repair No. 11-4	603
602	Repair Bush - Machining and Installation	Repair No. 11-4	604
601	Repair to Main Fitting	Repair No. 11-5	603
602	Repair Bush - Machining and Installation	Repair No. 11-5	604
601	Repair to Main Fitting	Repair No. 11-6	603
602	Repair Bush - Machining and Installation	Repair No. 11-6	604
601	Repair to Main Fitting	Repair No. 11-7	603
602	Repair to Main Fitting	Repair No. 11-7	604
603	Repair to Main Fitting - Repair Bush Machining and Installation	Repair No. 11-7	605
601	Repair to Main Fitting	Repair No. 11-8	603
602	Repair to Main Fitting - Repair Bush Machining and Installation	Repair No. 11-8	604
601	Repair to Main Fitting	Repair No. 11-9	604
602	Repair to Main Fitting - Machining	Repair No. 11-9	605
603	Repair to Main Fitting - Repair Bush Installation	Repair No. 11-9	606
601	Repair to Main Fitting - Machining	Repair No. 11-11	603
602	Repair Bearing - Machining and Installation	Repair No. 11-11	604
601	Repair to Main Fitting - Machining	Repair No. 11-12	603
602	Repair Bush - Machining and Installation	Repair No. 11-12	604
601	Repair to Main Fitting - Machining	Repair No. 11-13	604

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
TABLE OF CONTENTS (Continued)
ILLUSTRATIONS (Continued)

<u>Fig.</u>			<u>Page</u>
602	Repair to Bushes - Machining and Installation	Repair No. 11-13	605
601	Repair to Main Fitting - Machining	Repair No. 11-14	603
601	Repair to Main Fitting	Repair No. 11-15	603
602	Repair to Main Fitting - Machining	Repair No. 11-15	604
603	Repair Bush - Machining and installation	Repair No. 11-15	605
601	Repair to Main Fitting	Repair No. 11-16	602
601	Repair to Main Fitting	Repair No. 11-17	602
601	Repair to Main Fitting - Machining	Repair No. 11-18	603
602	Repair Bearing - Machining and Installation	Repair No. 11-18	604
601	Repair to Main Fitting - Machining	Repair No. 11-19	603
602	Repair Bushes - Machining and Installation	Repair No. 11-19	604
601	Repair to Main Fitting - Machining	Repair No. 11-21	603
602	Repair Bush - Machining and Installation	Repair No. 11-21	604
601	Repair to Main Fitting	Repair No. 11-22	602
601	Repair to Main Fitting	Repair No. 11-23	603
602	Repair to Main Fitting - Machining	Repair No. 11-23	604
603	Oversize Lubrication adapter - Installation	Repair No. 11-23	605
601	Repair to Main Fitting	Repair No. 11-24	603
602	Repair to Main Fitting	Repair No. 11-24	604
601	Repair to Main Fitting	Repair No. 11-25	603
601	Repair to Main Fitting	Repair No. 11-26	604
602	Repair to Main Fitting - Machining	Repair No. 11-26	605
603	Lower Bearing Subassembly Machining and Liner Installation	Repair No. 11-26	606
601	Repair to Main Fitting	Repair No. 11-27	603
602	Repair Bearing - Machining and Installation	Repair No. 11-27	604
601	Repair to Main Fitting	Repair No. 11-28	604
602	Repair to Main Fitting	Repair No. 11-28	605
603	Oversize Transfer Dowel - Installation	Repair No. 11-28	606
601	Repair to Main Fitting - Machining	Repair No. 11-29	606
602	Repair to Main Fitting	Repair No. 11-29	607
603	Repair to Main Fitting - Chromium Plate Termination	Repair No. 11-29	608
601	Repair to Main Fitting - Machining	Repair No. 11-30	605
602	Repair to Main Fitting	Repair No. 11-30	606
603	Repair to Main Fitting - Chromium Plate Termination	Repair No. 11-30	607
604	Lower Bearing Subassembly - Machining and Inner Liner Installation	Repair No. 11-30	608
601	Repair to Main Fitting	Repair No. 11-31	604
601	Repair to Main Fitting - Sheet 1	Repair No. 11-32	604
601	Repair to Main Fitting - Sheet 2	Repair No. 11-32	605
601	Repair to Main Fitting - Sheet 3	Repair No. 11-32	606
601	Repair to Main Fitting - Sheet 1	Repair No. 11-33	604
601	Repair to Main Fitting - Sheet 2	Repair No. 11-33	605
601	Repair to Main Fitting - Sheet 3	Repair No. 11-33	606

TABLE OF CONTENTS

32-12-22

Page 8
Mar 18/2025

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)
ILLUSTRATIONS (Continued)

<u>Fig.</u>			<u>Page</u>
601	Repair to Main Fitting - Sheet 1	Repair No. 11-34	603
601	Repair to Main Fitting - Sheet 2	Repair No. 11-34	604
602	Repair to Main Fitting - Bush	Repair No. 11-34	605
601	Repair to Main Fitting - Sheet 1	Repair No. 11-35	603
601	Repair to Main Fitting - Sheet 2	Repair No. 11-35	604
602	Repair to Main Fitting - Bush	Repair No. 11-35	605
601	Repair to Main Fitting - Sheet 1	Repair No. 11-36	603
601	Repair to Main Fitting - Sheet 2	Repair No. 11-36	604
601	Repair to Main Fitting - Sheet 1	Repair No. 11-37	603
601	Repair to Main Fitting - Sheet 2	Repair No. 11-37	604
601	Repair to Main Fitting - Sheet 3	Repair No. 11-37	605
602	Repair sleeve	Repair No. 11-37	606
601	Repair to Lower Torque Link - Machining	Repair No. 12-1	603
602	Repair Bushes - Machining and Installation	Repair No. 12-1	604
601	Repair to Upper Torque Link - Machining	Repair No. 12-2	604
602	Repair Bushes - Machining and Installation	Repair No. 12-2	605
603	Repair Sleeves - Machining and Installation	Repair No. 12-2	606
601	Repair to Upper Torque Link - Machining	Repair No. 12-3	603
602	Repair Bushes - Machining and Installation	Repair No. 12-3	604
601	Repair to Lower Torque Link - Machining	Repair No. 12-4	603
602	Repair Bushes - Machining and Installation	Repair No. 12-4	604
601	Repair to Upper Torque Link - Machining	Repair No. 12-5	603
602	Repair Sleeves - Machining and Installation	Repair No. 12-5	604
601	Repair to Upper Slave Link - Machining	Repair No. 13-1	604
602	Repair to Upper Slave Link - Machining	Repair No. 13-1	605
603	Repair Bushes - Machining and Installation	Repair No. 13-1	606
601	Repair to Upper Slave Link - Machining	Repair No. 13-2	603
602	Repair Bushes - Installation	Repair No. 13-2	604
601	Repair to Upper Diaphragm Tube - Machining	Repair No. 14-1	603
602	Repair Bush - Machining and Installation	Repair No. 14-1	604
601	Repair to Upper Diaphragm Tube - Machining	Repair No. 14-2	603
602	Repair Bush - Machining and Installation	Repair No. 14-2	604
601	Repair to Upper Diaphragm Tube	Repair No. 14-3	604
602	Repair to Upper Diaphragm Tube	Repair No. 14-3	605
601	Repair to Upper Diaphragm Tube - Sheet 1	Repair No. 14-4	605
601	Repair to Upper Diaphragm Tube - Sheet 2	Repair No. 14-4	606
601	Repair to Bracket - Machining	Repair No. 15-1	603
602	Repair Bearing - Machining and Installation	Repair No. 15-1	604
601	Repair to Bracket - Machining	Repair No. 15-2	603
602	Repair Bearing - Machining and Installation	Repair No. 15-2	604
601	Repair to Bracket - Machining	Repair No. 16-1	603
602	Repair Bushes - Machining and Installation	Repair No. 16-1	604

TABLE OF CONTENTS

32-12-22

Page 9
Mar 18/2025

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)
ILLUSTRATIONS (Continued)

<u>Fig.</u>			<u>Page</u>
601	Repair to Pivot Bracket	Repair No. 17-1	603
601	Repair to Cylinder	Repair No. 18-1	602
601	Repair to Cylinder - Machining	Repair No. 18-2	603
602	Oversize Thread Insert - Installation	Repair No. 18-2	604
601	Repair to Cylinder	Repair No. 18-4	602
601	Repair to Cylinder	Repair No. 18-5	603
601	Repair to Cylinder	Repair No. 18-6	603
601	Repair to Cylinder	Repair No. 18-7	602
601	Repair to Cylinder	Repair No. 18-8	603
602	Repair to Cylinder	Repair No. 18-8	604
601	Repair to Lock Stay Cardan	Repair No. 19-1	603
602	Repair to Lock Stay Cardan - Machining	Repair No. 19-1	604
603	Repair Bushes - Machining and Installation	Repair No. 19-1	605
601	Repair to Lock Stay Cardan - Machining	Repair No. 19-2	603
602	Repair Bushes - Machining and Installation	Repair No. 19-2	604
601	Repair to Lower Slave Link	Repair No. 20-1	603
601	Repair to Transfer Block - Machining	Repair No. 21-1	603
602	Repair Bush - Machining and Installation	Repair No. 21-1	604
601	Repair to Transfer Block - Machining	Repair No. 21-2	603
602	Repair Bush - Machining and Installation	Repair No. 21-2	604
601	Repair to Transfer Block - Machining	Repair No. 21-3	603
602	Repair Threaded Insert - Machining and Installation	Repair No. 21-3	604
601	Repair to Transfer Block - Machining	Repair No. 21-4	603
602	Repair Bush - Machining and Installation	Repair No. 21-4	604
601	Repair to Transfer Block - Machining	Repair No. 21-5	603
602	Repair Bush - Machining and Installation	Repair No. 21-5	604
601	Repair to Transfer Block - Machining	Repair No. 21-6	603
602	Repair Threaded Insert - Machining and Installation	Repair No. 21-6	604
601	Repair to Spherical Bearing	Repair No. 22-1	602
601	Repair to Pintle Pin	Repair No. 23-1	603
601	Repair to Pintle Pin	Repair No. 23-2	603
602	Repair Bushes - Machining and Installation	Repair No. 23-2	604
601	Repair to Harness Support Bracket	Repair No. 24-1	603
602	Repair Bushes - Machining and Installation	Repair No. 24-1	604
601	Repair to Retaining Pin	Repair No. 25-1	603
601	Repair to Retaining Pin	Repair No. 25-2	603
601	Repair to Upper Pivot Bracket - Machining	Repair No. 26-1	603
602	Repair Sleeve - Machining and Installation	Repair No. 26-1	604
701	Main Fitting Subassembly (20-90) - Bearing (20-300) - Installation (Sheet 1 of 2)		711
701	Main Fitting Subassembly (20-90) - Ardrex Application (Sheet 2 of 2)		712
702	Labels (20-10, 20-30, 20-40, 20-60 and 20-80) and wiring diagram plate (1-110)		
	- Installation		713

TABLE OF CONTENTS

32-12-22

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)
ILLUSTRATIONS (Continued)

<u>Fig.</u>		<u>Page</u>
703	Main Fitting Subassembly (20-90B) or (20-90C) - Installation (Sheet 1 of 6)	722
703	Main Fitting Subassembly (20-90B) or (20-90C) - Installation (Sheet 2 of 6)	723
703	Main Fitting Subassembly (20-90B) or (20-90C) - Installation (Sheet 3 of 6)	724
703	Main Fitting Subassembly (20-90B) or (20-90C) - Installation (Sheet 4 of 6)	725
703	Main Fitting Subassembly (20-90B) or (20-90C) - Installation (Sheet 5 of 6)	726
703	Main Fitting Subassembly (20-90B) or (20-90C) - Installation (Sheet 6 of 6)	727
704	Installation of Labels	728
705	Label (18-70) - Installation.	731
706	Label (17-290) Only and Bush (18-50) Only - Installation.	732
707	Sliding Tube Subassembly (17-240B or 17-240G) - Installation of Bushes (Sheet 1 of 5)	737
707	Sliding Tube Subassembly (17-240B or 17-240G) - Installation of Bushes (Sheet 2 of 5)	738
707	Sliding Tube Subassembly (17-240B or 17-240C or 17-240F) - Installation of Bushes (Sheet 3 of 5)	739
707	Sliding Tube Subassembly (17-240C or 17-240F) - Installation of Bushes (Sheet 4 of 5)	740
707	Sliding Tube Subassembly (17-240C or 17-240F) - Installation of Bushes (Sheet 5 of 5)	741
708	Bushes (18-20 and 18-30) - Installation.	743
709	Label (17-250) - Installation.	743
710	Application of Jointing Compound	751
711	Pre SB 201-32-49 or Pre SB 201-32-58 or Pre SB 201-32-60 Lower Bearing (16-150) or (16A-150) Grease Groove Dimensions After Installation in the Gland Housing (16-140) or (16A-140) or (16A-140A)	752
712	Post SB-201-32-58 - Lower Bearing Subassembly Machining and Liner Installation . (Sheet 1 of 2)	757
712	Assembly of Lower Bearing Subassembly (16A-110C) (Sheet 2 of 2)	758
713	Assembly of Lower Bearing Subassembly (16-110D or 16A-110E).	759
714	Seal Configuration (Sheet 1 of 2)	760
714	Seal Configuration (Sheet 2 of 2)	761
715	Upper Diaphragm Tube Subassembly (15-360 only).	768
716	Crimping of the Pin (15-120)	769
717	Upper Diaphragm Tube Subassembly (15-360A)	776
718	Locking Plate (15-80) - Hole Locations	777
719	Application of Ardrex AV100D to the Upper Diaphragm Tube (15-390) (Sheet 1 of 3)	778
719	Application of Ardrex AV100D to the Upper Diaphragm Tube (15-390A) (Sheet 2 of 3)	779
719	Application of Ardrex AV100D to the Pin (13-190) (Sheet 3 of 3)	780
720	Bushes (10-240, 10-250, 11-220 and 11-230) - Installation.	785
721	1M Electrical Axle Harness (11-40) and 2M Electrical Axle Harness (11-50)- Installation	787
722	Assembly of Damper (9-160).	789
723	Bracket Subassembly (5-270) - Installation	797
724	Bracket Subassembly (5-90) - Installation	798
725	Bushes (3-150 and 3-160) - Installation.	798.3
726	Bolt Subassembly (1-40A) - Assembly	798.7

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)
ILLUSTRATIONS (Continued)

<u>Fig.</u>		<u>Page</u>
727	Proximity Switch (7-230) and Target (7-180) - Adjustment.	798.11
728	Proximity Switch (7-40) and Target (6-130) - Adjustment.	798.11
801	Fits and Clearances - Key Diagram.	802
802	Fits and Clearances - Key Diagram.	803
803	Fits and Clearances (Table 801)	804
804	Fits and Clearances (Table 802)	807
805	Fits and Clearances (Table 803)	810
806	Fits and Clearances (Table 804)	814
807	Fits and Clearances (Table 805)	817
808	Fits and Clearances (Table 806)	819
809	Fits and Clearances (Table 807)	821
810	Fits and Clearances (Table 808)	823
811	Fits and Clearances (Table 809)	826
812	Fits and Clearances (Table 810)	828
813	Fits and Clearances (Table 811)	830
814	Fits and Clearances (Table 812)	832
815	Fits and Clearances (Table 813)	836
816	Fits and Clearances (Table 814)	840
817	Fits and Clearances (Table 815)	845
818	Fits and Clearances (Table 816)	849
819	Fits and Clearances (Table 817)	852
820	Fits and Clearances (Table 818)	855
821	Fits and Clearances (Table 819)	858
822	Fits and Clearances (Table 820)	860
823	Fits and Clearances (Table 821)	864
824	Fits and Clearances (Table 822)	867
IPL 1	Main Landing Gear Leg	1032
IPL 2	Main Landing Gear Leg (Sheet 1)	1036
IPL 2	Main Landing Gear Leg (Sheet 2)	1038
IPL 3	Main Landing Gear Leg	1044
IPL 4	Main Landing Gear Leg	1048
IPL 5	Main Landing Gear Leg	1054
IPL 6	Main Landing Gear Leg	1060
IPL 7	Main Landing Gear Leg	1064
IPL 8	Main Landing Gear Leg	1070
IPL 9	Main Landing Gear Leg	1074
PL 10	Main Landing Gear Leg	1078
IPL 11	Main Landing Gear Leg	1082
IPL 12	Main Landing Gear Leg	1086
IPL 13	Main Landing Gear Leg	1090
IPL 14	Main Landing Gear Leg	1098
IPL 15	Main Landing Gear Leg	1098.4
IPL 16	Main Landing Gear Leg (Pre SB-201-32-58) (Post SB-201-32-78)	1098.12

TABLE OF CONTENTS

32-12-22

Page 12
Mar 18/2025

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL

MAIN LANDING GEAR LEG

TABLE OF CONTENTS (Continued)ILLUSTRATIONS (Continued)

<u>Fig.</u>		<u>Page</u>
IPL 16A	Main Landing Gear Leg (Post SB-201-32-58) (Pre SB-201-32-78).....	1098.18
IPL 17	Main Landing Gear Leg	1098.26
IPL 18	Sliding Tube Subassembly	1098.34
IPL 19	Main Landing Gear Leg	1098.38
IPL 20	Main Landing Gear Leg	1098.42

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

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PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
INTRODUCTION

1. General

- A. AECMA Simplified English to PSC-85-16598 is used in this manual.
- B. This manual contains Description, Operation, Maintenance procedures and an Illustrated Parts List (IPL). IPL Figure and Item numbers in parentheses follow the part name to identify them.
- C. A Unit Identification Chart is included to show the modification status of the unit. The modification status is related to the unit part number by the dash number: the dash number is marked on the unit name plate adjacent to the part number.
- D. All references in this manual are to the left configuration of the unit unless the instructions tell you differently.
- E. All dimensions and quantities in this manual are in SI units with Imperial units in parentheses. A comma shows a decimal part of an SI unit. A full point shows a decimal part of an Imperial unit.
- F. This manual refers to Process Specifications (M-DLPS and PCS) and Non-destructive Tests (M-DLNDT). These are available within the Safran Landing Systems Technical Publications on-line service.
- G. All the materials in this manual have a Ref. Item identification. This is the reference item number of the material in the Aircraft Manufacturer's Consumable Materials List.
- H. Use approved persons and good aircraft engineering practice for all procedures in this manual.
- I. The repairs in this CMM have been approved under Airbus' EASA Design Organisation Approval No. EASA.21J.031.
- J. On occasion a REF. CODE can be identified in the NOMENCLATURE column in the DETAILED PARTS LIST. This is a Safran Landing Systems reference code and is used for cross-reference purposes only.
- K. The accuracy and the adequacy of the instructions in this CMM have been technically verified by shop verification (performed or simulated) or by similarity with manufacturing instructions or with component maintenance manuals instructions from other programs that have been verified in shop.

2. Reference Publications

- A. Safran Landing Systems UK Ltd Component Maintenance Manual, Main Landing Gear Leg and Dressings, [32-12-21](#).
- B. Safran Landing Systems UK Ltd Component Maintenance Manual, Axle Harness 1M and 2M, [32-12-29](#).
- C. Safran Landing Systems UK Ltd Component Maintenance Manual, Damper, [32-11-93](#).
- D. Safran Landing Systems UK Ltd Component Maintenance Manual, Damper, [32-12-85](#).

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

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PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
DESCRIPTION AND OPERATION

1. General

A. The main landing gear leg is a two stage, telescopic shock absorber.

2. Description (Refer to [Figures 1](#) and [2](#))

A. The main landing gear leg has a sliding tube subassembly that operates in a main fitting subassembly. The sliding tube subassembly operates through a lower bearing subassembly. The lower bearing subassembly also seals the sliding tube subassembly in the main fitting subassembly.

B. An upper torque link subassembly attaches to the main fitting subassembly. A lower torque link subassembly attaches to the sliding tube subassembly. A damper attaches to the upper torque link subassembly. A pin installs through the damper and connects the upper and lower torque link subassemblies.

C. A slave link subassembly and a lower slave link subassembly attach opposite the upper and lower torque link subassemblies.

D. A rod and a cylinder install in the sliding tube subassembly. A piston installs in the cylinder. An upper diaphragm tube subassembly installs in the main fitting subassembly. A baffle, a compression orifice plate and a diaphragm subassembly install in the upper diaphragm tube subassembly. The rod goes through the baffle.

E. An upper bearing housing installs between the top of the sliding tube subassembly and the main fitting subassembly. A recoil orifice plate operates in the upper bearing housing.

3. Operation (Refer to [Figure 2](#))

A. Compression

(1) The sliding tube subassembly moves into the main fitting subassembly. The subsequent decrease in volume causes hydraulic fluid to flow through the upper bearing housing: the recoil orifice plate moves and slows the flow of hydraulic fluid. The decrease in volume also causes hydraulic fluid to move through the diaphragm and lift the compression orifice plate: the hydraulic fluid flows through the baffle and into the upper diaphragm tube subassembly. This slows the speed of the compression.

(2) Hydraulic fluid that moves into the upper diaphragm tube compresses the nitrogen in the main fitting subassembly and the upper diaphragm tube subassembly. As the pressure of the nitrogen increases, the hydraulic fluid in the rod moves against the piston. The piston is pushed into the cylinder and compresses the nitrogen in it. This slows the speed of the compression more.

B. Recoil

(1) After compression, the nitrogen pressure in the cylinder pushes the piston to the end of the cylinder: hydraulic fluid moves out of the cylinder and into the rod. The nitrogen pressure in the main fitting subassembly and the upper diaphragm subassembly pushes the hydraulic fluid through the baffle: the compression orifice plate is pushed against the diaphragm subassembly and limits the flow of hydraulic fluid through it. This slows the speed of the recoil. The sliding tube subassembly moves out of the main fitting subassembly.

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

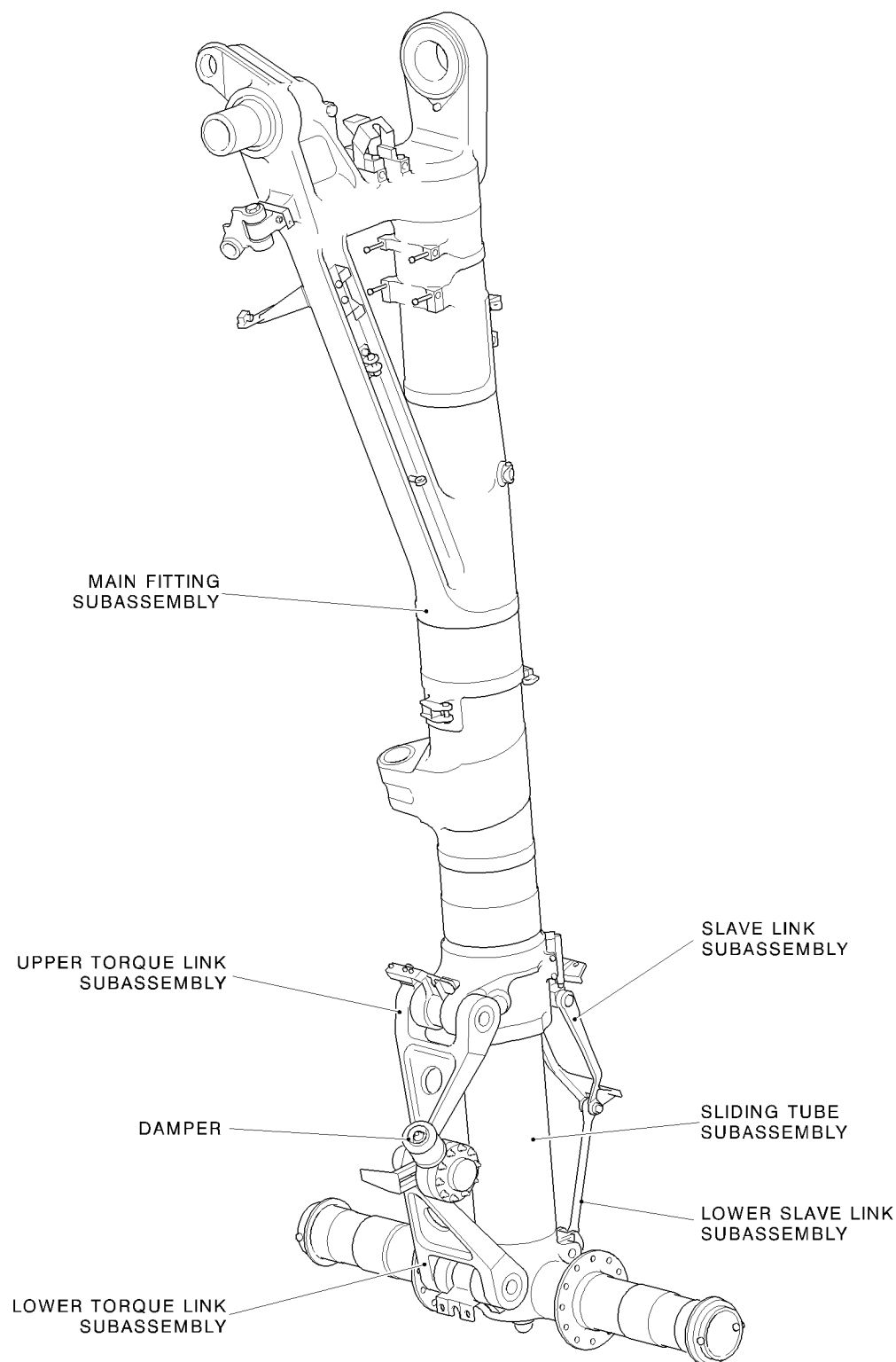
C. The Upper and Lower Torque Link Subassemblies

- (1) The upper and lower torque link subassemblies prevent the sliding tube subassembly from turning in the main fitting subassembly.
- (2) The damper controls the movement of the upper and lower torque link subassemblies.

4. Data

Weight with hydraulic fluid 522 kg (1151 lb) approximately
Weight without hydraulic fluid 505 kg (1113 lb) approximately
Hydraulic fluid Material Ref. Item 02-501

**PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG**



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**Main Landing Gear Leg
Figure 1**

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

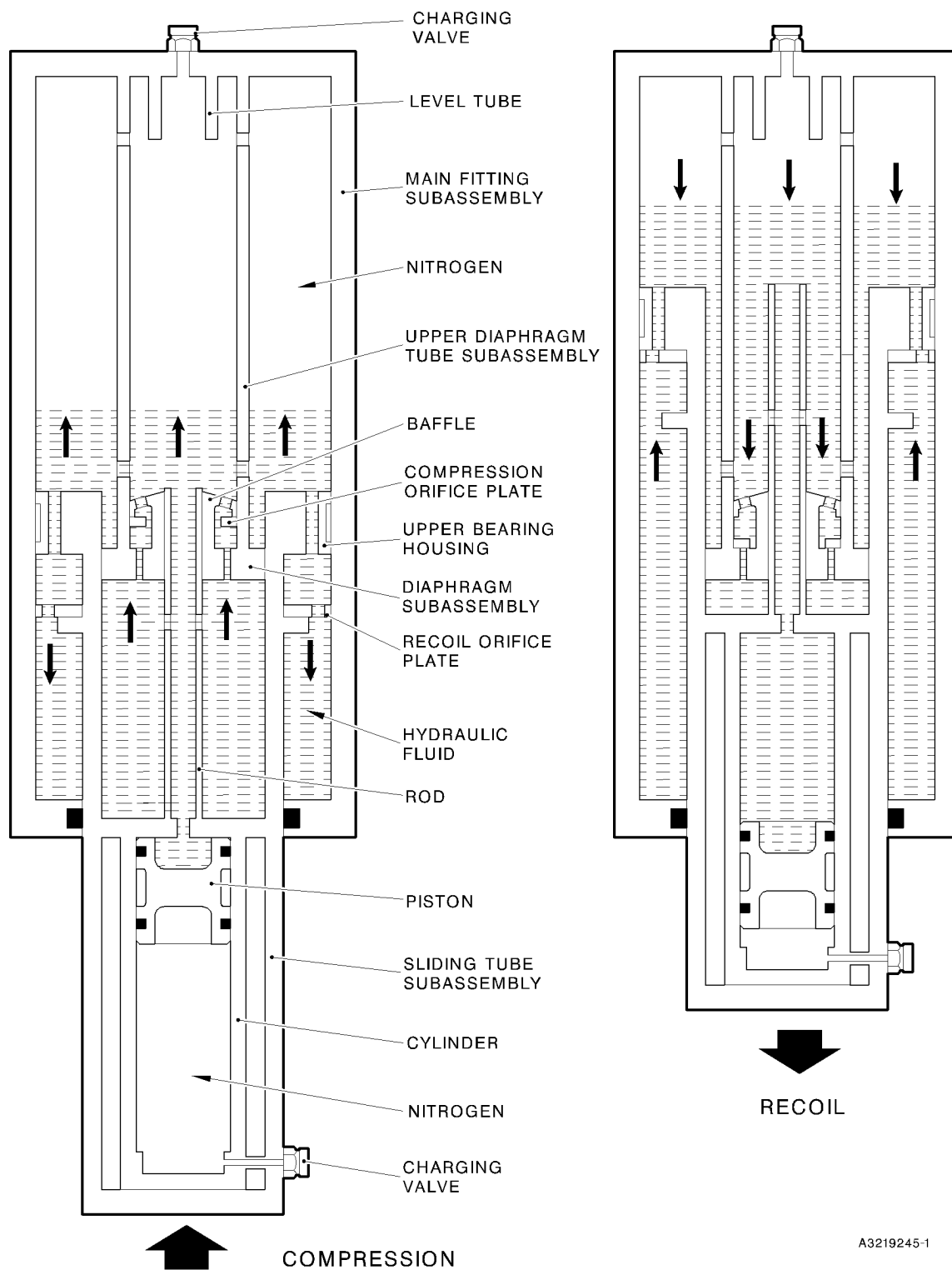


Diagram of Operation
Figure 2

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG
TESTING AND FAULT ISOLATION

1. Equipment and Materials

A. Equipment

(1) This equipment is necessary:

NOTE: Alternative equivalents are permitted.

Part No.	Equipment	Function
-	Hydraulic Test Rig	
-	Nitrogen Supply	Main landing gear leg (1-1) tests
-	Loading Press	
-	Milliohmmeter Megger, Type BT51	Electrical bonding resistance tests
-	28 VDC Power Supply	Proximity switch and target tests
T14218	Turner Inflation Equipment	Main landing gear leg (1-1) tests
T14500	Crowfoot Wrench	Close the charging valves (13-60 and 17-20)
460002502	Charging Adapter	Main landing gear leg (1-1) tests
460005842	Lampbox	Proximity switch and target tests
460006231	Holding Fixture	
460006232	Load Cell and Adapter	
460006233	Press Adapter	Main landing gear leg (1-1) tests
460006234	Offset Adapter	
460007260	Bottom Press Adapter	

B. Materials

(1) These materials are necessary:

NOTE: Alternative equivalents are permitted.

Ref. Item	Material
TBA	Nitrogen
02-501	Hydraulic fluid

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

2. Test Conditions

WARNING: DO NOT GET HYDRAULIC FLUID ON YOUR SKIN OR IN YOUR EYES. DO NOT BREATHE THE FUMES. ONLY USE IN A LOCATION THAT HAS A CONTINUOUS FLOW OF CLEAN AIR. HYDRAULIC FLUID IS POISONOUS AND DANGEROUS.

A. General

- (1) The hydraulic test rig must have a hand pump and a power pump. The power pump must have a controlled flow of not less than 4,5 l/min (4.62 in³/sec).
- (2) The inflation equipment must be to MIL-G-8348.
- (3) The temperature of the test fluid must be between 20 and 40 °C (68 and 104 °F).
- (4) The test fluid must be clean: refer to M-DLPS910-1.
- (5) During all hydraulic tests, the unit and the test circuit must be hydraulically full.
- (6) Examine the unit for damage before you start the tests.
- (7) During the proximity switch tests the ambient temperature must be between 15 and 25 °C (59 and 77 °F).

3. Procedure

A. Piston (17-200) Leakage Tests

- (1) Use the Charging Adapter 460002502 and the Turner Inflation Equipment T14218: connect the charging valve (17-20) to the nitrogen supply. Open the charging valve (17-20).
- (2) Slowly increase the nitrogen pressure to between 9,32 and 10,68 bar (135 and 155 lbf/in²). Make a record of the pressure. Close the charging valve (17-20) and hold the nitrogen pressure for 15 minutes.
- (3) Open the charging valve (17-20) and measure the nitrogen pressure: it must be the same as the record in para (2). Leakage must not occur.
- (4) Release the nitrogen pressure.
- (5) Disconnect the nitrogen supply and remove the Turner Inflation Equipment T14218 and the Charging Adapter 460002502.
- (6) Make sure that all of the nitrogen pressure has been released: remove the charging valve (17-20).
- (7) **Refer to ASSEMBLY:** install the charging valve (17-20) and complete the assembly procedure.

B. Main Landing Gear Leg (1-1) Tests

(1) Initial Operations

- (a) Use these special tools to install the main landing gear leg (1-1) vertically in the loading press:
 - 1 The Holding Fixture 460006231.
 - 2 The Press Adapter 460006233.

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

3 The Bottom Press Adapter 460007260.

- (b) Assemble the Load Cell and Adapter 460006232 and the Offset Adapter 460006234 to the main landing gear leg (1-1).

(2) Procedure to Fill and Pressurize the Main Landing Gear Leg (1-1)

CAUTION: DO NOT PUT AN END LOAD OF MORE THAN 5,08 TONNES (5 TONS) ON THE MAIN LANDING GEAR LEG (1-1).

- (a) Make sure that there is no pressure in the main landing gear leg (1-1): open the charging valves (13-60 and 17-20).
- (b) Use the Charging Adapter 460002502 to connect the hydraulic test rig to the charging valve (13-60).
- (c) Slowly increase the hydraulic pressure to between 13,11 and 14,48 bar (190 and 210 lbf/in²) and let the unit extend fully.
- (d) Release the hydraulic pressure and fully close the unit.
- (e) Do para (c) and (d) until the hydraulic fluid that comes out of the unit does not have air in it.
- (f) Fully close the unit and disconnect the hydraulic test rig.
- (g) Use the Charging Adapter 460002502 and the Turner Inflation Equipment T14218 to connect the nitrogen supply to the charging valve (13-60).

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 7,58 BAR (110 LBF/IN²).

- (h) Slowly increase the nitrogen pressure until the unit starts to extend. Hold the pressure and fully extend the unit. The pressure must not be more than 7,58 bar (110 lbf/in²).

NOTE: The charging valve (17-20) must be open to let the unit extend fully.

- (i) Refer to Figure 101 and measure the dimension X: it must be between 483,05 and 487,85 mm (19.017 and 19.207 in).
- (j) Disconnect the nitrogen supply and remove the Turner Inflation Equipment T14218 and the Charging Adapter 460002502.
- (k) Open the charging valve (13-60) and release the nitrogen pressure. Do not close the charging valve (13-60).
- (l) Use the Charging Adapter 460002502 and the Turner Inflation Equipment T14218 to connect the charging valve (17-20) to the nitrogen supply.
- (m) Slowly increase the nitrogen pressure to between 13,11 and 14,48 bar (190 and 210 lbf/in²).

NOTE: Nitrogen will be released through the charging valve (13-60) as the piston (17-200) moves.

- (n) Slowly increase the nitrogen pressure to between 67,59 and 70,34 bar (980 and 1020 lbf/in²).

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

- (o) Close the charging valve (17-20); use the Crowfoot Wrench T14500 to torque it to between 5,7 and 7,9 N m (50 and 70 lbf in).
 - (p) Disconnect the nitrogen supply and remove the Turner Inflation Equipment T14218 and the Charging Adapter 460002502.
 - (q) Use the Turner Inflation Equipment T14218 and the Charging Adapter 460002502 to connect the nitrogen supply to the charging valve (13-60).
 - (r) Slowly increase the nitrogen pressure to between 6,90 and 8,27 bar (100 and 120 lbf/in²).
 - (s) Close the charging valve (13-60); use the Crowfoot Wrench T14500 to torque it to between 5,7 and 7,9 N m (50 and 70 lbf in).
 - (t) Disconnect the nitrogen supply and remove the Turner Inflation Equipment T14218 and the Charging Adapter 460002502.
- (3) Leakage Tests
- (a) Make a record of the nitrogen pressure at the charging valve (13-60), (P1A) and the charging valve (17-20), (P1B).
 - (b) Make a record of the ambient temperature, (T1).
 - (c) Keep the unit in this condition for a minimum of six hours.
 - (d) Measure the nitrogen pressure at the charging valve (13-60), (P2A) and the charging valve (17-20), (P2B).
 - (e) Measure the ambient temperature, (T2).
 - (f) Compare the pressures P1A and P2A and compare the pressures P1B and P2B. The pressures P1A and P2A must be the same and the pressures P1B and P2B must be the same, unless:
 - 1 There is a difference between the temperatures T1 and T2
 - 2 There is an error because of the pressure gauge capacity.
 - (g) If there is a difference between the temperatures T1 and T2, calculate the correct value for the nitrogen pressures (these will be P3A and P3B) and adjust the pressures to the corrected values. Use the formula:

$$P3A = \frac{(P2A + Z) \times (T1 + K)}{(T2 + K)} - Z$$

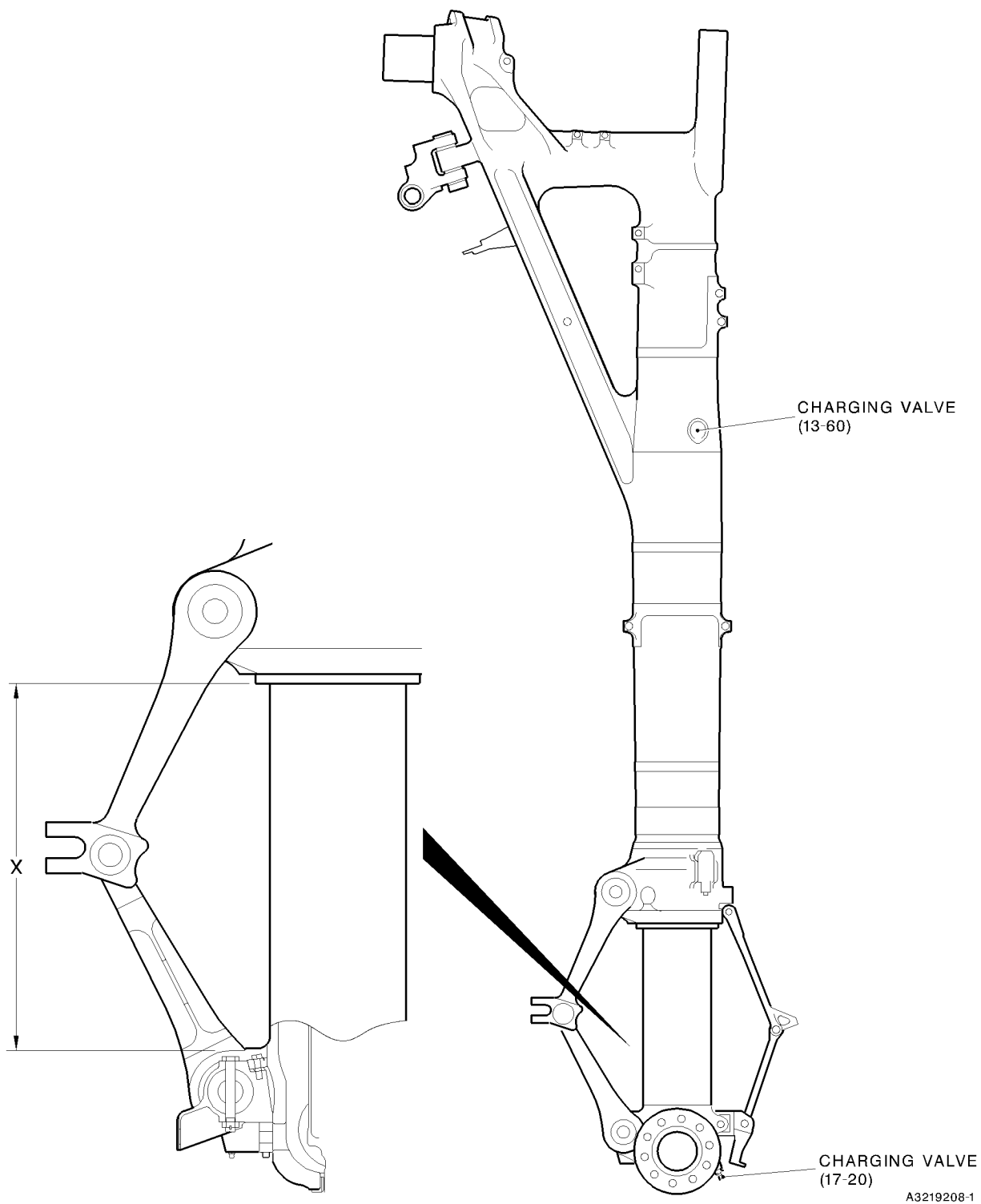
OR

$$P3B = \frac{(P2B + Z) \times (T1 + K)}{(T2 + K)} - Z$$

Where K = 273 for temperatures in °C
(459 for temperatures in °F)

Z = 1 for pressures in bar
(15 for pressures in lbf/in²)

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG



Main Landing Gear Leg (1-1)
Figure 101

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

(h) If there is an error because of the gauge capacity:

- 1 Close the charging valve (13-60).
- 2 Release the pressure in the gauge.
- 3 Open the charging valve (13-60) and measure the nitrogen pressure, (P4A).
- 4 Close the charging valve (13-60).
- 5 Close the charging valve (17-20).
- 6 Release the pressure in the gauge.
- 7 Open the charging valve (17-20) and measure the nitrogen pressure, (P4B).
- 8 Calculate the correct values for the nitrogen pressures (these will be P5A and P5B) and adjust the pressures to the corrected values. Use the formula:

$$P5A = P1A + (P2A - P4A)$$

OR

$$P5B = P1B + (P2B - P4B)$$

(4) Prepare for Transport and Storage

- (a) Open the charging valve (13-60) and reduce the nitrogen pressure to between 3,45 and 4,82 bar (50 and 70 lbf/in²).
- (b) Close the charging valve (13-60); use the Crowfoot Wrench T14500 to torque it to between 5,7 and 7,9 N m (50 and 70 lbf in).
- (c) Open the charging valve (17-20) and reduce the nitrogen pressure to between 3,45 and 4,82 bar (50 and 70 lbf/in²).
- (d) Close the charging valve (17-20); use the Crowfoot Wrench T14500 to torque it to between 5,7 and 7,9 N m (50 and 70 lbf in).
- (e) Write this data on a label and attach it to the unit: THE GEAR MUST BE INFLATED TO THE APPROPRIATE PRESSURES BEFORE BEING PLACED IN SERVICE.

(5) Complete the torque procedure for the retaining pins (13-10): refer to ASSEMBLY.

C. Proximity Switches (7-40 and 7-230) Adjustments and Tests

- (1) Use the loading press: set the dimension between the pins (10-80 and 11-130) to between 632,80 and 636,95 mm (24.9134 and 25.0767 in).
- (2) Adjust the spacers (6-140, 7-50, 7-190 and 7-240) or laminated shims (6-140A, 7-50A, 7-90A and 7-240A): refer to ASSEMBLY.

NOTE: If the calculated gap is in the tolerance, the spacers (6-140, 7-50, 7-190 and 7-240) or laminated shims (6-140A, 7-50A, 7-90A and 7-240A) are not necessary.

- (3) Connect the 28 VDC power supply, the Lampbox 460005842 and the main landing gear leg (1-1).

PART No. 201587001 AND 201587002 COMPONENT MAINTENANCE MANUAL
MAIN LANDING GEAR LEG

- (4) Use the loading press to fully extend the main landing gear leg (1-1).
 - (5) Use the loading press to slowly close the main landing gear leg (1-1):
 - (a) The proximity switch (7-230) must operate before the main landing gear leg (1-1) has closed by 26,00 mm (1.0236 in).
 - (b) The proximity switch (7-40) must operate before the main landing gear leg (1-1) has closed by 29,30 mm (1.1535 in).
 - (6) Do para (4) and (5) again.
 - (7) Disconnect the 28 VDC supply and the Lampbox 460005842.
 - (8) Remove the main landing gear leg (1-1) from the loading press.
- D. Electrical Bonding Resistance Tests (Refer to Figure 102)

CAUTION: DO NOT CAUSE DAMAGE TO THE PAINT FINISH.

NOTE: Make sure that the main landing gear leg (1-1) is electrically isolated from the equipment that is used to hold it.

- (1) Use the Milliohmmeter Megger, Type BT51, to measure the electrical bonding resistance.
 - (a) Measure between the bearing (20-250) and the test points given in Table 101. The electrical bonding resistance must not be more than the limit given in Table 101.
 - (b) Measure between the axle of the sliding tube subassembly (17-240) and the test points given in Table 102. The electrical bonding resistance must not be more than the limit given in Table 102.