RUDDER CONTROL ROD - MAINTENANCE PRACTICES

EFFECTIVITY: ALL

1. General

A. This section gives the procedure to disassemble and assemble the rudder-II control rods.

B. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

TASK NUMBER	*DESCRIPTION*	*EFFECTIVITY*
27-21-08-910-801-A	RUDDER CONTROL RODS - DISASSEMBLY	ALL
27-21-08-910-802-A	RUDDER CONTROL RODS - ASSEMBLY	ALL

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TASK 27-21-08-910-801-A
EFFECTIVITY: ALL

2. RUDDER CONTROL RODS - DISASSEMBLY

A. General

(1) This procedure gives the instructions to disassemble the rudder control rods.

B. References

REFERENCE	*DESIGNATION*
AMM TASK 27-21-08-000-801-A/400	RUDDER-II CONTROL RODS - REMOVAL

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

ITEM	*DESCRIPTION*	*PURPOSE*	*QTY*
Commercially available	Safety goggles	Eye protection	AR
Commercially available	Lint-free cloth	For cleaning	AR

F. Consumable Materials

SPECIFICATION (BRAND)	*DESCRIPTION*	*QTY*
ASTM D-740	Methyl-Ethyl-Ketone (MEK)	AR
MEP 09-075	Corrosion-Inhibiting Compound (COR-BAN 27L)	AR

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Rudder

I. Preparation

SUBTASK 841-002-A

(1) Do this procedure with the rods removed from the aircraft. Refer to AMM TASK 27-21-08-000-801-A/400.

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J. Disassembly of Rods (Figure 201) (Figure 202)

SUBTASK 020-002-A

(1) Mark the position of the fork rod end and spherical bearing rod end on the rod body and the length of the rod with the rod ends to make the final adjustment easier.

(2) Remove the lockwire from the nuts and loose them.

(3) Remove the fork rod end and spherical bearing rod end from the rod body.

(4) Remove nuts, grounding straps, and washers.

NOTE: Mark the position of the nuts, grounding straps, and washers to know how to install them back correctly.

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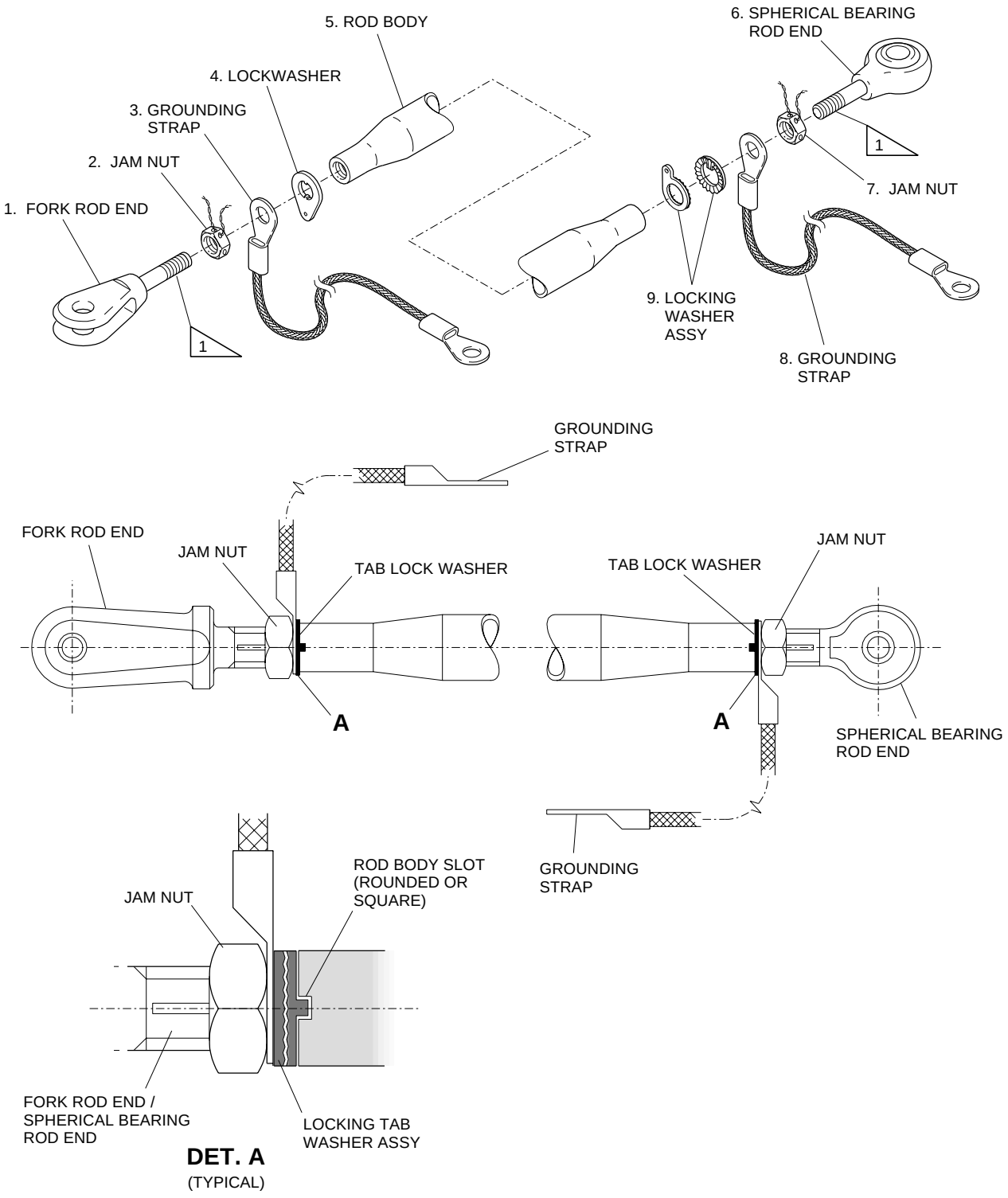
EFFECTIVITY: PRE-MOD. S.B. 145-55-0038
Rudder-II Control Rods - Disassembly/Assembly
Figure 201



1 CORROSION−INHIBITING COMPOUND

EM145AMM271011A.DGN

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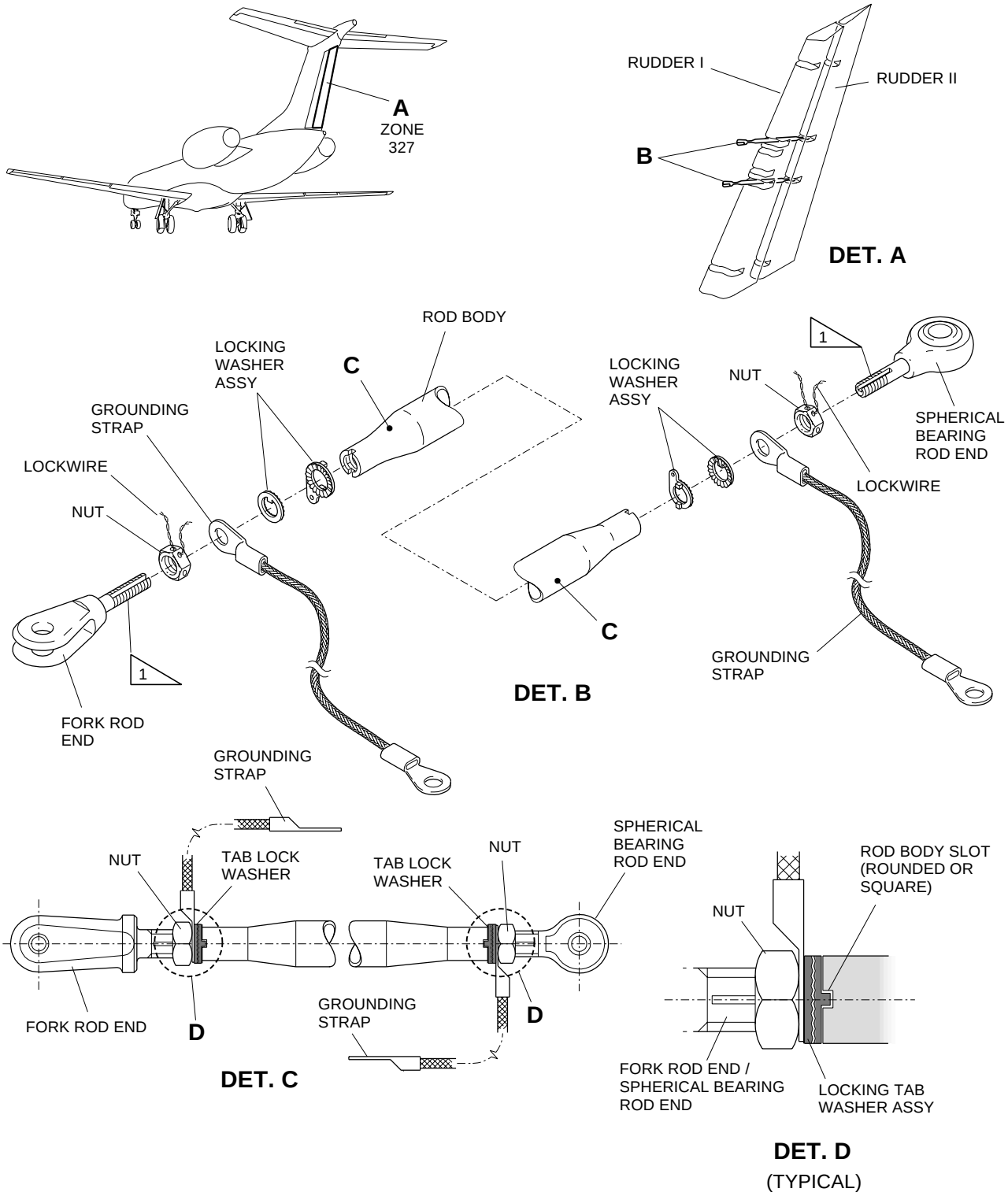
EFFECTIVITY: POST-MOD. S.B. 145-55-0038
Rudder-II Control Rods - Disassembly/Assembly
Figure 202



1 CORROSION−INHIBITING COMPOUND

EM145AMM270728E.DGN

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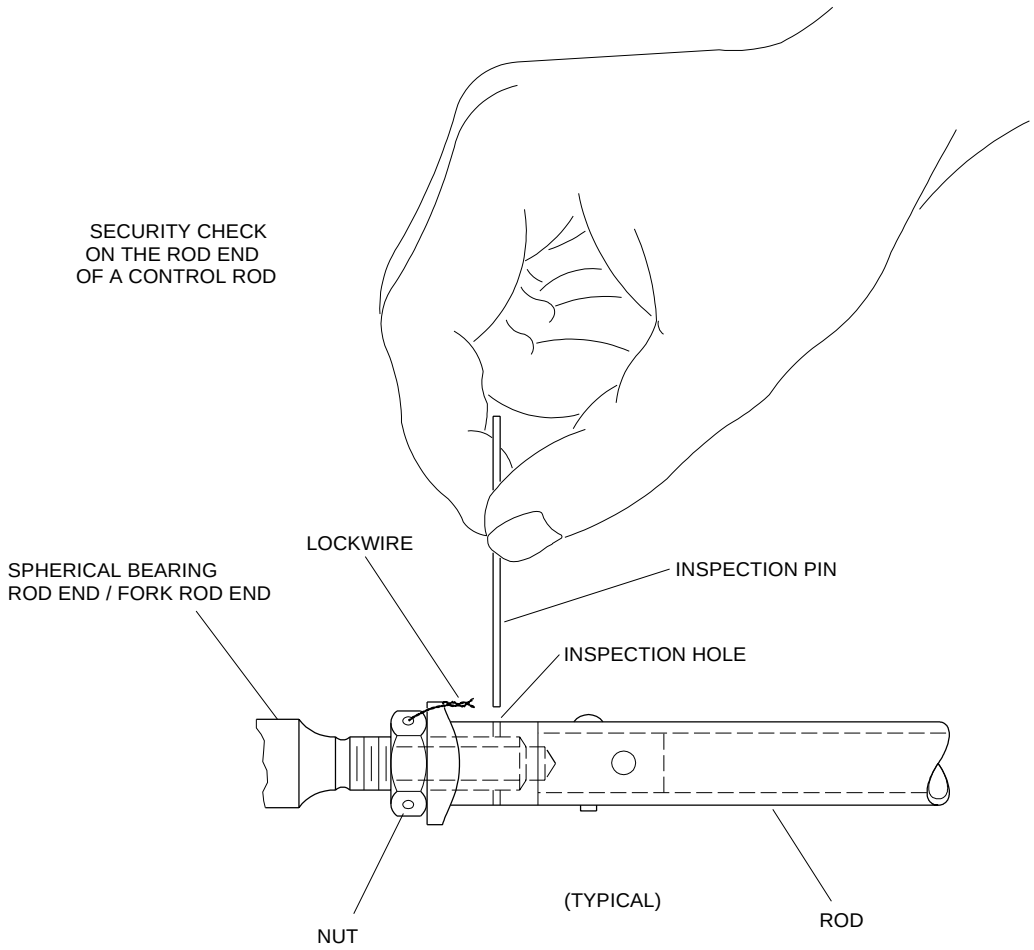
EFFECTIVITY: ALL

Rudder-II Control Rods - Security Check
Figure 203



EM145AMM270732A.DGN

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TASK 27-21-08-910-802-A
EFFECTIVITY: ALL

3. RUDDER CONTROL RODS - ASSEMBLY

A. General

(1) This procedure gives the instructions to assemble the rudder control rods.

B. References

REFERENCE	*DESIGNATION*
AMM TASK 27-21-08-400-801-A/400	RUDDER-II CONTROL RODS - INSTALLATION

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

ITEM	*DESCRIPTION*	*PURPOSE*	*QTY*
Commercially available	Safety goggles	Eye protection	AR
Commercially available	Lint-free cloth	For cleaning	AR

F. Consumable Materials

SPECIFICATION (BRAND)	*DESCRIPTION*	*QTY*
ASTM D-740	Methyl-Ethyl-Ketone (MEK)	AR.
MEP 09-075	Corrosion-Inhibiting Compound (COR-BAN 27L)	AR.

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Rudder

I. Assembly of Rods (Figure 201) (Figure 202) (Figure 203)

SUBTASK 420-002-A

WARNING: BE CAREFUL WHEN YOU USE THE METHYL-ETHYL-KETONE (MEK). PUT ON SAFETY GOGGLES, PROTECTIVE GLOVES AND CLOTHING. DO NOT BREATHE THE GAS. DO THE WORK IN AN AREA WHICH HAS A GOOD FLOW OF AIR. THE METHYL-ETHYL-KETONE (MEK) IS POISONOUS AND HIGHLY FLAMMABLE.

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(1) Clean the affected components with a clean cloth wet with solvent MEK (Methyl-Ethyl-Ketone - Spec. ASTM-D-740), or similar.

(2) Apply COR-BAN 27L (MEP 09-075) to the threads of the fork rod end (1) and spherical bearing rod end (6).

(3) Put the nuts, grounding straps, and washers on the fork rod end and spherical bearing rod end.

CAUTION: MAKE SURE THAT TAB LOCK WASHER IS CORRECTLY POSITIONED IN ROD BODY SLOT.

(4) Put the fork rod end and spherical bearing rod end on the rod body and turn until it comes to the length and the position marked in the first step of the disassembly procedure.

NOTE:
- The final adjustment of the control rod is done on the aircraft.
- Do not apply the final torque or lockwire to the jam nut at this moment.

(5) Put a pin with a diameter of 1.27 mm (0.05 in) into rod inspection hole. The pin must touch the rod end and not go through it.

(6) If the pin goes through the rod end, adjust the rod and do the security check again. Refer to (Figure 203).

(7) Reinstall the control rod. Refer to AMM TASK 27-21-08-400-801-A/400.

(8) Adjust of the length of the control rod in the correct position on the aircraft. Refer to AMM TASK 27-21-08-400-801-A/400.

NOTE: Adjust it in a way to make capable its installation (once the other rod is still installed).

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