

OPERATOR: ED WES, INC.

WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-88

PAGE 1

89192	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 26 YEAR 89 AIRCRAFT HOURS: 4427 LANDINGS: 2984

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560967790

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

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321171 PART NAME: RIGHT MAIN GEAR WHEEL MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M (X) DAMAGED T ( )

PART REMOVED: PART NUMBER 5002806-2 SERIAL NUMBER: JPL 80-126

PART INSTALLED: PART NUMBER 5002806-1 SERIAL NUMBER: APR 80-471

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....

321186 REPLACE RIGHT MAIN WHEEL BOLTS...NO REF.....

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321181 PART NAME: RIGHT MAIN GEAR TIRE MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M (X) DAMAGED T ( )

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: 91231711

PART INSTALLED: PART NUMBER 249K83-30 SERIAL NUMBER: 91521927

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

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320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION. INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN SOURCE A REMOVAL (REFER TO FIGURES 1 AND 2)

NOTE: BE EXTREMELY CAREFUL WHEN REMOVING THE MAIN WHEEL FROM ITS AXLE. DO NOT ALLOW THE WHEEL TO HIT THE SPEED DETECTOR SHAFT. THIS COULD CAUSE MISALIGNMENT OF THE SHAFT AND EVENTUAL FAILURE OF THE SPEED DETECTOR. REMOVAL OF THE SPEED DETECTOR IS RECOMMENDED EACH TIME THE MAIN WHEEL ASSEMBLY IS REMOVED FOR ROUTINE OR NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS REQUIRED. REFER TO WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32,190

AIRCRAFT NO.: 368

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(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-88

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89192

WORK DUE AT

\* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

32-022

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

**WARNING:** DO NOT ATTEMPT TO REMOVE THE VALVE CORE UNTIL THE TIRE HAS BEEN COMPLETELY DEFLATED. VALVE CORES WILL BE EJECTED AT HIGH VELOCITY IF UNSCREWED BEFORE AIR PRESSURE HAS BEEN RELEASED.

3. REMOVE VALVE CORE TO VENT TIRE.
4. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.
5. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
6. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

**CAUTION:** OUTBOARD BEARING CONE WILL BE RELEASED WHEN WHEEL ASSEMBLY IS REMOVED FROM AIRCRAFT AXLE. CARE SHOULD BE TAKEN TO PREVENT DROPPING AND DAMAGING THIS PART.

7. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING CONES AND BEARING SEALS.
8. INSPECT/LUBE MAIN WHEEL BEARINGS. REFER TO STEP C.
9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. PACK BEARING CONES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

**NOTE:** LUBRICATION OF BEARINGS BY MECHANICAL OR OTHER PRESSURE METHODS IS RECOMMENDED BECAUSE IT IS MORE EFFICIENT, REDUCES THE POSSIBILITY OF CONTAMINATION, AND ASSURES A MORE EVEN DISTRIBUTION OF GREASE WITHIN THE BEARING.

3. INSTALL BEARING CONES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.
4. ALIGN THE DRIVE TANGS ON THE OUTSIDE DIAMETER OF THE BRAKE'S ROTATING DISKS.

**NOTE:** ENSURE THAT OUTBOARD, (LARGE) SPACER IS INSTALLED ON AXLE WITH BEVELED EDGE TOWARD BEARING.

5. CAREFULLY ALIGN THE WHEEL WITH THE AXLE AND ALIGN THE KEY SLOTS WITH THE BRAKE DISK DRIVE TANGS.

**CAUTION:** MAKE CERTAIN THAT THE DRIVE TANGS ARE IN THE WHEEL KEY SLOTS.

6. EASE THE WHEEL ASSEMBLY WITH BEARING CONES AND INBOARD BEARING SEAL INSTALLED ONTO THE AIRCRAFT AXLE WITH THE DISK DRIVE TANGS IN THE WHEEL KEY SLOTS.
7. INSTALL AXLE NUT AS FOLLOWS:
  - A. MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.
  - B. APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.
  - C. PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SNUG.
  - D. TIGHTEN THE NUT TO A TORQUE VALUE OF 150 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL. BACK OFF THE NUT TO ZERO TORQUE BUT DO NOT FREE THE NUT COMPLETELY.
  - E. RETIGHTEN THE NUT TO A TORQUE VALUE OF 80 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL AND THEN ADVANCE THE NUT TO THE NEXT LOCKING HOLE. WATCH THAT TORQUE VALUE DOES NOT EXCEED MAXIMUM TORQUE VALUE OF 220 INCH-POUNDS.

**NOTE:** ON AIRCRAFT 187 THROUGH 239, ON WHICH AN ADDITIONAL HOLE IN THE AXLE HAS NOT BEEN DRILLED, ADVANCE THE NUT TO THE NEXT LOCKING HOLE BUT DO NOT EXCEED MAXIMUM TORQUE VALUE OF 400 INCH-POUNDS.

8. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.
9. INSTALL ANTI-SKID SPEED DETECTOR DRIVING CAP ON WHEEL ASSEMBLY, AND SAFETY.

**WARNING:** TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, IF OVERINFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT WHICH HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

OPERATOR: ED-WES, INC.

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32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					

10. INFLATE TIRE TO RECOMMENDED OPERATING PRESSURE. REFER TO CHART BELOW.

- NOTE: 1. INFLATION GAS IS NITROGEN.  
 2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

CAUTION: BEFORE REMOVING AIRCRAFT FROM JACKS MAKE SURE THAT THE LANDING GEAR CONTROL LEVER IS IN THE DOWN POSITION, LANDING GEAR IS LOCKED DOWN AND LEFT, NOSE AND RIGHT GREEN INDICATING LIGHTS COME ON.

12. LOWER THE AIRCRAFT AND REMOVE JACK.

13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

C INSPECT/LUBE MAIN WHEEL BEARINGS

CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION

1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
2. WASH BEARING CONES IN FRESH CLEANING SOLUTION. ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322. IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, NOTE.
5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186

D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)

EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, COUNTERSUNK WASHERS P/N GWM182-6

1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181

ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE WHEEL. REFER TO ITEM 1.

NOTE: TO PRECLUDE POSSIBLE DAMAGE OF HEAT SHIELD SUB-ASSEMBLY AT TIRE REMOVAL, AND AT OPERATOR'S OPTION, THE HEAT SHIELD MAY BE REMOVED.

2. REMOVE HEAT SHIELD AS FOLLOWS:

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	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

- A. REMOVE SELF-LOCKING NUT, WASHER AND SCREW.
- B. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP SHIELD OVER KEY SLOT LINER AND REINFORCING RING.

WARNING: DO NOT ATTEMPT TO DISASSEMBLE WHEEL UNTIL TIRE HAS BEEN COMPLETELY DEFLATED, OTHERWISE SERIOUS INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN RESULT.

- 3. BREAK TIRE BEADS FROM BOTH WHEEL FLANGES BY APPLYING PRESSURE EVENLY AROUND TIRE SIDEWALL AS CLOSE TO WHEEL AS POSSIBLE.

CAUTION: DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, AS WHEEL AND TIRE SEALING QUALITIES WILL BE IMPAIRED.

- 4. REMOVE NUTS, WASHERS AND BOLTS, SECURING WHEEL HALVES TO EACH OTHER. SEPARATE THE WHEEL HALVES, REMOVE TIRE AND WHEEL HUB SPACER. REMOVE O-RING PACKING FROM WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.

WARNING: NEVER ATTEMPT TO REMOVE WHEEL BOLT NUTS OR BREAK TIRE BEADS LOOSE UNTIL TIRE HAS BEEN COMPLETELY DEFLATED. OTHERWISE, EXPLOSIVE SEPARATION OF WHEEL COMPONENTS WILL RESULT.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.

NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY. IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN, FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.

- 2. PLACE INBOARD WHEEL HALF ON WORK SURFACE WITH THE FLANGE DOWN.
- 3. INSTALL HEAT SHIELD SUB-ASSEMBLY ON INBOARD WHEEL HALF.

NOTE: INSTALL HEAT SHIELD SUB-ASSEMBLY IF REMOVED PRIOR TO TIRE REMOVAL.

- A. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP OVER AND IN BACK OF KEY SLOT LINERS.
- B. ROTATE HEAT SHIELD UNTIL SCREW SLOT IS DIRECTLY OPPOSITE ONE OF THE WHEEL KEY SLOT OPENINGS, THEN POSITION ANTI-ROTATION LUGS IN KEY SLOT OPENINGS.
- C. INSERT MATCHING SCREW THROUGH HEAT SHIELD WITH SCREWHEAD TOWARDS THE TIRE.
- D. PLACE WASHER AND SELF-LOCKING NUT ON SCREW AND TIGHTEN NUT TO A TORQUE VALUE OF 20 INCH-POUNDS.

NOTE: INSURE THAT ANTI-ROTATION LUGS ARE SEATED IN KEY SLOT OPENINGS.

CAUTION: EQUALIZE PACKING AROUND PACKING GROOVE. BE CAREFUL THAT IT IS NOT STRETCHED OR TWISTED.

- 4. LUBRICATE WHEEL O-RING PACKING WITH A LIGHT COAT OF GREASE SPECIFICATION MIL-G-81322 AND INSTALL IN WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.
- 5. PLACE SPACER IN HUB OF INBOARD WHEEL HALF.

NOTE: MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND HANDLING DAMAGE.

- 6. POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.190

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(CONTINUED)

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					UNSCHEDULED

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

7. POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

CAUTION: MAKE CERTAIN THAT O-RING WHEEL PACKING IS NOT PINCHED OR UNSEATED.

8. LUBRICATE BOLT AND NUT THREADS AND BEARING SURFACES OF BOLTS, WASHERS AND NUTS WITH ANTISEIZE COMPOUND, SPECIFICATION MIL-T-5544.
9. INSTALL LUBRICATED DOUBLE COUNTERSUNK WASHER ON EACH BOLT, WASHER AGAINST BOLTHEAD, COMPRESS WHEEL HALVES AND INSTALL TWO BOLTS 180 DEGREES APART. INSTALL DOUBLE COUNTERSUNK WASHER AND A NUT ON EACH BOLT.
10. DRAW NUTS UP EVENLY UNTIL WHEEL HALVES SEAT. INSTALL REMAINING BOLTS, WASHERS AND NUTS.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO TIGHTEN OR TORQUE WHEEL BOLTS OR NUTS.

11. TIGHTEN NUTS IN EQUAL INCREMENTS OF 8 FOOT-POUNDS TO A FINAL LUBE TORQUE VALUE OF 25 FOOT-POUNDS, FOR WHEEL ASSEMBLY P/N 5002806-1. FOR WHEEL ASSEMBLY P/N 5002806-2, LUBE TORQUE BOLTS TO 40 FOOT-POUNDS.
12. INSTALL VALVE CORE INTO VALVE STEM. INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS.

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATING PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

13. INFLATE TIRE TO THE RECOMMENDED OPERATING PRESSURE, AND ALLOW TO REMAIN IN THE INFLATION CAGE FOR FIVE TO TEN MINUTES. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.  
2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

14. CHECK WHEEL FOR LEAKAGE FROM AROUND TIRE BEADS, AT JUNCTURE OF WHEEL HALVES, FROM VALVE SUB-ASSEMBLY AND FUSIBLE PLUGS THROUGH AXLE HOLES AND AT BOLTHEADS AND NUTS.

WARNING: DO NOT REINFLATE TIRE TO FULL OPERATING PRESSURE UNTIL WHEEL ASSEMBLY HAS BEEN MOUNTED ON AIRCRAFT.

15. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI, AND REMOVE WHEEL ASSEMBLY FROM INFLATION CAGE.
16. INSTALL VALVE CAP ON VALVE STEM.

CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING OVERHAUL.

17. INSTALL WHEEL. REFER TO ITEM 1.

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PAGE 1

89017	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK AND REPORTING
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. FIT TURN CARBON COPY FOR DATA REPORTING
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 29 YEAR 89 AIRCRAFT HOURS: 42 84 LANDINGS: 2817

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

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321171 PART NAME: RIGHT MAIN GEAR WHEEL MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A  FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 5002806-2 SERIAL NUMBER: JUN -88-470

PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: JUL 83-123

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....

321186 REPLACE RIGHT MAIN WHEEL BOLTS...ND REF.....

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321181 PART NAME: RIGHT MAIN GEAR TIRE MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A ( ) FAIL B ( ) WORN C  LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: 80050605

PART INSTALLED: PART NUMBER 249K83-3 SERIAL NUMBER: 91231711

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN SOURCE

A REMOVAL (REFER TO FIGURES 1 AND 2)

NOTE: BE EXTREMELY CAREFUL WHEN REMOVING THE MAIN WHEEL FROM ITS AXLE. DO NOT ALLOW THE WHEEL TO HIT THE SPEED DETECTOR SHAFT. THIS COULD CAUSE MISALIGNMENT OF THE SHAFT AND EVENTUAL FAILURE OF THE SPEED DETECTOR. REMOVAL OF THE SPEED DETECTOR IS RECOMMENDED EACH TIME THE MAIN WHEEL ASSEMBLY IS REMOVED FOR ROUTINE OR NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS REQUIRED. REFER TO WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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89017	WORK DUE AT DATE	HOURS	* = APU HRS LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK IN THIS SPACE FOR YOUR RECORDS. BE THOROUGH IN YOUR RECORDS.
32-022					
29 29					UNSCHEDULED

**WARNING: DO NOT ATTEMPT TO REMOVE THE VALVE CORE UNTIL THE TIRE HAS BEEN COMPLETELY DEFLATED. VALVE CORES WILL BE EJECTED AT HIGH VELOCITY IF UNSCREWED BEFORE AIR PRESSURE HAS BEEN RELEASED.**

3. REMOVE VALVE CORE TO VENT TIRE.
4. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.
5. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
6. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

**CAUTION: OUTBOARD BEARING CONE WILL BE RELEASED WHEN WHEEL ASSEMBLY IS REMOVED FROM AIRCRAFT AXLE. CARE SHOULD BE TAKEN TO PREVENT DROPPING AND DAMAGING THIS PART.**

7. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING CONES AND BEARING SEALS.
8. INSPECT/LUBE MAIN WHEEL BEARINGS. REFER TO STEP C.
9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. PACK BEARING CONES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

**NOTE: LUBRICATION OF BEARINGS BY MECHANICAL OR OTHER PRESSURE METHODS IS RECOMMENDED BECAUSE IT IS MORE EFFICIENT, REDUCES THE POSSIBILITY OF CONTAMINATION, AND ASSURES A MORE EVEN DISTRIBUTION OF GREASE WITHIN THE BEARING.**

3. INSTALL BEARING CONES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.
4. ALIGN THE DRIVE TANGS ON THE OUTSIDE DIAMETER OF THE BRAKE'S ROTATING DISKS.

**NOTE: ENSURE THAT OUTBOARD, (LARGE) SPACER IS INSTALLED ON AXLE WITH BEVELED EDGE TOWARD BEARING.**

5. CAREFULLY ALIGN THE WHEEL WITH THE AXLE AND ALIGN THE KEY SLOTS WITH THE BRAKE DISK DRIVE TANGS.

**CAUTION: MAKE CERTAIN THAT THE DRIVE TANGS ARE IN THE WHEEL KEY SLOTS.**

6. EASE THE WHEEL ASSEMBLY WITH BEARING CONES AND INBOARD BEARING SEAL INSTALLED ONTO THE AIRCRAFT AXLE WITH THE DISK DRIVE TANGS IN THE WHEEL KEY SLOTS.
7. INSTALL AXLE NUT AS FOLLOWS:
  - A. MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.
  - B. APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.
  - C. PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SNUG.
  - D. TIGHTEN THE NUT TO A TORQUE VALUE OF 150 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL. BACK OFF THE NUT TO ZERO TORQUE BUT DO NOT FREE THE NUT COMPLETELY.
  - E. RETIGHTEN THE NUT TO A TORQUE VALUE OF 80 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL AND THEN ADVANCE THE NUT TO THE NEXT LOCKING HOLE. WATCH THAT TORQUE VALUE DOES NOT EXCEED MAXIMUM TORQUE VALUE OF 220 INCH-POUNDS.

**NOTE: ON AIRCRAFT 187 THROUGH 239, ON WHICH AN ADDITIONAL HOLE IN THE AXLE HAS NOT BEEN DRILLED, ADVANCE THE NUT TO THE NEXT LOCKING HOLE BUT DO NOT EXCEED MAXIMUM TORQUE VALUE OF 400 INCH-POUNDS.**

8. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.
9. INSTALL ANTI-SKID SPEED DETECTOR DRIVING CAP ON WHEEL ASSEMBLY, AND SAFETY.

**WARNING: TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, IF OVERINFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT WHICH HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.**

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAFT REG.: N368MD

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89017	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH DATE AND STEP WORK
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CAMP SYSTEMS
29 29					UNSCHEDULED

10. INFLATE TIRE TO RECOMMENDED OPERATING PRESSURE. REFER TO CHART BELOW.

- NOTE:
1. INFLATION GAS IS NITROGEN.
  2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

CAUTION: BEFORE REMOVING AIRCRAFT FROM JACKS MAKE SURE THAT THE LANDING GEAR CONTROL LEVER IS IN THE DOWN POSITION, LANDING GEAR IS LOCKED DOWN AND LEFT, NOSE AND RIGHT GREEN INDICATING LIGHTS COME ON.

12. LOWER THE AIRCRAFT AND REMOVE JACK.

13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

**C INSPECT/LUBE MAIN WHEEL BEARINGS**

CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION

1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, NOTE.
5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186

**D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)**

EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, COUNTERSUNK WASHERS P/N GWM182-6

1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181

**ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION**

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE

**A REMOVAL (REFER TO FIGURE 2)**

1. REMOVE WHEEL. REFER TO ITEM 1.

NOTE: TO PRECLUDE POSSIBLE DAMAGE OF HEAT SHIELD SUB-ASSEMBLY AT TIRE REMOVAL, AND AT OPERATOR'S OPTION, THE HEAT SHIELD MAY BE REMOVED.

2. REMOVE HEAT SHIELD AS FOLLOWS:



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89017	WORK DUE AT	* = APU HRS			RECORD TIME WORK AT JOB (TIME YOU START WORKING ON THE JOB)
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS (FILL IN LATER)
29 29					

UNSCCHEDULED

- A. REMOVE SELF-LOCKING NUT, WASHER AND SCREW.
- B. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP SHIELD OVER KEY SLOT LINER AND REINFORCING RING.

**WARNING:** DO NOT ATTEMPT TO DISASSEMBLE WHEEL UNTIL TIRE HAS BEEN COMPLETELY DEFLATED, OTHERWISE SERIOUS INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN RESULT.

- 3. BREAK TIRE BEADS FROM BOTH WHEEL FLANGES BY APPLYING PRESSURE EVENLY AROUND TIRE SIDEWALL AS CLOSE TO WHEEL AS POSSIBLE.

**CAUTION:** DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, AS WHEEL AND TIRE SEALING QUALITIES WILL BE IMPAIRED.

- 4. REMOVE NUTS, WASHERS AND BOLTS, SECURING WHEEL HALVES TO EACH OTHER. SEPARATE THE WHEEL HALVES, REMOVE TIRE AND WHEEL HUB SPACER. REMOVE O-RING PACKING FROM WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.

**WARNING:** NEVER ATTEMPT TO REMOVE WHEEL BOLT NUTS OR BREAK TIRE BEADS LOOSE UNTIL TIRE HAS BEEN COMPLETELY DEFLATED: OTHERWISE, EXPLOSIVE SEPARATION OF WHEEL COMPONENTS WILL RESULT.

**CAUTION:** DO NOT USE IMPACT OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.

**NOTE:** BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY. IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

**CAUTION:** DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN, FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.

- 2. PLACE INBOARD WHEEL HALF ON WORK SURFACE WITH THE FLANGE DOWN.
- 3. INSTALL HEAT SHIELD SUB-ASSEMBLY ON INBOARD WHEEL HALF.

**NOTE:** INSTALL HEAT SHIELD SUB-ASSEMBLY IF REMOVED PRIOR TO TIRE REMOVAL.

- A. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP OVER AND IN BACK OF KEY SLOT LINERS.
- B. ROTATE HEAT SHIELD UNTIL SCREW SLOT IS DIRECTLY OPPOSITE ONE OF THE WHEEL KEY SLOT OPENINGS, THEN POSITION ANTI-ROTATION LUGS IN KEY SLOT OPENINGS.
- C. INSERT MATCHING SCREW THROUGH HEAT SHIELD WITH SCREWHEAD TOWARDS THE TIRE.
- D. PLACE WASHER AND SELF-LOCKING NUT ON SCREW AND TIGHTEN NUT TO A TORQUE VALUE OF 20 INCH-POUNDS.

**NOTE:** INSURE THAT ANTI-ROTATION LUGS ARE SEATED IN KEY SLOT OPENINGS.

**CAUTION:** EQUALIZE PACKING AROUND PACKING GROOVE. BE CAREFUL THAT IT IS NOT STRETCHED OR TWISTED.

- 4. LUBRICATE WHEEL O-RING PACKING WITH A LIGHT COAT OF GREASE SPECIFICATION MIL-G-81322 AND INSTALL IN WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.
- 5. PLACE SPACER IN HUB OF INBOARD WHEEL HALF.

**NOTE:** MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND HANDLING DAMAGE.

- 6. POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR

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32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

7. POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

CAUTION: MAKE CERTAIN THAT O-RING WHEEL PACKING IS NOT PINCHED OR UNSEATED.

8. LUBRICATE BOLT AND NUT THREADS AND BEARING SURFACES OF BOLTS, WASHERS AND NUTS WITH ANTISEIZE COMPOUND, SPECIFICATION MIL-T-5544.
9. INSTALL LUBRICATED DOUBLE COUNTERSUNK WASHER ON EACH BOLT, WASHER AGAINST BOLTHEAD. COMPRESS WHEEL HALVES AND INSTALL TWO BOLTS 180 DEGREES APART. INSTALL DOUBLE COUNTERSUNK WASHER AND A NUT ON EACH BOLT.
10. DRAW NUTS UP EVENLY UNTIL WHEEL HALVES SEAT. INSTALL REMAINING BOLTS, WASHERS AND NUTS.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO TIGHTEN OR TORQUE WHEEL BOLTS OR NUTS.

11. TIGHTEN NUTS IN EQUAL INCREMENTS OF 8 FOOT-POUNDS TO A FINAL LUBE TORQUE VALUE OF 25 FOOT-POUNDS, FOR WHEEL ASSEMBLY P/N 5002806-1. FOR WHEEL ASSEMBLY P/N 5002806-2, LUBE TORQUE BOLTS TO 40 FOOT-POUNDS.
12. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS.

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATING PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

13. INFLATE TIRE TO THE RECOMMENDED OPERATING PRESSURE, AND ALLOW TO REMAIN IN THE INFLATION CAGE FOR FIVE TO TEN MINUTES. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.

2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/D WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

14. CHECK WHEEL FOR LEAKAGE FROM AROUND TIRE BEADS, AT JUNCTURE OF WHEEL HALVES, FROM VALVE SUB-ASSEMBLY AND FUSIBLE PLUGS THROUGH AXLE HOLES AND AT BOLTHEADS AND NUTS.

WARNING: DO NOT REINFLATE TIRE TO FULL OPERATING PRESSURE UNTIL WHEEL ASSEMBLY HAS BEEN MOUNTED ON AIRCRAFT.

15. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI, AND REMOVE WHEEL ASSEMBLY FROM INFLATION CAGE.
16. INSTALL VALVE CAP ON VALVE STEM.

CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING OVERHAUL.

17. INSTALL WHEEL. REFER TO ITEM 1.

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32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 29 YEAR 89 AIRCRAFT HOURS: 4127 LANDINGS: 2632

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AFP

321171 PART NAME: RIGHT MAIN GEAR WHEEL MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 5002806-1 SERIAL NUMBER: 81688

PART INSTALLED: PART NUMBER JUN 89-470 SERIAL NUMBER: JUN 89-470

TIME SINCE NEW: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

TECHNICIAN [Signature] INSPECTOR [Signature] MAN-HOURS HRS. THS

321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....

321186 REPLACE RIGHT MAIN WHEEL BOLTS...NO REF.....

321181 PART NAME: RIGHT MAIN GEAR TIRE MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER UNK SERIAL NUMBER: UNK

PART INSTALLED: PART NUMBER 249 K83-3 SERIAL NUMBER: 80050605

TIME SINCE NEW: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN SOURCE A REMOVAL (REFER TO FIGURES 1 AND 2)

NOTE: BE EXTREMELY CAREFUL WHEN REMOVING THE MAIN WHEEL FROM ITS AXLE. DO NOT ALLOW THE WHEEL TO HIT THE SPEED DETECTOR SHAFT. THIS COULD CAUSE MISALIGNMENT OF THE SHAFT AND EVENTUAL FAILURE OF THE SPEED DETECTOR. REMOVAL OF THE SPEED DETECTOR IS RECOMMENDED EACH TIME THE MAIN WHEEL ASSEMBLY IS REMOVED FOR ROUTINE OR NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS REQUIRED. REFER TO WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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WORK COMPLIANCE FORM NO. 32.190

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MODEL: 1124A WESTWIND

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32-022  
29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

UNSCHEDULED

**WARNING: DO NOT ATTEMPT TO REMOVE THE VALVE CORE UNTIL THE TIRE HAS BEEN COMPLETELY DEFLATED. VALVE CORES WILL BE EJECTED AT HIGH VELOCITY IF UNSCREWED BEFORE AIR PRESSURE HAS BEEN RELEASED.**

3. REMOVE VALVE CORE TO VENT TIRE.
4. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.
5. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
6. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

**CAUTION: OUTBOARD BEARING CONE WILL BE RELEASED WHEN WHEEL ASSEMBLY IS REMOVED FROM AIRCRAFT AXLE. CARE SHOULD BE TAKEN TO PREVENT DROPPING AND DAMAGING THIS PART.**

7. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING CONES AND BEARING SEALS.
8. INSPECT/LUBE MAIN WHEEL BEARINGS. REFER TO STEP C.
9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. PACK BEARING CONES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

**NOTE: LUBRICATION OF BEARINGS BY MECHANICAL OR OTHER PRESSURE METHODS IS RECOMMENDED BECAUSE IT IS MORE EFFICIENT, REDUCES THE POSSIBILITY OF CONTAMINATION, AND ASSURES A MORE EVEN DISTRIBUTION OF GREASE WITHIN THE BEARING.**

3. INSTALL BEARING CONES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.
4. ALIGN THE DRIVE TANGS ON THE OUTSIDE DIAMETER OF THE BRAKE'S ROTATING DISKS.

**NOTE: ENSURE THAT OUTBOARD, (LARGE) SPACER IS INSTALLED ON AXLE WITH BEVELED EDGE TOWARD BEARING.**

5. CAREFULLY ALIGN THE WHEEL WITH THE AXLE AND ALIGN THE KEY SLOTS WITH THE BRAKE DISK DRIVE TANGS.

**CAUTION: MAKE CERTAIN THAT THE DRIVE TANGS ARE IN THE WHEEL KEY SLOTS.**

6. EASE THE WHEEL ASSEMBLY WITH BEARING CONES AND INBOARD BEARING SEAL INSTALLED ONTO THE AIRCRAFT AXLE WITH THE DISK DRIVE TANGS IN THE WHEEL KEY SLOTS.
7. INSTALL AXLE NUT AS FOLLOWS:
  - A. MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.
  - B. APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.
  - C. PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SNUG.
  - D. TIGHTEN THE NUT TO A TORQUE VALUE OF 150 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL. BACK OFF THE NUT TO ZERO TORQUE BUT DO NOT FREE THE NUT COMPLETELY.
  - E. RETIGHTEN THE NUT TO A TORQUE VALUE OF 80 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL AND THEN ADVANCE THE NUT TO THE NEXT LOCKING HOLE. MATCH THAT TORQUE VALUE DOES NOT EXCEED MAXIMUM TORQUE VALUE OF 220 INCH-POUNDS.

**NOTE: ON AIRCRAFT 187 THROUGH 239, ON WHICH AN ADDITIONAL HOLE IN THE AXLE HAS NOT BEEN DRILLED, ADVANCE THE NUT TO THE NEXT LOCKING HOLE BUT DO NOT EXCEED MAXIMUM TORQUE VALUE OF 400 INCH-POUNDS.**

8. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.
9. INSTALL ANTI-SKID SPEED DETECTOR DRIVING CAP ON WHEEL ASSEMBLY, AND SAFETY.

**WARNING: TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, IF OVERINFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT WHICH HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.**

OPERATOR: ED-WEST, INC.

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32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

10. INFLATE TIRE TO RECOMMENDED OPERATING PRESSURE. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.

2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

CAUTION: BEFORE REMOVING AIRCRAFT FROM JACKS MAKE SURE THAT THE LANDING GEAR CONTROL LEVER IS IN THE DOWN POSITION, LANDING GEAR IS LOCKED DOWN AND LEFT, NOSE AND RIGHT GREEN INDICATING LIGHTS COME ON.

12. LOWER THE AIRCRAFT AND REMOVE JACK.

13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

**C INSPECT/LUBE MAIN WHEEL BEARINGS**

CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION

1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, NOTE.
5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186

**D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)**

EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, COUNTERSUNK WASHERS P/N GWN182-6

1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181

**ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION**

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE

**A REMOVAL (REFER TO FIGURE 2)**

1. REMOVE WHEEL. REFER TO ITEM 1.

NOTE: TO PRECLUDE POSSIBLE DAMAGE OF HEAT SHIELD SUB-ASSEMBLY AT TIRE REMOVAL, AND AT OPERATOR'S OPTION, THE HEAT SHIELD MAY BE REMOVED.

2. REMOVE HEAT SHIELD AS FOLLOWS:

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-88

PAGE 4

88349 32-022 29 29	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	

UNSCHEDULED

- A. REMOVE SELF-LOCKING NUT, WASHER AND SCREW.
- B. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP SHIELD OVER KEY SLOT LINER AND REINFORCING RING.

**WARNING: DO NOT ATTEMPT TO DISASSEMBLE WHEEL UNTIL TIRE HAS BEEN COMPLETELY DEFLATED, OTHERWISE SERIOUS INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN RESULT.**

- 3. BREAK TIRE BEADS FROM BOTH WHEEL FLANGES BY APPLYING PRESSURE EVENLY AROUND TIRE SIDEWALL AS CLOSE TO WHEEL AS POSSIBLE.

**CAUTION: DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, AS WHEEL AND TIRE SEALING QUALITIES WILL BE IMPAIRED.**

- 4. REMOVE NUTS, WASHERS AND BOLTS, SECURING WHEEL HALVES TO EACH OTHER. SEPARATE THE WHEEL HALVES, REMOVE TIRE AND WHEEL HUB SPACER. REMOVE O-RING PACKING FROM WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.

**WARNING: NEVER ATTEMPT TO REMOVE WHEEL BOLT NUTS OR BREAK TIRE BEADS LOOSE UNTIL TIRE HAS BEEN COMPLETELY DEFLATED; OTHERWISE, EXPLOSIVE SEPARATION OF WHEEL COMPONENTS WILL RESULT.**

**CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.**

**NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY. IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.**

- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

**CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN, FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.**

- 2. PLACE INBOARD WHEEL HALF ON WORK SURFACE WITH THE FLANGE DOWN.
- 3. INSTALL HEAT SHIELD SUB-ASSEMBLY ON INBOARD WHEEL HALF.

**NOTE: INSTALL HEAT SHIELD SUB-ASSEMBLY IF REMOVED PRIOR TO TIRE REMOVAL.**

- A. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP OVER AND IN BACK OF KEY SLOT LINERS.
- B. ROTATE HEAT SHIELD UNTIL SCREW SLOT IS DIRECTLY OPPOSITE ONE OF THE WHEEL KEY SLOT OPENINGS, THEN POSITION ANTI-ROTATION LUGS IN KEY SLOT OPENINGS.
- C. INSERT MATCHING SCREW THROUGH HEAT SHIELD WITH SCREWHEAD TOWARDS THE TIRE.
- D. PLACE WASHER AND SELF-LOCKING NUT ON SCREW AND TIGHTEN NUT TO A TORQUE VALUE OF 20 INCH-POUNDS.

**NOTE: INSURE THAT ANTI-ROTATION LUGS ARE SEATED IN KEY SLOT OPENINGS.**

**CAUTION: EQUALIZE PACKING AROUND PACKING GROOVE. BE CAREFUL THAT IT IS NOT STRETCHED OR TWISTED.**

- 4. LUBRICATE WHEEL O-RING PACKING WITH A LIGHT COAT OF GREASE SPECIFICATION MIL-G-81322 AND INSTALL IN WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.
- 5. PLACE SPACER IN HUB OF INBOARD WHEEL HALF.

**NOTE: MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND HANDLING DAMAGE.**

- 6. POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-88

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88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
12-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

- 7. POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

CAUTION: MAKE CERTAIN THAT O-RING WHEEL PACKING IS NOT PINCHED OR UNSEATED.

- 8. LUBRICATE BOLT AND NUT THREADS AND BEARING SURFACES OF BOLTS, WASHERS AND NUTS WITH ANTISEIZE COMPOUND, SPECIFICATION MIL-T-5544.
- 9. INSTALL LUBRICATED DOUBLE COUNTERSUNK WASHER ON EACH BOLT, WASHER AGAINST BOLTHEAD. COMPRESS WHEEL HALVES AND INSTALL TWO BOLTS 180 DEGREES APART. INSTALL DOUBLE COUNTERSUNK WASHER AND A NUT ON EACH BOLT.
- 10. DRAW NUTS UP EVENLY UNTIL WHEEL HALVES SEAT. INSTALL REMAINING BOLTS, WASHERS AND NUTS.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO TIGHTEN OR TORQUE WHEEL BOLTS OR NUTS.

- 11. TIGHTEN NUTS IN EQUAL INCREMENTS OF 8 FOOT-POUNDS TO A FINAL LUBE TORQUE VALUE OF 25 FOOT-POUNDS, FOR WHEEL ASSEMBLY P/N 5002806-1. FOR WHEEL ASSEMBLY P/N 5002806-2, LUBE TORQUE BOLTS TO 40 FOOT-POUNDS.
- 12. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS.

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATING PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

- 13. INFLATE TIRE TO THE RECOMMENDED OPERATING PRESSURE, AND ALLOW TO REMAIN IN THE INFLATION CAGE FOR FIVE TO TEN MINUTES. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.  
 2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/D WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

- 14. CHECK WHEEL FOR LEAKAGE FROM AROUND TIRE BEADS, AT JUNCTURE OF WHEEL HALVES, FROM VALVE SUB-ASSEMBLY AND FUSIBLE PLUGS THROUGH AXLE HOLES AND AT BOLTHEADS AND NUTS.

WARNING: DO NOT REINFLATE TIRE TO FULL OPERATING PRESSURE UNTIL WHEEL ASSEMBLY HAS BEEN MOUNTED ON AIRCRAFT.

- 15. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI, AND REMOVE WHEEL ASSEMBLY FROM INFLATION CAGE.
- 16. INSTALL VALVE CAP ON VALVE STEM.

CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING OVERHAUL.

- 17. INSTALL WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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89313	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-049	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 7 YEAR 89 AIRCRAFT HOURS: 4436 LANDINGS: 2994

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

\*\*\*\*\*

322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

TIME A ( ) FAIL B ( ) WORN C (X) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 5003340 SERIAL NUMBER:

PART INSTALLED: PART NUMBER 5002805-3 SERIAL NUMBER: JVL 81-136/R120675

TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$ 3104

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....

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322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:

TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

322113, 322128

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.400, 32.180, 32.190.

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED), BOLT P/N NAS6705U8 (AS REQUIRED)

A REMOVAL

1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.T01.
2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

3. DISCONNECT AND CAP HYDRAULIC LINES FROM BRAKE PORTS.
4. REMOVE NUTS, WASHERS AND BOLTS SECURING BRAKE UNIT ASSEMBLY TO TORQUE PLATE.
5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY.
6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
32-049			
29 29			

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

UNSCHEDULED

OTHER DAMAGE MUST BE DISCARDED AND A NEW BOLT P/N NAS6705U8 INSTALLED.

2. CLEAN SURFACES OF TORQUE TUBE SUBASSEMBLY THAT CONTACT STRUT TORQUE PLATE AND APPLY A LIGHT COAT OF GREASE, SPECIFICATION MIL-G-81322 TO CONTACTING SURFACE.
3. SLIDE BRAKE ASSEMBLY ONTO AXLE BEING CAREFUL TO AVOID DAMAGE TO AXLE THREADS.
4. POSITION BRAKE ASSEMBLY ON AXLE FLANGE SO THAT ONE BEARING STUD IS IN THE TOP HOLE. SECURE WITH BOLTS P/N NAS6705U8, WASHERS AND NUTS. DRY TORQUE 120 TO 144 INCH-POUNDS.

NOTE: EXAMINE SELF-LOCKING NUTS FOR WORN, STRIPPED, OR CROSSED THREADS AND DISCARD IF DAMAGED. NUTS SHOULD BE DISCARDED AFTER 15 APPLICATIONS. IF THE NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DECREASE NUT AND BOLT AND CHECK TORQUE REQUIRED TO TURN THE NUT ON AN UNLUBRICATED BOLT PAST THE SELF-LOCKING SECTION. IF A NUT CAN BE FINGER-TIGHTENED PAST ITS SELF-LOCKING SECTION, DISCARD THE NUT.

5. REMOVE CAPS FROM HYDRAULIC LINES AND CONNECT LINES TO BRAKE INLET PORTS.
6. INSTALL MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.
7. PERFORM BRAKE BLEEDING. REFER TO WORK COMPLIANCE FORM 32.400.

322116, 322131

C INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION)

1. SET PARKING BRAKE.
2. IF MEASUREMENT BETWEEN THE CENTER OF THE AFT HOUSING AND PRESSURE PLATE IS MORE THAN 0.410 INCHES, BRAKES ARE WORN TO LIMITS. REFER TO STEP A FOR REPLACEMENT.
3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

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88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-049	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: RS 503-17

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: Repair Station

\*\*\*\*\*  
 322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT Rotors MM 32-40-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 5003340 SERIAL NUMBER: N/A

PART INSTALLED: PART NUMBER 5003340 SERIAL NUMBER: N/A

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
 SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS  
 HRS. THS

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....

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 322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT MM 32-40-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_

\*\*\*\*\*  
 322113, 322128

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.400, 32.180, 32.190.

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11)  
 EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED),  
 BOLT P/N NAS6705U8 (AS REQUIRED)

**A REMOVAL**

1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.T01.
2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

3. DISCONNECT AND CAP HYDRAULIC LINES FROM BRAKE PORTS.
4. REMOVE NUTS, WASHERS AND BOLTS SECURING BRAKE UNIT ASSEMBLY TO TORQUE PLATE.
5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY.
6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

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88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-049	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

OTHER DAMAGE MUST BE DISCARDED AND A NEW BOLT P/N NAS6705U8 INSTALLED.

2. CLEAN SURFACES OF TORQUE TUBE SUBASSEMBLY THAT CONTACT STRUT TORQUE PLATE AND APPLY A LIGHT COAT OF GREASE, SPECIFICATION MIL-G-81322 TO CONTACTING SURFACE.
3. SLIDE BRAKE ASSEMBLY ONTO AXLE BEING CAREFUL TO AVOID DAMAGE TO AXLE THREADS.
4. POSITION BRAKE ASSEMBLY ON AXLE FLANGE SO THAT ONE BEARING STUD IS IN THE TOP HOLE. SECURE WITH BOLTS P/N NAS6705U8, WASHERS AND NUTS. DRY TORQUE 120 TO 144 INCH-POUNDS.

NOTE: EXAMINE SELF-LOCKING NUTS FOR WORN, STRIPPED, OR CROSSED THREADS AND DISCARD IF DAMAGED. NUTS SHOULD BE DISCARDED AFTER 15 APPLICATIONS. IF THE NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DECREASE NUT AND BOLT AND CHECK TORQUE REQUIRED TO TURN THE NUT ON AN UNLUBRICATED BOLT PAST THE SELF-LOCKING SECTION. IF A NUT CAN BE FINGER-TIGHTENED PAST ITS SELF-LOCKING SECTION, DISCARD THE NUT.

5. REMOVE CAPS FROM HYDRAULIC LINES AND CONNECT LINES TO BRAKE INLET PORTS.
6. INSTALL MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.
7. PERFORM BRAKE BLEEDING. REFER TO WORK COMPLIANCE FORM 32.400.

322116, 322131

C INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION)

1. SET PARKING BRAKE.
2. IF MEASUREMENT BETWEEN THE CENTER OF THE AFT HOUSING AND PRESSURE PLATE IS MORE THAN 0.410 INCHES, BRAKES ARE WORN TO LIMITS. REFER TO STEP A FOR REPLACEMENT.
3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

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89164	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-049	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 16 YEAR 89 AIRCRAFT HOURS: 4329 LANDINGS: 2884

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT MM 32-40-00 REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP: TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$ SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....

322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT MM 32-40-00 REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP: TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 5002805-3 SERIAL NUMBER: MAY 82-329

PART INSTALLED: PART NUMBER 5002805-3 SERIAL NUMBER: R10392-7

TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

322113, 322128

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.400, 32.180, 32.190.

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11) EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED), BOLT P/N NAS6705U8 (AS REQUIRED)

- A REMOVAL 1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.T01. 2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

- 3. DISCONNECT AND CAP HYDRAULIC LINES FROM BRAKE PORTS. 4. REMOVE NUTS, WASHERS AND BOLTS SECURING BRAKE UNIT ASSEMBLY TO TORQUE PLATE. 5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY. 6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

- B INSTALLATION 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY COPYRIGHT 1989 CAMP SYSTEMS, INC. R10392-7< CONTINUED >>

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 2

89164 32-049 29 29	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS		
					UNSCHEDULED

OTHER DAMAGE MUST BE DISCARDED AND A NEW BOLT P/N NAS6705U8 INSTALLED.

2. CLEAN SURFACES OF TORQUE TUBE SUBASSEMBLY THAT CONTACT STRUT TORQUE PLATE AND APPLY A LIGHT COAT OF GREASE, SPECIFICATION MIL-C-81322 TO CONTACTING SURFACE.
3. SLIDE BRAKE ASSEMBLY ONTO AXLE BEING CAREFUL TO AVOID DAMAGE TO AXLE THREADS.
4. POSITION BRAKE ASSEMBLY ON AXLE FLANGE SO THAT ONE BEARING STUD IS IN THE TOP HOLE. SECURE WITH BOLTS P/N NAS6705U8, WASHERS AND NUTS. DRY TORQUE 120 TO 144 INCH-POUNDS.

NOTE: EXAMINE SELF-LOCKING NUTS FOR WORN, STRIPPED, OR CROSSED THREADS AND DISCARD IF DAMAGED. NUTS SHOULD BE DISCARDED AFTER 15 APPLICATIONS. IF THE NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DECREASE NUT AND BOLT AND CHECK TORQUE REQUIRED TO TURN THE NUT ON AN UNLUBRICATED BOLT PAST THE SELF-LOCKING SECTION. IF A NUT CAN BE FINGER-TIGHTENED PAST ITS SELF-LOCKING SECTION, DISCARD THE NUT.

5. REMOVE CAPS FROM HYDRAULIC LINES AND CONNECT LINES TO BRAKE INLET PORTS.
6. INSTALL MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.
7. PERFORM BRAKE BLEEDING. REFER TO WORK COMPLIANCE FORM 32.400.

322116, 322131

C INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION)

1. SET PARKING BRAKE.
2. IF MEASUREMENT BETWEEN THE CENTER OF THE AFT HOUSING AND PRESSURE PLATE IS MORE THAN 0.410 INCHES, BRAKES ARE WORN TO LIMITS. REFER TO STEP A FOR REPLACEMENT.
3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.520

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

PAGE 1

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-064	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 18 YEAR 87 AIRCRAFT HOURS: 3373.1 LANDINGS: 2342

Researched by  
TECHNICIAN SIGNATURE: J.S. ORTLIEB CERTIFICATE NUMBER: AP 565550463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

reference Service Bulletin/Compliance in aircraft log book  
and work order (invoice # 129-70768) by TJ Howard AAR Oklahoma, Inc  
TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

320120 INSPECT NOSE GEAR OUTER STRUT-BODY FORGING...SB MW.24-28A.....  
AREAS A AND B HAVE BEEN REWORKED, INSPECTION GOES FROM 300 HOUR TO  
1200 HOUR INTERVALS.....FREQUENCY 300 HRS 1200 HRS  
NOTE: 1. P/N ES12854-1 IS INSTALLED, INITIAL INSPECTION AT 300 HRS.  
2. P/N ES12854-501 IS INSTALLED, INITIAL INSPECTION AT 1500 HRS.  
(900280) ( ) SB MW.24-28A

\*\*\*\*\*  
320120

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.040, 32.050.

INSPECT NOSE GEAR OUTER STRUT-BODY FORGING (REFER TO FIGURES 1 AND 2 ON CARD 32-15)  
EQUIPMENT/CONSUMABLES: 10 POWER MAGNIFYING GLASS, .157 INCH ROTARY FILE, 400 GRIT PAPER, ALODINE 1201, PRIMER  
CAT-A-LAC NO.462-12-1A, WHITE POLYURETHANE CAT-A-LAC NO.643-3-23

NOTE: IT IS SUGGESTED THAT COMPLIANCE WITH THIS SERVICE BULLETIN BE COORDINATED WITH THE ACCOMPLISHMENT OF SERVICE LETTER NO.MW-2491.

- TURN OFF BATTERY AND ELECTRIC MASTER SWITCHES AND ENSURE THAT EXTERNAL POWER HAS BEEN DISCONNECTED. DEplete HYDRAULIC SYSTEM PRESSURE.
- JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
- REMOVE AND DISASSEMBLY NOSE LANDING GEAR ASSEMBLY. REFER TO WORK COMPLIANCE FORM 32.050. DISASSEMBLY MAY BE LIMITED TO REMOVING OUTER STRUT BODY FORGING FROM OTHER COMPONENTS.
- CLEAN OUTER STRUT BODY AND STRIP PAINT FROM AREAS TO BE INSPECTED. REFER TO FIGURE 1.
- INSPECT THE FOLLOWING AREAS FOR CRACKS AND/OR CORROSION USING DYE PENETRANT OR FLUORESCENT INSPECTION METHOD AND A 10 POWER MAGNIFYING GLASS:  
AREA A - ROOTS OF LUG WHERE RETRACTION CYLINDER ATTACHES TO OUTER STRUT BODY.  
AREA B - THE AREA WHERE THE UPPER BEARING RETAINING NUT THREADS MEET THE THREADED HOLE FOR THE RETAINING NUT LOCK SCREW.  
AREA C - THE UPPER BEARING BORE SHOULDER AREA. THIS INSPECTION IS REQUIRED ON P/N ES12854-1 OR STRUTS MANUFACTURED FROM 7079-T6 ALUMINUM ALLOY ONLY.

NOTE: THE OUTER STRUT BODY FORGING IS DISQUALIFIED FOR FURTHER FLIGHT IF A CRACK IS DETECTED IN ANY OF THE THREE AREAS UNLESS IT CAN BE BLENDED OUT IN ACCORDANCE WITH THE REWORK LIMITS OF STEP 6 OF THIS SERVICE BULLETIN. CORROSION IN EXCESS OF THE LIMITS OF STEP 6 WILL ALSO DISQUALIFY THE OUTER STRUT BODY FOR FLIGHT.

- CRACKS OR CORROSION FOUND IN THE AFORE MENTIONED INSPECTION MAY BE BLENDED OUT WITH A .157 INCH DIAMETER ROTARY FILE AND THEN POLISHED WITH 400 GRIT PAPER AS LONG AS THEY DO NOT EXCEED THE FOLLOWING LIMITS.  
A. CORROSION IN THE BEARING BORE SHOULDER MAY NOT EXCEED A DEPTH OF .039 INCHES.  
B. CRACKS MAY NOT EXCEED .118 INCHES IN LENGTH AND .039 INCHES IN DEPTH.  
C. TREAT ALL REWORKED AREAS WITH ALODINE 1201.
- REWORK OF AREAS A AND B MUST BE ACCOMPLISHED TO REMOVE CRACKS AND MAY ALSO BE ACCOMPLISHED TO RELIEVE STRESS THAT COULD CAUSE CRACKING IN THE FUTURE. REFERENCE FIGURE 2. (REWORK WILL NOT BE NECESSARY IF IT HAS ALREADY BEEN ACCOMPLISHED.)
- ACCOMPLISH REWORK TO AREA A AS FOLLOWS:  
A. INCREASE DEPTH OF CUT AT LUG WHERE RETRACTION CYLINDER ATTACHES BY .098 INCH. ROOT CORNERS OF CUT SHOULD BE A RADIUS OF .098 + OR -.02 INCH. REFER TO FIGURE 2.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.520

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

PAGE 2

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-064	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

**NOTE: IT MAY BE NECESSARY TO PENETRATE THE WEB PORTION OF THE STRUT WHILE ACCOMPLISHING THE ABOVE STEP. PENETRATION INTO THE WEB IS ALLOWED TO A MAXIMUM DEPTH OF .062 INCH.**

- B. REINSPECT CUT AREA FOR CRACKS BEFORE POLISHING.
- C. POLISH CUT AREA WITH 400 GRIT PAPER.
- D. TREAT BARE METAL WITH ALODINE 1201.
- 9. ACCOMPLISH REWORK OF AREA B AS FOLLOWS:
  - A. DRILL AND REAM LOCK SCREWHOLE, THROUGH OUTER STRUT BODY, TO A DIAMETER OF .211 + .008 INCH. - .000

**NOTE: THE UPPER BEARING RETAINING NUT LOCKSCREW HOLE MAY BE MISALIGNED IN ITS BOSS BY A MAXIMUM OF .087 INCH WITHOUT REDUCING THE EDGE DISTANCE BELOW MINIMUM.**

- B. RETHREAD HOLE WITH 1/4-28UNF BOTTOMING TAP TO A DEPTH OF .177 + .02 - .00 INCH FROM OUTER SURFACE. THE REMAINDER OF THE HOLE IS LEFT SMOOTH AND UNTHREADED.
- C. CHAMFER BOTH ENDS OF HOLE (INSIDE AND OUTSIDE) TO A 45 DEGREE ANGLE. OUTSIDE BEVEL TO BE .020 INCHES DEEP. INSIDE BEVEL TO BE .039 INCHES DEEP.
- D. CAREFULLY CLEAN ANY BURRS FROM HOLE AND THREADS. ESPECIALLY AT HOLE/THREAD INTERSECTION.
- E. REINSPECT AREA FOR CRACKS.
- F. POLISH HOLE AND CHAMFERED AREAS.
- G. TREAT AREA WITH ALODINE 1201.
- H. REPAINT STRIPPED AREAS OF FORGING AS FOLLOWS:
  - (1) ENSURE THAT ALL BARE AREAS HAVE BEEN TREATED WITH ALODINE 1201.
  - (2) PRIME AREAS WITH FLUID RESISTANT PRIMER CAT-A-LAC NO.462-12-1A.
  - (3) FINISH AREA WITH WHITE POLYURETHANE CAT-A-LAC TOP COAT NO.643-3-23.
- I. ACCOMPLISH SERVICE LETTER NO.WW-2491 BEFORE REASSEMBLING NOSE LANDING GEAR ASSEMBLY.
- J. REASSEMBLE NLG AND INSTALL IN AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
- K. SERVICE NOSE GEAR STRUT. REFER TO WORK COMPLIANCE FORM 32.040.
- L. ACCOMPLISH LANDING GEAR RETRACTION CHECK.
- M. REMOVE AIRCRAFT FROM JACKS AND RETURN TO SERVICE. REFER TO WORK COMPLIANCE FORM 32.T01.
- 10. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.530

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

PAGE 1

88349	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-065	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 15 YEAR 87 AIRCRAFT HOURS: 3767 LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: see logs this date KIND OF CERTIFICATE: \_\_\_\_\_

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

320225 CHECK NOSE GEAR STRUT BODY...MM 5-20-01.....

320225

CHECK NOSE GEAR STRUT BODY

- CHECK INNER AND OUTER BODY TRUNNION AND CYLINDER LENGTH FORGING PARTING PLANE AND ROOT LUGS FOR GENERAL CONDITION, CRACKS, CORROSION, SECURITY OF ATTACHMENT AND LEAKAGE.
- RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

NOSE STRUT HOUSING WAS REPLACED AT 3767 HOURS WITH NEW HOUSING. NEXT INSPECTION DUE AT 4967 HOURS.

SEE LOG BOOKS 12-15-87 AIRCRAFT AT YOUR CALL, INT'L. 3-20-89

*[Signature]* AP560767740



OPERATOR: ED-WEB, INC.

REPORT DATE 11/13/89

WORK COMPLIANCE FORM NO. 32.540

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

ISSUED 12-88 REV.

PAGE 1

89317	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-066	DATE	HOURS	LANDINGS	CYCLES	
29 29	12/29/89	4997			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 2987

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: GPFR232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: R.S.

\*\*\*\*\*

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.THS
320118 INSPECT/LUBRICATE NOSE GEAR UPPER/LOWER STRUT BEARINGS BODY...(SL MW-2491B)	<u>[Signature]</u>	<u>[Signature]</u>	
950911 SL-MW-2491B			
320118			

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.040, 32.050, 32.430, 32.460.

INSPECT/LUBRICATE UPPER AND LOWER OUTER STRUT BODY BEARINGS (SL MW-2491B) (REFER TO FIGURE 2 ON CARD 32-16)  
 EQUIPMENT/CONSUMABLES: SANDPAPER 360 GRIT WET/DRY, ALODINE 1200, GREASE MIL-G-21164C, RETAINING NUT P/N 910.003.59, O-RING P/N NAS1611-235, SCRAPER P/N 932874, SKYDROL HYDRAULIC FLUID, TORQUE WRENCH CAPABLE OF 0 TO 160 INCH-POUNDS, SEALANT RTV-106

NOTE: CHECK NOSE LANDING GEAR STRUT IDENTIFICATION PLATE FOR STRUT MODEL AND SERIAL NUMBER. IF SHL SERIAL NUMBER IS IL 94 OR ABOVE AND MODEL E IS MARKED ON THE PLATE, PROCEED TO STEP 4. OTHERWISE, PROCEED AS FOLLOWS:

1. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY AS FOLLOWS:
  - A. REMOVE NOSE LANDING GEAR ASSEMBLY FROM AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
  - B. REMOVE VALVE CAP FROM AIR FILLER VALVE AND ROTATE OUTER NUT ON VALVE BODY COUNTERCLOCKWISE SLOWLY TO COMPLETELY DEFLATE SHOCK STRUT.
  - C. REMOVE SAFETY WIRE, LOCKING SCREW AND LOCKING PLUG SECURING BEARING RETAINING NUT ON TOP OF OUTER BODY ASSEMBLY.
  - D. REMOVE BEARING RETAINING NUT FROM INNER BODY ASSEMBLY.
  - E. REMOVE RETAINER RING AND UPPER OUTER BODY BEARING.
  - F. DRAW OUTER BODY ASSEMBLY FROM INNER BODY ASSEMBLY.
  - G. REMOVE LOWER OUTER BODY BEARING AND FELT WIPER.
2. CAREFULLY RADIUS THE TOP EDGES OF THE INNER BODY WITH 360 GRIT WET/DRY SANDPAPER TO A RADIUS OF .039 TO .059 INCHES. REFER TO FIGURE 2, DETAIL D.

NOTE: RADIUSING IS REQUIRED TO PREVENT DAMAGE TO NEW SEAL SCRAPER WHEN IT IS SLIPPED OVER THE INNER BODY WHILE INSTALLED IN BEARING RETAINER NUT.

3. TREAT AREA WHERE INNER BODY HAS BEEN RADIUSED WITH ALODINE 1200.
4. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY. REFER TO STEP 1.
5. REMOVE BEARING SEAL AND RETAINER FROM ONE SIDE OF EACH BEARING (UPPER AND LOWER) AND INSPECT FOR EVIDENCE OF MOISTURE OR CORROSION. REFER TO FIGURE 2, DETAIL B.

NOTE: DEFECTIVE BEARINGS MUST BE REPLACED. LEAVE OFF SEAL AND RETAINER FROM ONE SIDE OF UPPER BEARING ONLY OR REMOVE SEAL AND RETAINER FROM ONE SIDE OF NEW UPPER BEARING BEFORE REASSEMBLY.

6. THOROUGHLY CLEAN BEARINGS AND LUBRICATE WITH GREASE MIL-G-21164C.

NOTE: REFER TO FIGURE 2 DURING STRUT REASSEMBLY.

7. INSTALL LOWER BEARING WIPER AND LOWER BEARING ON INNER BODY.
8. HAND PACK AREA BETWEEN UPPER AND LOWER BEARINGS ON BOTH INNER AND OUTER BODIES WITH GREASE MIL-G-21164C. AREA MUST BE FULL OF GREASE WHEN STRUT IS ASSEMBLED.
9. SLIDE INNER BODY UP INTO OUTER BODY, WIPE OFF EXCESS GREASE, AND INSTALL UPPER BEARING AND RETAINING RING. ENSURE

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/89

WORK COMPLIANCE FORM NO. 32.540

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

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89317

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

32-066

29 29

12/29/89

4997

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

THAT SIDE OF BEARING WITH SEAL AND SEAL RETAINER REMOVED IS DOWN.

10. ASSEMBLE NEW RETAINING NUT P/N 910.003.59, O-RING P/N N81611235, AND SCRAPER P/N 932874 (REFER TO FIGURE 2, DETAIL A). LUBRICATE O-RING AND SCRAPER WITH SKYDROL HYDRAULIC FLUID BEFORE INSTALLATION.
11. INSTALL RETAINING NUT ASSEMBLY AND TORQUE 150 + OR -30 INCH-POUNDS THEN SECURE WITH LOCKSCREW.
12. CHECK NOSE STRUT FOR FREEDOM OF ROTATION FROM LEFT TO RIGHT BEFORE SAFETYING LOCKSCREW.
13. APPLY A BEAD OF SEALANT RTV-106 AROUND RETAINING NUT THREAD LINE (REFER TO FIGURE 2, DETAIL C), AND WIPE SMOOTH WITH FINGER OR PLASTIC SCRAPER.
14. INSTALL VALVE CAP INTO AIR FILLER VALVE.
15. INSTALL NOSE LANDING GEAR ASSEMBLY ON AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
16. SERVICE SHOCK STRUT. REFER TO WORK COMPLIANCE FORM 32.040.
17. PERFORM LANDING GEAR OPERATIONAL CHECK (NORMAL RETRACTION AND FREE FALL EXTENSION). REFER TO WORK COMPLIANCE FORM 32.430 AND 32.460.
18. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 32.540

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

PAGE 1

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-066	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 29 YEAR 87 AIRCRAFT HOURS: 3797 LANDINGS: 2386

TECHNICIAN SIGNATURE: researched by J.S. ORTLIEB CERTIFICATE NUMBER: APS65550463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

*See aircraft log book for aircraft signoffs*

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

320118 INSPECT/LUBRICATE NOSE GEAR UPPER/LOWER STRUT BEARINGS BODY... (SL WM-2491B)

950911 BL-WM-2491B

\*\*\*\*\*

320118

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.040, 32.050, 32.430, 32.460.

INSPECT/LUBRICATE UPPER AND LOWER OUTER STRUT BODY BEARINGS (SL WM-2491B) (REFER TO FIGURE 2 ON CARD 32-16)

EQUIPMENT/CONSUMABLES: SANDPAPER 360 GRIT WET/DRY, ALODINE 1200, GREASE MIL-G-21164C, RETAINING NUT P/N 910.003.59, O-RING P/N NAS1611-235, SCRAPER P/N 932874, SKYDROL HYDRAULIC FLUID, TORQUE WRENCH CAPABLE OF 0 TO 180 INCH-POUNDS, SEALANT RTV-106

NOTE: CHECK NOSE LANDING GEAR STRUT IDENTIFICATION PLATE FOR STRUT MODEL AND SERIAL NUMBER. IF SHL SERIAL NUMBER IS IL 94 OR ABOVE AND MODEL E IS MARKED ON THE PLATE, PROCEED TO STEP 4. OTHERWISE, PROCEED AS FOLLOWS:

1. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY AS FOLLOWS:
  - A. REMOVE NOSE LANDING GEAR ASSEMBLY FROM AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
  - B. REMOVE VALVE CAP FROM AIR FILLER VALVE AND ROTATE OUTER NUT ON VALVE BODY COUNTERCLOCKWISE SLOWLY TO COMPLETELY DEFLATE SHOCK STRUT.
  - C. REMOVE SAFETY WIRE, LOCKING SCREW AND LOCKING PLUG SECURING BEARING RETAINING NUT ON TOP OF OUTER BODY ASSEMBLY.
  - D. REMOVE BEARING RETAINING NUT FROM INNER BODY ASSEMBLY.
  - E. REMOVE RETAINER RING AND UPPER OUTER BODY BEARING.
  - F. DRAW OUTER BODY ASSEMBLY FROM INNER BODY ASSEMBLY.
  - G. REMOVE LOWER OUTER BODY BEARING AND FELT WIPER.
2. CAREFULLY RADIUS THE TOP EDGES OF THE INNER BODY WITH 360 GRIT WET/DRY SANDPAPER TO A RADIUS OF .039 TO .059 INCHES. REFER TO FIGURE 2, DETAIL D.

NOTE: RADIUSING IS REQUIRED TO PREVENT DAMAGE TO NEW SEAL SCRAPER WHEN IT IS SLIPPED OVER THE INNER BODY WHILE INSTALLED IN BEARING RETAINER NUT.

3. TREAT AREA WHERE INNER BODY HAS BEEN RADIUSED WITH ALODINE 1200.
4. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY. REFER TO STEP 1.
5. REMOVE BEARING SEAL AND RETAINER FROM ONE SIDE OF EACH BEARING (UPPER AND LOWER) AND INSPECT FOR EVIDENCE OF MOISTURE OR CORROSION. REFER TO FIGURE 2, DETAIL B.

NOTE: DEFECTIVE BEARINGS MUST BE REPLACED. LEAVE OFF SEAL AND RETAINER FROM ONE SIDE OF UPPER BEARING ONLY OR REMOVE SEAL AND RETAINER FROM ONE SIDE OF NEW UPPER BEARING BEFORE REASSEMBLY.

6. THOROUGHLY CLEAN BEARINGS AND LUBRICATE WITH GREASE MIL-G-21164C.

NOTE: REFER TO FIGURE 2 DURING STRUT REASSEMBLY.

7. INSTALL LOWER BEARING WIPER AND LOWER BEARING ON INNER BODY.
8. HAND PACK AREA BETWEEN UPPER AND LOWER BEARINGS ON BOTH INNER AND OUTER BODIES WITH GREASE MIL-G-21164C. AREA MUST BE FULL OF GREASE WHEN STRUT IS ASSEMBLED.
9. SLIDE INNER BODY UP INTO OUTER BODY, WIPE OFF EXCESS GREASE, AND INSTALL UPPER BEARING AND RETAINING RING. ENSURE THAT SIDE OF BEARING WITH SEAL AND SEAL RETAINER REMOVED IS DOWN.

OPERATOR: **ED-WEST, INC.**

WORK COMPLIANCE FORM NO. **32.540**

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

(CONTINUED)

AIRCRAFT REG.: **N368MD**

ISSUED **12-88** REV.

PAGE **2**

**88349**

WORK DUE AT

\* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

**32-066**

DATE

HOURS

LANDINGS

CYCLES

**29 29**

**UNSCHEDULED**

10. ASSEMBLE NEW RETAINING NUT P/N 910.003.59, O-RING P/N MAS1611235, AND SCRAPER P/N 532874 (REFER TO FIGURE 2, DETAIL A). LUBRICATE O-RING AND SCRAPER WITH SKYDROL HYDRAULIC FLUID BEFORE INSTALLATION.
11. INSTALL RETAINING NUT ASSEMBLY AND TORQUE 150 + OR -30 INCH-POUNDS THEN SECURE WITH LOCKSCREW.
12. CHECK NOSE STRUT FOR FREEDOM OF ROTATION FROM LEFT TO RIGHT BEFORE SAFETYING LOCKSCREW.
13. APPLY A BEAD OF SEALANT RTV-106 AROUND RETAINING NUT THREAD LINE (REFER TO FIGURE 2, DETAIL C), AND WIPE SMOOTH WITH FINGER OR PLASTIC SCRAPER.
14. INSTALL VALVE CAP INTO AIR FILLER VALVE.
15. INSTALL NOSE LANDING GEAR ASSEMBLY ON AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
16. SERVICE SHOCK STRUT. REFER TO WORK COMPLIANCE FORM 32.040.
17. PERFORM LANDING GEAR OPERATIONAL CHECK (NORMAL RETRACTION AND FREE FALL EXTENSION). REFER TO WORK COMPLIANCE FORM 32.430 AND 32.460.
18. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 33.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

89164	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
33-003	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEMULUED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 29 YEAR 90 AIRCRAFT HOURS: 4492 LANDINGS: 3050

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

330156 PART NAME: UPPER ANTI-COLLISION LIGHT MM 33-40-00 REASON REMOVED: (CHECK ONE) TIME A ( ) FAIL B (X) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 4-823005-501 SERIAL NUMBER: 11186

PART INSTALLED: PART NUMBER G9950-31 SERIAL NUMBER: 11303

TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS 6 MAN-HOURS: HRS TENTHS PRICE: \$

330161 PART NAME: LOWER ANTI-COLLISION LIGHT MM 33-40-00 REASON REMOVED: (CHECK ONE) TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

330156, 330161 ANTI-COLLISION LIGHT - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 33-2) A REMOVAL (REFER TO ILLUSTRATION)

NOTE: FOR REMOVAL OF LOWER ANTI-COLLISION LIGHT, REFER TO STEPS 1, 2 AND 3. FOR REMOVAL OF UPPER ANTI-COLLISION LIGHT, REFER TO TO STEPS 1, 2 AND 4.

- 1. GAIN ACCESS TO APPLICABLE LIGHT. 2. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT. 3. REMOVE LOWER ANTI-COLLISION LIGHT AS FOLLOWS: A. REMOVE SCREW AND WASHER SECURING LENS. B. REMOVE SCREW SECURING LENS RETAINER CLIP AND REMOVE LENS. C. REMOVE GASKET. D. REMOVE SCREWS SECURING REINFORCING PLATE AND MOUNTING PLATE TO AIRCRAFT. E. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE AND REMOVE FROM LIGHT ASSEMBLY. F. REMOVE SCREWS SECURING LIGHT ASSEMBLY TO PLATES AND REMOVE PLATES. G. DISCONNECT ELECTRICAL CONNECTOR FROM LIGHT ASSEMBLY AND REMOVE LIGHT ASSEMBLY. CONTINUE WITH STEP 5. 4. REMOVE UPPER ANTI-COLLISION LIGHT AS FOLLOWS: A. REMOVE SCREWS, WASHER AND LENS RETAINER CLIP AND REMOVE LENS AND GASKET. B. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE AND REMOVE LIGHT ASSEMBLY. C. REMOVE SCREWS SECURING PLATES AND REMOVE PLATES. D. DISCONNECT ELECTRICAL CONNECTOR FROM LIGHT ASSEMBLY AND REMOVE ASSEMBLY. 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 33.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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WORK DUE AT

\* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

33-003

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

**NOTE: FOR INSTALLATION OF LOWER ANTI-COLLISION LIGHT, REFER TO STEP 1. FOR INSTALLATION OF UPPER ANTI-COLLISION LIGHT, REFER TO STEP 2.**

**1. INSTALL LOWER ANTI-COLLISION LIGHT AS FOLLOWS:**

- A. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- B. CONNECT ELECTRICAL CONNECTOR TO LIGHT ASSEMBLY.
- C. POSITION LIGHT ASSEMBLY ON PLATES AND SECURE WITH SCREWS.
- D. PRESS IN AND ROTATE LAMPS CLOCKWISE TO SECURE IN LIGHT ASSEMBLY.
- E. POSITION PLATES WITH LIGHT ASSEMBLY ON AIRCRAFT AND SECURE WITH SCREWS.
- F. INSTALL GASKET.
- G. INSTALL LENS AND LENS RETAINER CLIP AND SECURE WITH SCREWS AND WASHER. CONTINUE WITH STEP 3.

**2. INSTALL UPPER ANTI-COLLISION LIGHT AS FOLLOWS:**

- A. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- B. CONNECT ELECTRICAL CONNECTOR TO LIGHT ASSEMBLY.
- C. POSITION LIGHT ASSEMBLY AND PLATES ON AIRCRAFT STRUCTURE AND SECURE WITH SCREWS.
- D. PRESS IN AND ROTATE LAMPS CLOCKWISE TO SECURE IN LIGHT ASSEMBLY.
- E. INSTALL GASKET, LENS AND LENS RETAINER CLIP AND SECURE WITH SCREWS AND WASHERS.

**3. CONNECT 28 V DC POWER TO AIRCRAFT AND ENSURE ANTI-COLLISION LIGHTS CIRCUIT BREAKER IS ENGAGED.**

**4. PLACE ANTI-COLLISION LIGHTS SWITCH IN ON POSITION**

**5. CHECK ANTI-COLLISION LIGHTS FOR ILLUMINATION AND ROTATION.**

**6. PLACE ALL SWITCHES IN OFF POSITION.**

**7. DISCONNECT 28 V DC POWER FROM THE AIRCRAFT.**