III.2 Landing Gear

The landing gear consists of the shock absorbing main wheel and the non-shock absorbing nose wheel 4.00-4. The trailing boom main wheel uses two hollow-type rubber shock absorbers (type KE 120/95 core A with mounting member, quality RTK 55).

The rim is a Cleveland wheel 40 78 (B)

Brake:	Cleveland brake assay 30.9.
Main brake cylinder:	Master cylinder 10-20.
Tank for brake fluid:	Below rear seat pan on LH side.
Main wheel:	Tire with tube 5.00-5, 6 ply rating.
	Only with wheel fork II according to TN 34: Tire with tube 380x150-5, 6 ply rating.
Nose wheel:	Tire with tube 4.00-4, 4 ply rating.

Tire pressure

Main wheel	2.7 bar	= 38 psi
Nose wheel	2.0 bar	= 28 psi

To fill up the brake

Brake fluid:	ESSO UNIVIS J-13 or AEROSHELL FLUID 4.

You absolutely have to obverse that only brake fluid on a mineral oil basis is used.

Car brake fluid on ester basic will destroy gaskets and tubes in a very short time.

FOR TAILWHEEL OPTION ONLY

III.2 Landing Gear

The landing gear consists of the shock absorbing main wheel and the non-shock absorbing nose wheel 4.00-4. The trailing boom main wheel uses two hollow-type rubber shock absorbers (type KE 120/95 core A with mounting member, quality RTK 55).

The rim is a Cleveland wheel 4078 (B), 5.00-5 Type III.

Brake:	Cleveland brake assay 30.9.
Main brake cylinder:	Master cylinder 10-20.
Tank for brake fluid:	Below rear seat pan on LH side.
Main wheel:	Tire with tube 5.00-5, 6 ply rating.
	Only with wheel fork II according to TN 34: Tire with tube 380x150-5, 6 ply rating.
Nose wheel:	Tire with tube 4.00-4, 4 ply rating.
Tail wheel:	Tire with tube 210 x 65.

Tire pressure

Main wheel	2.7 bar	= 38 psi
Nose wheel	2.0 bar	= 28 psi
Tail wheel	2.5 bar	= 36 psi

To fill up the brake

Brake fluid:	ESSO UNIVIS J-13 or AEROSHELL FLUID 4.

You absolutely have to obverse that only brake fluid on a mineral oil basis is used.

Car brake fluid on ester basic will destroy gaskets and tubes in a very short time.
