

2.3.4 Maintenance of Landing Gear, Wheel Brake and Main Wheel

Main Landing Gear

The maintenance of the main wheel is confined to visual inspection of the tire, wheel rim, disc brake and shock absorber elements. If badly soiled, the landing gear should be cleaned immediately. As the main wheel is mounted in a box that is sealed towards the fuselage, it may simply be sprayed down with water.

Also: do not forget to clean and lubricate the wheel bearings and shock absorber bearings.

Tires

Tire pressure should be checked frequently.

When the tread is worn, the tire must be replaced. The tire must be protected from all kinds of grease and oil, as these will attack and damage the rubber.

Tire Sizes:

Main Wheel: 5.00-5, 6pr TT
Tire with Inner Tube 5.00-5 TR67A

Tail Wheel: 210 x 65 Tire with Inner Tube

Tire Pressures:

Main Wheel:	3.4 to 3.6 bar	(49 to 52 psi)	(340 to 360 kPa)
Tail Wheel:	2.4 to 2.6 bar	(34 to 37 psi)	(240 to 260 kPa)

The valves for main and tail wheel tires are at the left hand side.

The air pressure of the tail wheel can only be adjusted, when the tail wheel is removed from the fuselage. Optionally a gap of the fuselage and fender can be made, so that the tail wheel valve can directly be filled, see Fig. 2.3.4-1.