

# Rockwell service letter

No. SL-AG-84

## International

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Service Letter No. SL-AG-84  
5 February, 1976

### TAIL WHEEL SHOCK STRUT MODIFICATION

**MODELS AFFECTED:** S-2R, S/N 1416R thru 2173R and 5000 thru 5075 equipped with Gladden shock strut P/N 410356.

**REASON FOR PUBLICATION:** Eliminate possible damage to fuselage skin and tail wheel centering arm when shock strut is deflated.

**COMPLIANCE:** At owners discretion.

#### NOTE

If any problems are encountered while complying with this service letter, contact your nearest Thrush Commander dealer or your Regional service manager (Reference service information no. SI-123.)

**BY WHOM WORK WILL BE ACCOMPLISHED:** A & P Mechanic or equivalent.

**APPROVAL:** FAA DER Approved

**ESTIMATED MAN HOURS:** Four (4) Hour.

**PARTS DATA:** Parts required to comply with this Service Letter may be purchased as a kit through your nearest Thrush Commander Dealer for \$41.06 (F). Reference this Service Letter, aircraft model and factory serial number when ordering Service Letter No. SL-AG-84 kit consisting of the following:

Price subject to change without notice

<u>Qty</u>	<u>Part No.</u>	<u>Description</u>
1 ea	50093-501	Centering Arm Assy
1 ea	50388-1	Spacer
1 ea	Service Letter No. SL-AG-84	Instructions

**SPECIAL TOOLS:** None

## ACCOMPLISHMENT INSTRUCTIONS:

- 1 Remove aft fuselage skins as necessary to gain access to tail wheel shock strut assembly upper attach bolts.
- 2 Jack airplane tail section as necessary to facilitate removal of tail wheel shock strut assembly.

### NOTE

Use the jack point provided at the left trunnion attach fitting.

- 3 Remove bolts attaching tail wheel shock strut assembly and remove shock strut assembly.
- 4 Remove the air from the shock strut by depressing the air valve core pin until all air pressure has been relieved.
- 5 After shock strut assembly has been deflated, remove filler plug and drain all fluid.
- 6 Remove lockwire and four (4) nuts on the studs that hold the packing gland flange in place (see Figure 1).
- 7 Remove the piston assembly from the strut body.
- 8 Insert 50388-1 spacer in strut body (see Figure 1).
- 9 Reinstall piston assembly in strut body, tighten four (4) nuts just enough to prevent leakage past packing rings, and safety nuts with 0.040-inch diameter stainless steel safety wire.

### CAUTION

Nuts should be tightened down on studs evenly to prevent uneven pressure on the packing rings and to prevent the packing gland from binding on the inside of the cylinder.

- 10 With strut assembly in a vertical position and fully compressed, fill with MIL-H-5606 oil, up to filler hole, and install filler plug.
- 11 Inflate shock strut assembly to 450 psi air pressure and check for leaks.
- 12 Remove and discard existing centering arm assembly from tail wheel assembly.
- 13 Install new 50093-501 centering arm assembly using hardware (see Figure 1).
- 14 Reinstall shock strut assembly on airplane using existing hardware.
- 15 Reinstall aft fuselage skins.
- 16 Remove jack from airplane.

**ELECTRICAL LOAD:** No Change

**WEIGHT AND BALANCE:** No Change

**PUBLICATIONS AFFECTED:** The Illustrated Parts Catalog changes required by this document will be incorporated at the next scheduled change/revision.

**RECORD COMPLIANCE:** Make appropriate entry in airplane maintenance records as follows:

Service Letter NO. SL-AG-84 dated 5 February 1976, entitled "Tail Wheel Shock Strut Modification",  
accomplished (date) \_\_\_\_\_.

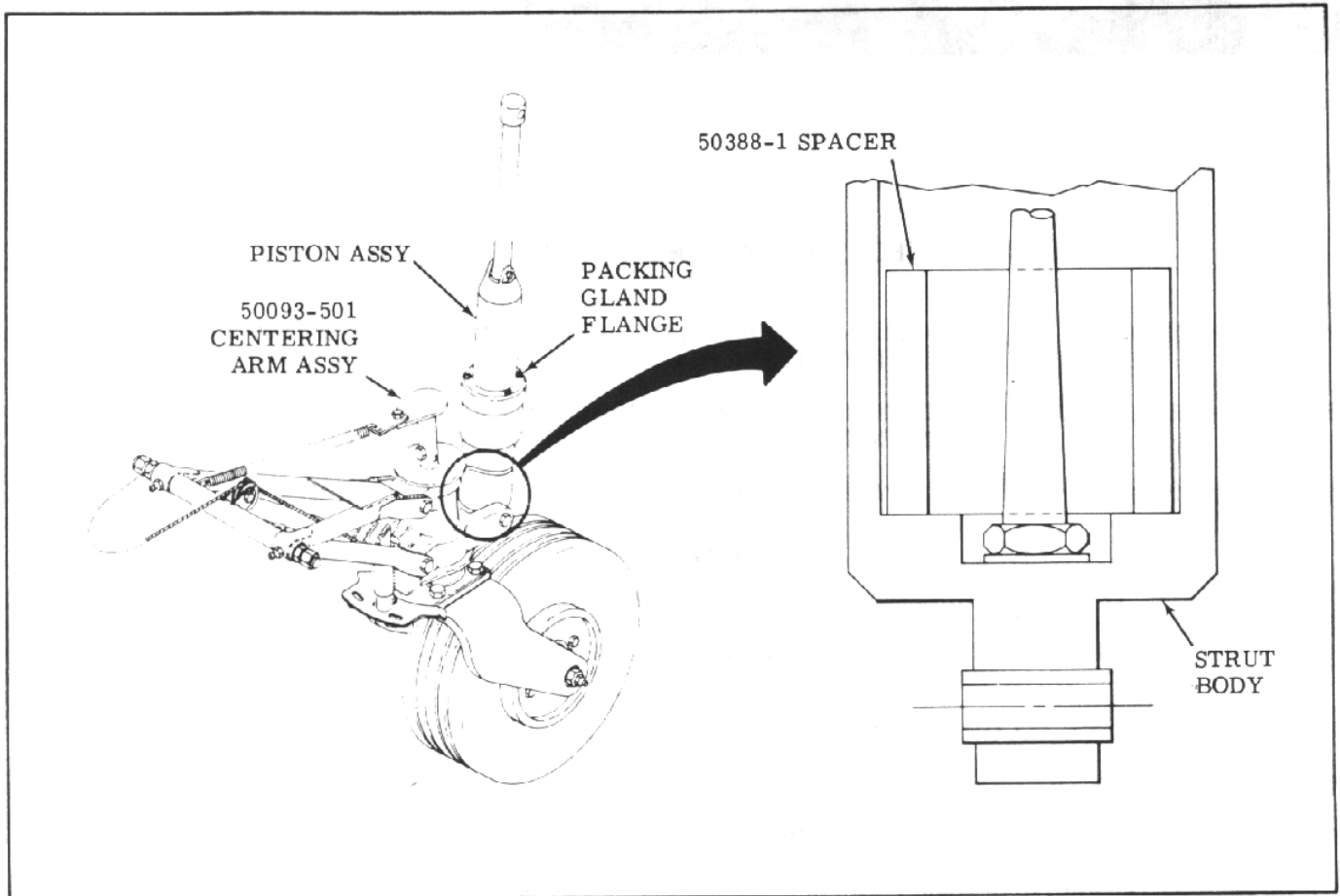


Figure 1.