

# Rockwell custom kit

No. CK-AG-1

## International

P.O. BOX 3090 ALBANY, GEORGIA 31706-3090 PHONE 229/883-1440 FAX 229/439-9790

Custom Kit CK-AG-1  
February 10, 1975

### GOODYEAR DISC BRAKE INSTALLATION

**EFFECTIVITY:** S-2R, S/N 1416R thru 1938R.

**APPROVAL:** FAA DER Approved

**ELECTRICAL LOAD:** Not Applicable.

**WEIGHT AND BALANCE:** The weight and balance change resulting from installation of this Custom Kit is as follow:

Weight (LBS)	H-ARM (Inches)	H-Moment (In-Lbs)
-1.4	3.1	-4.0

**SUPPLY DATA:** Parts required to comply with this publication are furnished in Kit form and consist of the following:

QTY	PART NO.	DESCRIPTION
2 ea	50151-1	Brake Assy.
2 ea	50365-13	Axle
2 ea	50365-9	Weld Assy
2 ea	AN815-4	Union
2 ea	S-0309-012	O-Ring
2 ea	8.50 - 10	Inner Tube (Type III, Style "S")
2 ea	8.50 - 10	Tire (10 Ply rated, Type III LP)
16 ea	AN5C11A	Bolt
2 ea	AN7502-16	Nut
16 ea	AN960C516	Washer
2 ea	MS21258-C16	Washer
16 ea	MS21043-5	Nut
2 ea	MS24665-306	Cotter Pin
2 ea	9531395	Wheel Assy
	CONSISTING OF:	
	1 9511135	Dust Cap
	1 95-2882	Retainer Ring
	1 95-3035	Retainer Ring
	2 95-3083	Seal Retainer
	1 95-3087	Felt Ring
	1 07100	Bearing
	1 19150	Bearing
1 ea	No. CK-AG-01	Custom Kit

### **NOTE**

If any problems are encountered while installing this custom kit, contact General Aviation Division, Rockwell International, Customer Service Department, Bethany, Oklahoma 73008.

### **INSTRUCTIONS:**

- A. Release parking brakes.
- B. Jack aircraft as outlined in Section III of Thrush Commander Owner's Manual.
- C. Remove and discard existing left and right wheel assemblies.
- D. Disconnect and cap brake hydraulic line at brake housing.
- E. Remove and discard existing left and right brake assemblies
- F. Remove and discard existing left and right axles.
- G. Using 50365-9 weld assembly as template, insert -9 weld assembly in existing landing gear strut assembly and scribe diameter of -9 weld assembly on existing brake attach plate (see Figure 1.).
- H. Remove 50365-9 weld assembly from strut assembly and cut existing brake attach plate to 4.70 inch diameter (see Figure 1.).
- I. Reinsert 50365-9 weld assembly in landing gear strut assembly and drill eight (8) 0.3150 ( $\pm 0.035$ ) - inch diameter holes in existing brake attach plate (see Figure 1.).
- J. Temporarily bolt 50365-9 weld assembly to brake attach plate, insert 53065-13 axle into -9 weld assembly and drill a 0.313 ( $\pm 0.001$ ) inch diameter hole in weld assembly and axle through existing hole in strut assembly (see Figure 1.).
- K. Remove axle and weld assembly from strut assembly and deburr all holes and rough edges.
- L. Install 50365-9 weld assembly and 50365-13 axle on landing gear strut assembly using existing hardware (see Figure 1.).
- M. Install 50151-1 brake assembly on brake attach plate and reconnect existing brake line to brake assembly (see Figure 1.).

### **NOTE**

Hand form existing brake line as necessary for proper fit.

- N. Install tube and tire on 9531395 wheel assembly. Torque wheel half bolts to 18 foot-pounds (see Figure 1.).

### **NOTE**

Tire to be inflated to 38 psi.

- O. Install 19150 bearing, 95-3083 seal retainer (2 places), 95-3087 ring felt in inner wheel half with 95-3035 retainer ring (see Figure 1.).

P. Install 9531395 wheel assembly and 07100 bearing on main landing gear axle with AN7502-16 nut, MS21258-C16 washer and MS24665-306 cotter pin as follows:

1. While rotating wheel, torque nut to 80 inch pounds
2. While rotating wheel, back nut off to zero (0) inch – pounds.
3. While rotating wheel, finger tighten nut not to exceed 40 inch – pounds.
4. If nut is not locking position, advance nut to next position (not to exceed 30° and/or 40 inch-pounds) while wheel is rotating.
5. Install MS24665-306 cotter pin.

Q. Drain master brake cylinders and fill with NAPA Super Heavy 9-2 hydraulic brake fluid.

R. Remove any air in brake line by successive pumping of brake pedal.

S. Remove aircraft from jacks.

**AIRCRAFT RECORDS:** Make appropriate entry in airplane permanent maintenance records as follows:

Custom Kit N0. CK-AG-1 dated February 10, 1975, entitled “Goodyear Disc Brake Installation”, accomplished (date).

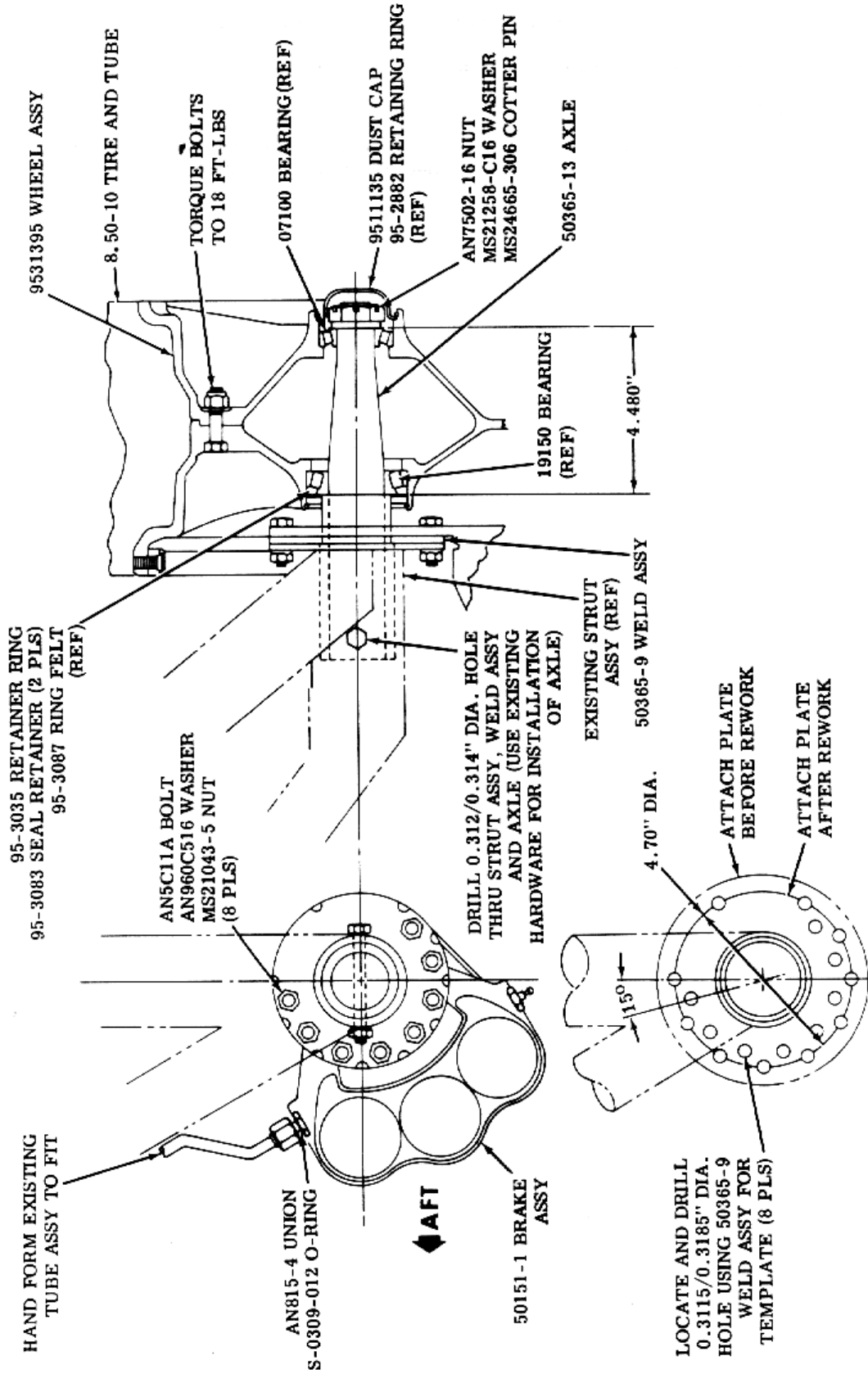


Figure 1.