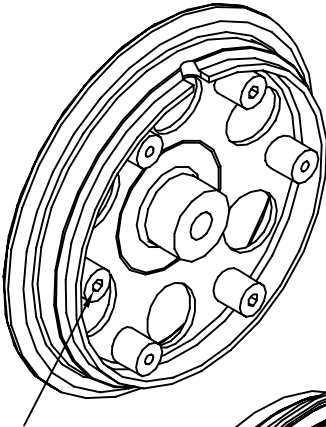
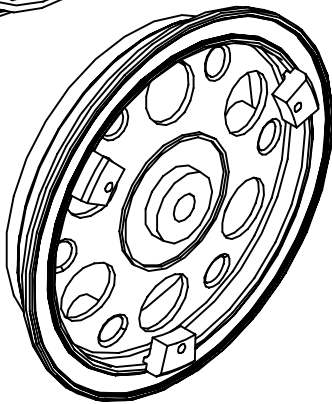


SELF LOCKING NUT



NOTE: THE HEXAGONAL HOLES ARE NOT USED.

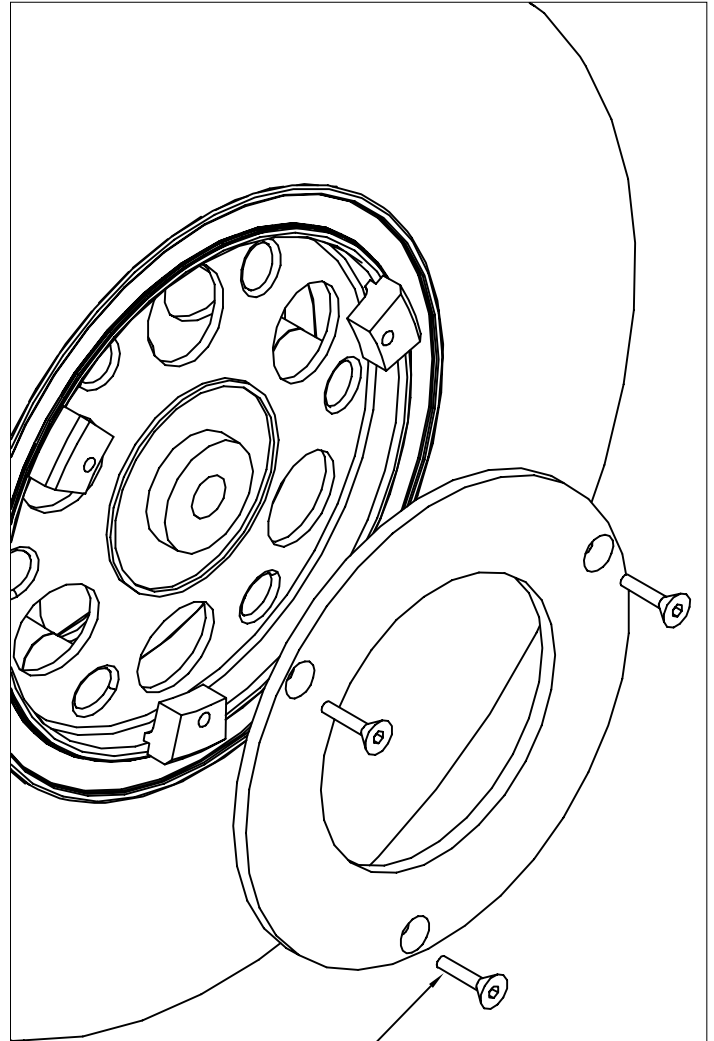


3X AN4 BOLTS
MAX TORQUE IS 45 INCH
POUNDS



KEEP THE INNER TUBE AWAY FROM THE INSIDE EDGE TO AVOID PINCHING OR DAMAGING THE TUBE BETWEEN THE TWO RIMS.

CAUTION: TO PREVENT INJURIES, WAIT TO INFLATE THE TIRE UNTIL AFTER THE THE WHEEL IS SECURELY BOLTED TO THE GEAR ASSEMBLY: MORE THAN NORMAL OPERATING PRESSURE IS REQUIRED TO BEAD THE TIRE TO THE RIM - TO BRING THE EDGE OF THE TIRE UP AGAINST THE WHEEL RIM.



ADD LOCKTITE 242 TO THE ALLEN SCREWS BEFORE MOUNTING THE BRAKE DISK.

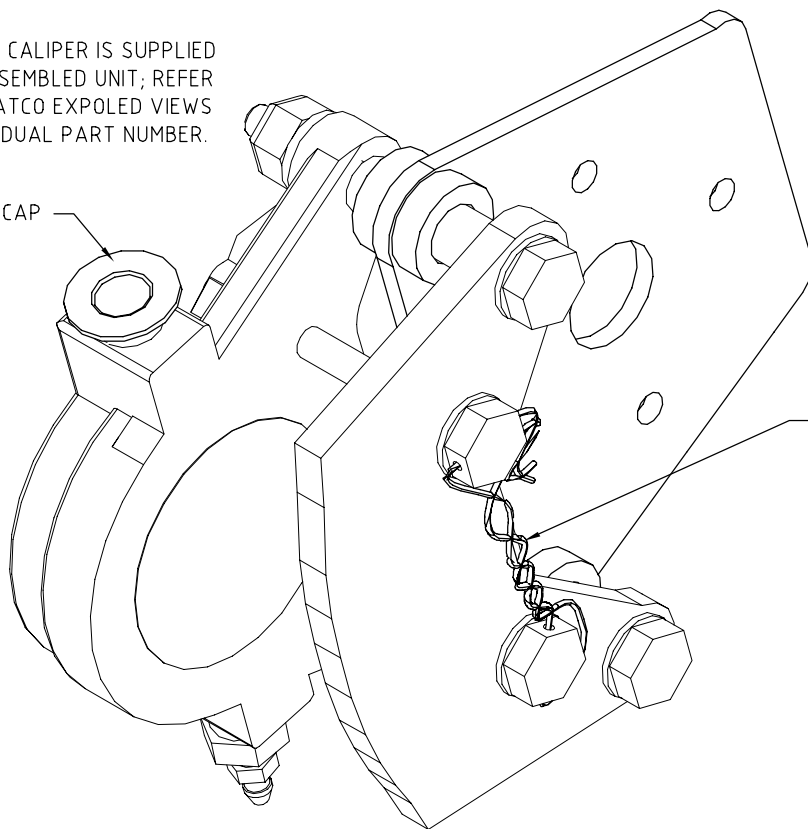
INNER TUBE, BRAKE DISK.

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NOTE: THE CALIPER IS SUPPLIED AS AN ASSEMBLED UNIT; REFER TO THE MATCO EXPOSED VIEWS FOR INDIVIDUAL PART NUMBER.

PLASTIC CAP



SAFETY TIE THE HEAD OF THE TWO BOLTS TOGETHER: HIGH STRENGTH SAFETY WIRE MS 20995 SOFT TEMPER, STAINLESS STEEL; DIAMETER .032"

IMPORTANT:

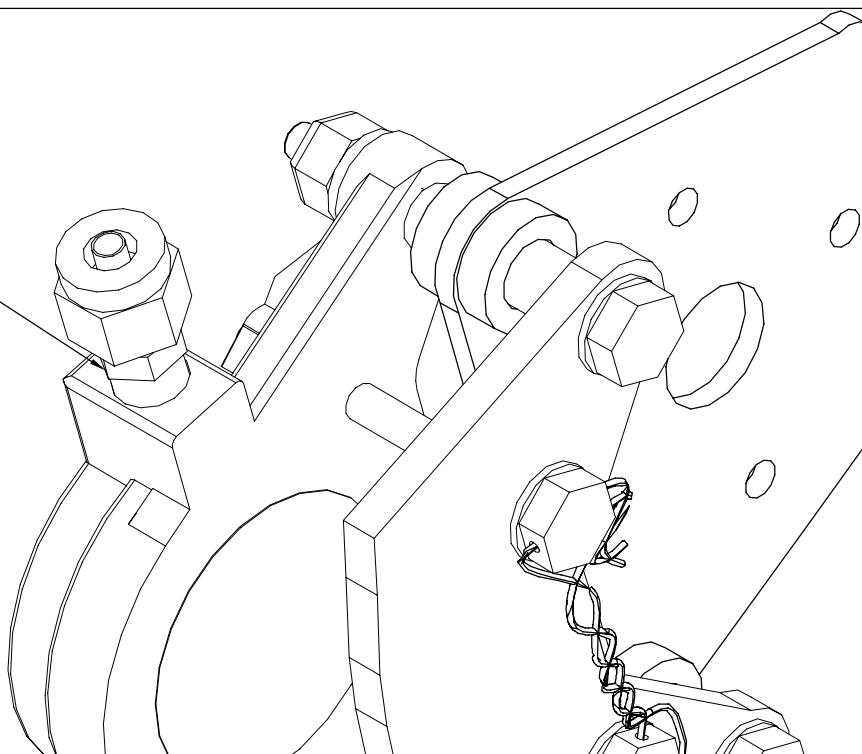
SET THE WIRE ACCORDING TO ACCEPTED PROCEDURES AS OUTLINED IN THE REFERENCE "STANDARD AIRCRAFT HANDBOOK" OR "STANDARD AVIATION MAINTENANCE HANDBOOK"

REMOVE THE PLASTIC CAP, ADD THREAD SEAL TO THE 1/4" NPT MALE END AND SCREW IN THE FITTING FOR THE POLY TUBE BRAKE LINE.

CAUTION:

WHEN USING TEFLON TAPE IT IS GOOD PRACTICE TO KEEP THE FIRST TWO THREADS UNCOVERED.

(ANY TAPE ON THE FIRST THREADS CAN GET CUT OFF WHEN TIGHTENING THE PIPE THREADS, THE LOOSE TAPE CAN LODGE ITSELF ANYWHERE IN THE SYSTEM AND OBSTRUCT FLOW.)

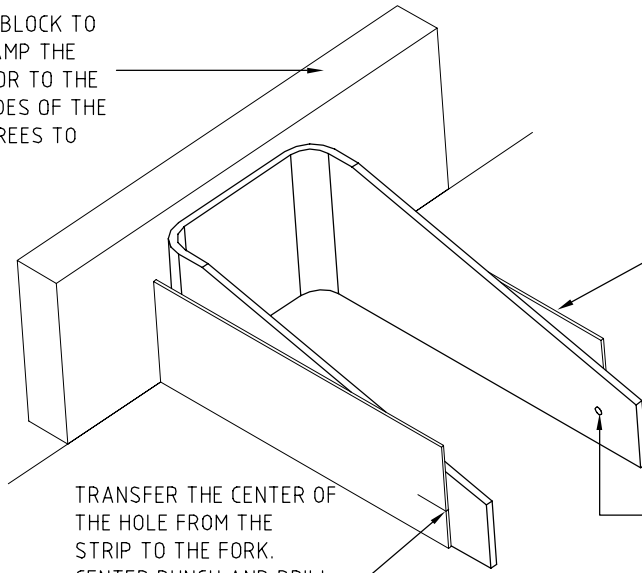


OUTBOARD VIEW OF CALIPER

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SCREW A REFERENCE BLOCK TO THE WORKBENCH, CLAMP THE TOP OF THE WHEEL FOR TO THE BLOCK. CHECK THE SIDES OF THE FORK ARE AT 90 DEGREES TO BLOCK.

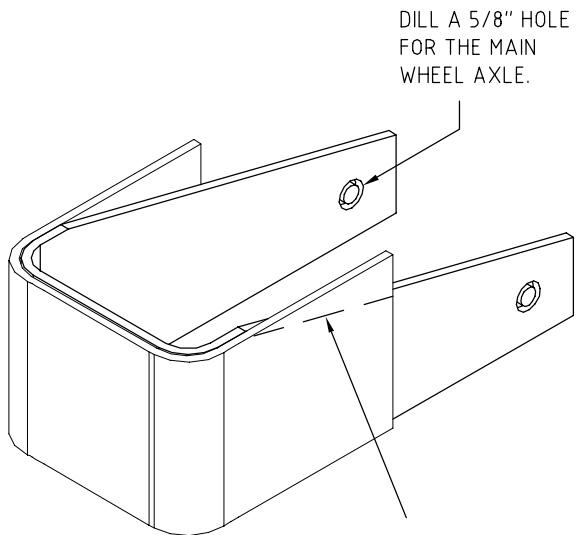


MEASURING TEMPLATE: CUT A STRIP EQUAL IN LENGTH TO THE DISTANCE FROM THE REFERENCE BLOCK TO THE CENTER OF THE PILOT HOLE, CHECK THAT THE ENDS ARE AT 90 DEGREES TO THE BOTTOM EDGE. MARK THE CENTER OF THE HOLE ALONG THE FRONT EDGE OF THE STRIP.

TRANSFER THE CENTER OF THE HOLE FROM THE STRIP TO THE FORK. CENTER PUNCH AND DRILL WITH A PILOT HOLE.

USE THE EXISTING HOLE IN THE SIDE OF THE FORK AS A PILOT HOLE FOR THE AXLE.

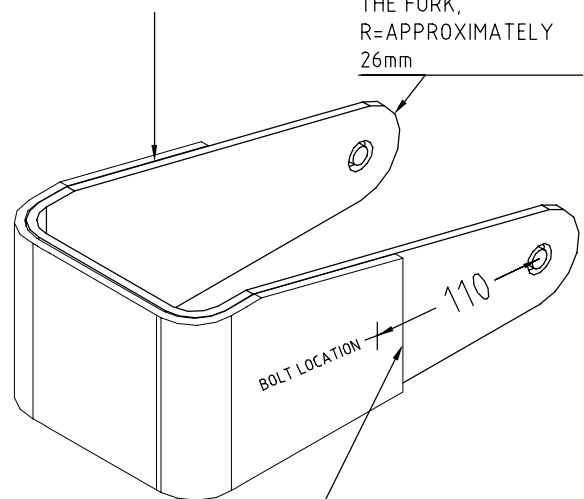
NOTE: THE NOSE WHEEL AXLE IS SMALLER, 5/16" HOLE.



DRILL A 5/8" HOLE FOR THE MAIN WHEEL AXLE.

MARK THE FRONT EDGE OF THE FORK ON THE OUTSIDE OF THE DOUBLER. CLAMP THE DOUBLER OVER THE EDGE OF THE WORKBENCH AND USE A HACK SAW TO CUT ALONG THE LINE.

FILE TO REMOVE THE SAW MARKS AND SHARP EDGE, FINISH WITH SMOOTH DOUBLE CUT FILE TO REMOVE ANY BUR.



RADIUS THE BOTTOM OF THE FORK, R=APPROXIMATELY 26mm

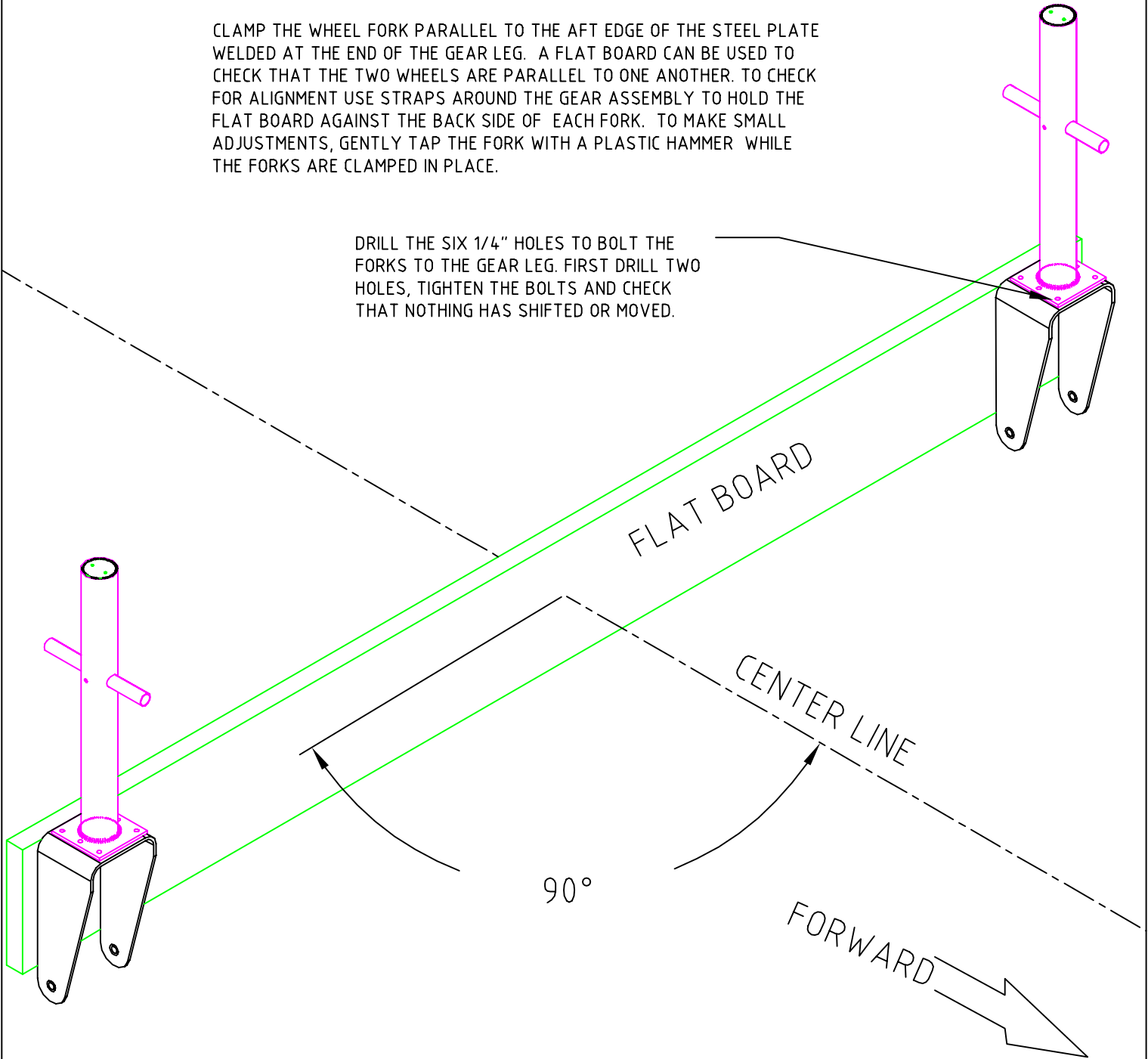
BOLT LOCATION + 110

ADJUST THE LENGTH OF THE WHEEL FORK DOUBLER: MARK THE APPROXIMATE LOCATION OF THE BOLT AT 110mm FROM THE CENTER OF THE AXLE, GO DOWN 20mm FOR EDGE DISTANCE. USE THE HACK SAW TO CUT THE ACCESS MATERIAL.

WITH THE GEAR LEG INSTALLED ON THE WING CENTER SECTION DRILL FROM THE BOTTOM UP WITH A PILOT HOLE.

CLAMP THE WHEEL FORK PARALLEL TO THE AFT EDGE OF THE STEEL PLATE WELDED AT THE END OF THE GEAR LEG. A FLAT BOARD CAN BE USED TO CHECK THAT THE TWO WHEELS ARE PARALLEL TO ONE ANOTHER. TO CHECK FOR ALIGNMENT USE STRAPS AROUND THE GEAR ASSEMBLY TO HOLD THE FLAT BOARD AGAINST THE BACK SIDE OF EACH FORK. TO MAKE SMALL ADJUSTMENTS, GENTLY TAP THE FORK WITH A PLASTIC HAMMER WHILE THE FORKS ARE CLAMPED IN PLACE.

DRILL THE SIX 1/4" HOLES TO BOLT THE FORKS TO THE GEAR LEG. FIRST DRILL TWO HOLES, TIGHTEN THE BOLTS AND CHECK THAT NOTHING HAS SHIFTED OR MOVED.

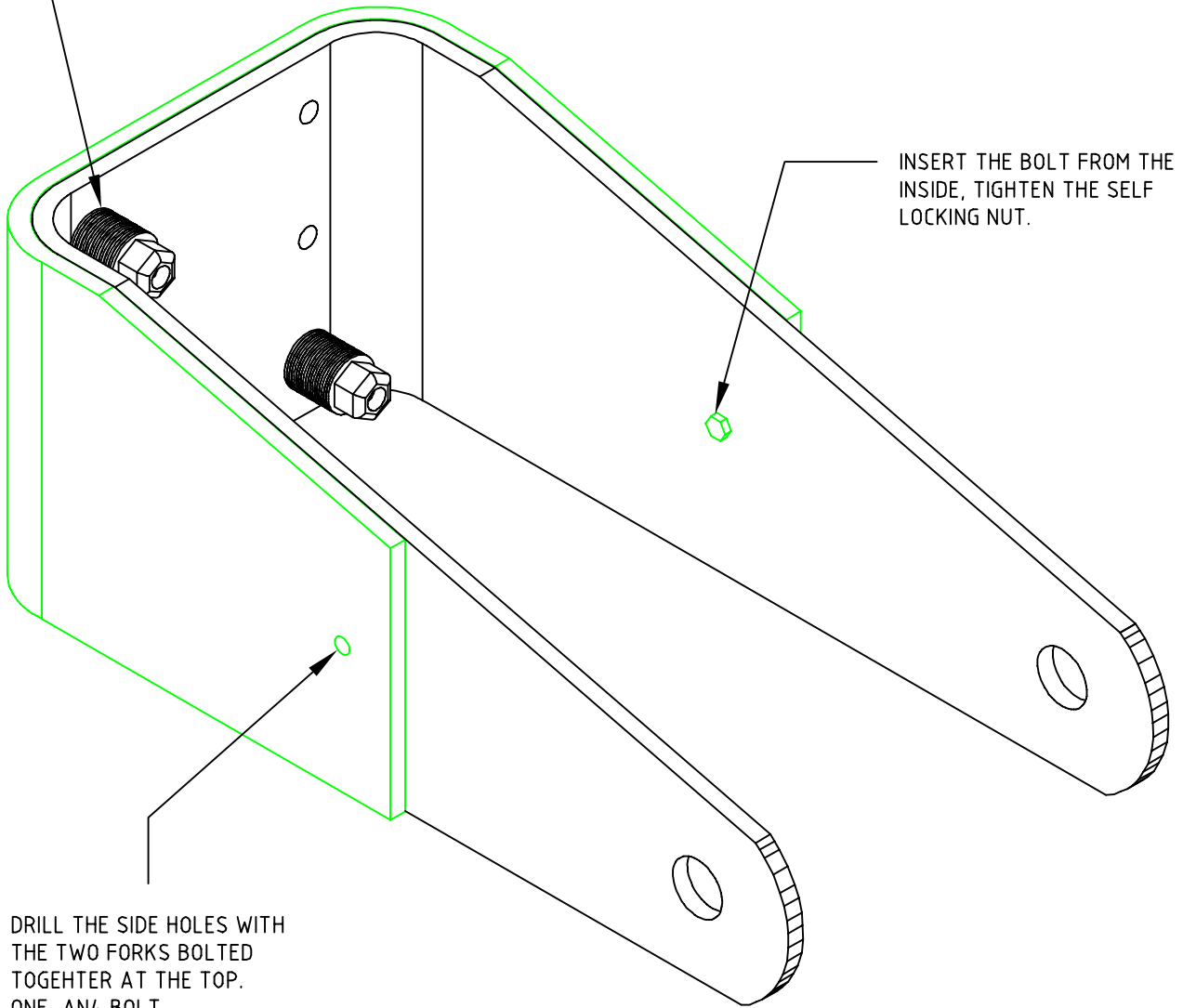


DRILL THE WHEEL FORK TO THE GEAR LEG

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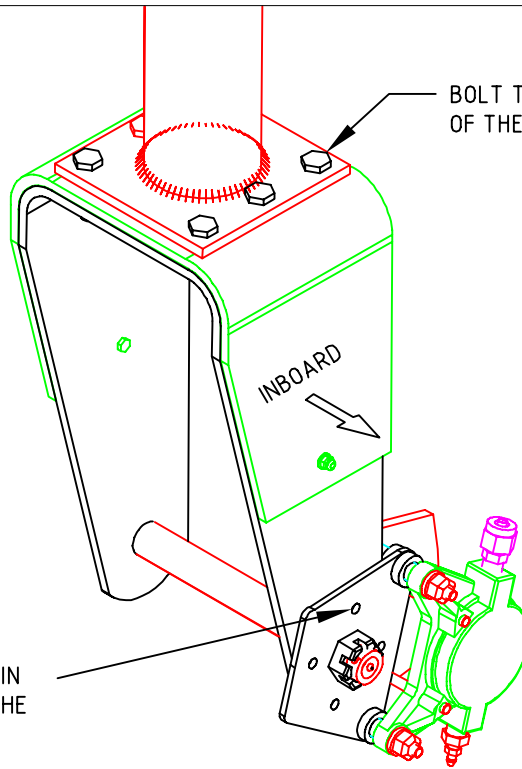
CLAMP THE DOUBLER OVER THE WHEEL FORK TO BACK DRILL THE PRE-DRILLED HOLES. DEBUR THE HOLES AND BOLT THE TWO PIECES TOGETHER. BEFORE DRILLING THE SIDE HOLES STACK WASHERS TO KEEP THE END OF THE BOLT OUT OF THE NYLON PORTION OF THE SELF LOCKING NUT.



INSERT THE BOLT FROM THE INSIDE, TIGHTEN THE SELF LOCKING NUT.

DRILL THE SIDE HOLES WITH THE TWO FORKS BOLTED TOGETHER AT THE TOP. ONE AN4 BOLT.

THE BRAKE ASSEMBLY IS TRADITIONALLY MOUNTED ON THE INBOARD SIDE OF THE WHEEL. ROTATE THE CALIPER TO POSITION THE OUTLET FITTING FOR THE BRAKE LINE AS HIGH AS POSSIBLE.



BOLT THE FORK ASSEMBLY TO THE BOTTOM OF THE GEAR LEG.

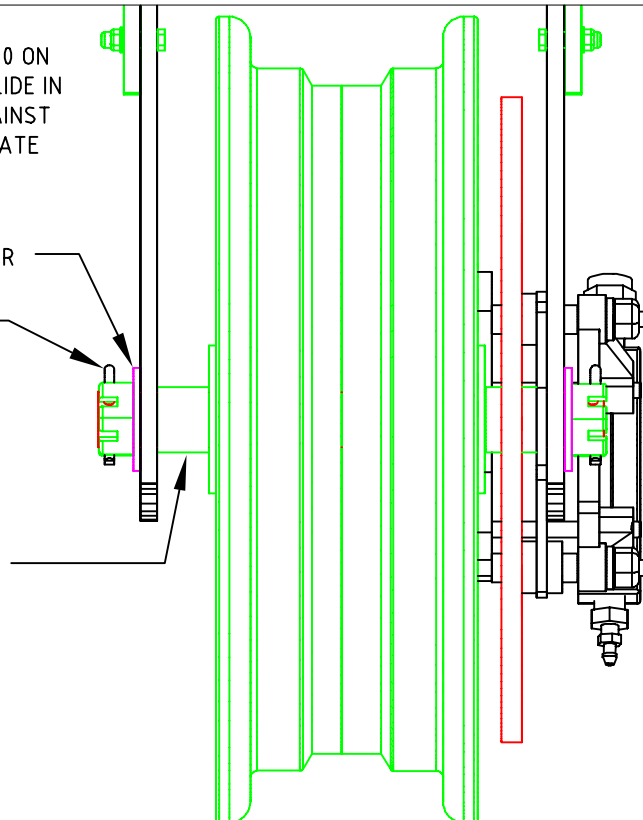
BACK DRILL THE TOP HOLE IN THE CALIPER PLATE INTO THE WHEEL FORK FOR ONE AN3 BOLT

POSITION THE CALIPER ON THE OUTSIDE OF THE WHEEL FORK TO DRILL THROUGH THE EXISTING HOLE IN THE CALIPER MOUNTING PLATE.

INFLATE THE TIRE: ADD WD-40 ON THE RIM TO HELP THE TIRE SLIDE IN PLACE AND BEAD ITSELF AGAINST SIDE OF THE RIM. APPROXIMATE TIRE PRESSURE IS 30PSI.

5/8" I/D WAHSER
COTTER PIN

CENTERING SPACER: USES THE SAME LENGTH BUSHING ON BOTH SIDES OF THE WHEEL. 3/4" O/D X 058" L=15mm



BEFORE MOUNTING THE WHEEL POSITION THE SPACER ON THE BEARING AND SLIDE THE BRAKE PADS OVER THE BRAKE DISK. ALIGN THE ASSEMBLY IN THE WHEEL FORK AND INSERT AXLE. TIGHTEN THE CASTLE NUT FOR THE FIRST ALIGNMENT WITH THE HOLE IN THE AXLE; INSERT THE COTTER PIN AND SECURE. CHECK THAT THE WHEEL TURNS FREELY.

ADD THE AN3 BOLT TO KEEP THE CALIPER MOUNTING PLATE FROM SPINNING AROUND THE AXLE.