

CHAPTER 5

ALIGHTING GEAR

CHAP
5

CHAPTER 5 ALIGHTING GEAR

1. For schedules of fits and clearances, and for repair instructions, refer to A.P.1803E, Vol.2, Parts 2 and 3 respectively.
2. Repair information for the nose wheel doors is given in Chap.2 of this Vol.6, and for the main wheel doors in Chap.3.
3. The maximum permissible end float on the main undercarriage pivot assembly is .025 in. Where this figure has been exceeded shims should be inserted to reduce the end float to approx. .012 in.

A close-up, low-angle shot of an aircraft's internal wiring harness. The harness consists of numerous orange and white insulated wires, some of which are bundled together with black zip ties. The wires are installed in a metal channel within the aircraft's fuselage. In the upper left, a large, cylindrical component, possibly a motor or pump, is visible, with several wires attached to it. The overall environment is metallic and industrial.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.