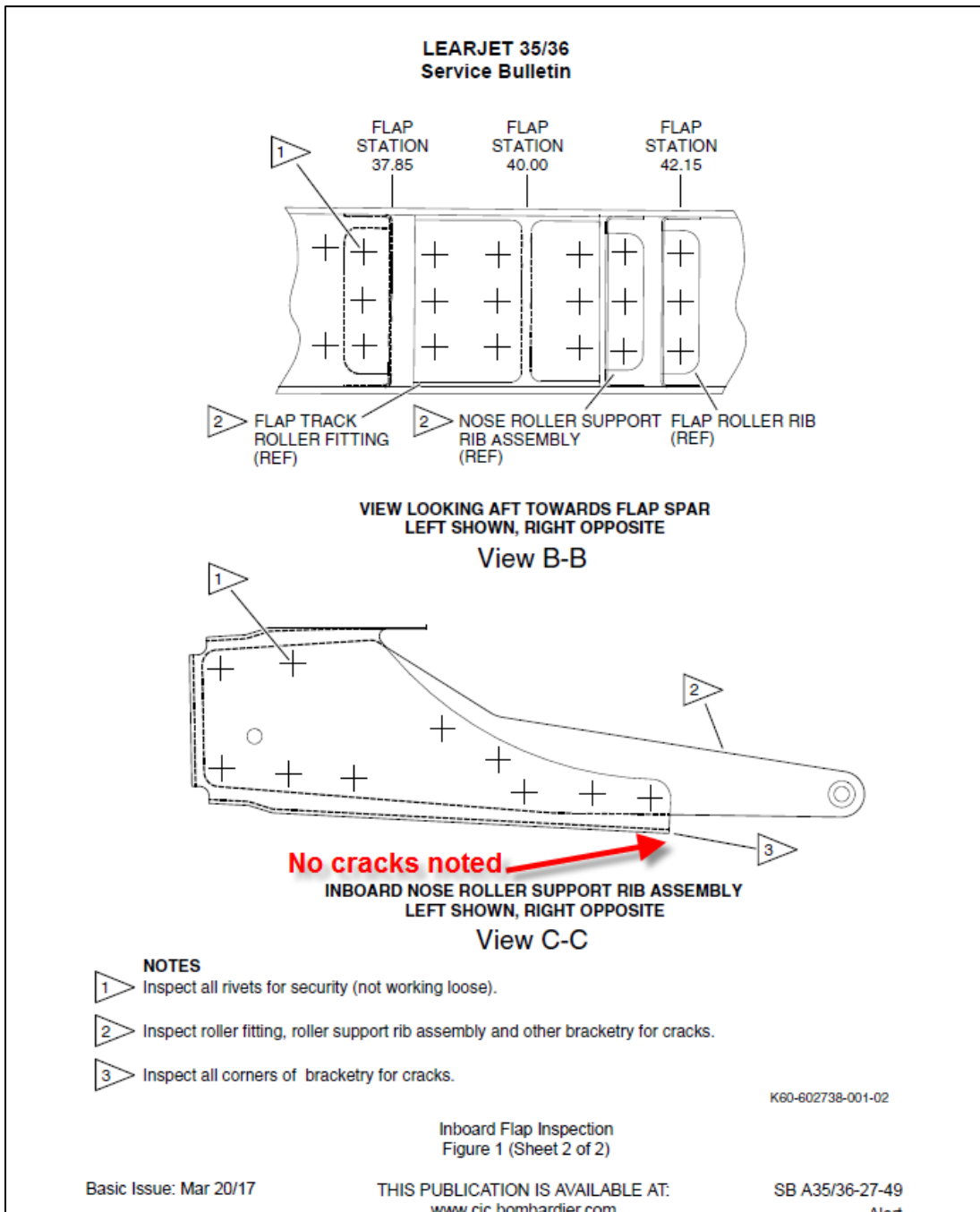


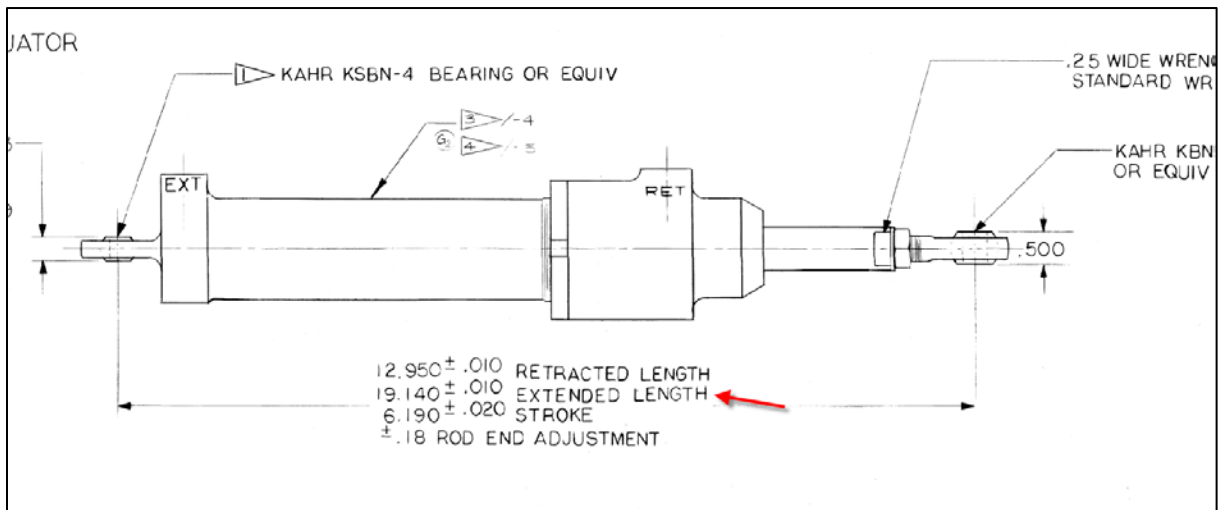
# Airplane Manufacturer Document Excerpts

## Airworthiness – Attachment

Excerpt A: LearJet 35/36 Service Bulletin



# Excerpt B: Flap Actuator Engineering Drawing



## Excerpt C: Main Landing Gear Extension Dimensions

onto rod end.

- (25) Install rod end in piston and adjust so that dimension from center of rod end bolt hole to center of cylinder assembly bolt hole is 45.79 ( $\pm 0.03$ ) inches [116.3 ( $\pm 0.762$ ) cm] extended and locked (26.76( $\pm 0.03$ ) inches [67.97 ( $\pm 0.762$ ) cm] compressed). Secure rod end with attaching parts.

NOTE: On actuator with jamnut, tighten jamnut by hand until jamnut is snug against cylinder. Tighten 1/16 to 3/32 of a turn more. This will provide a torque of 1000 to 1200 in-lbs.

- (26) Secure rod end.

- (a) On Aircraft 35-003 thru 35-249, 36-002 thru 36-044, not modified per AAK 79-3, 'Installation of Main and Nose Landing Gear Actuator Clevis and Jamnut', secure rod end with attaching parts.
- (b) On Aircraft 35-250 and Subsequent, 36-045 and Subsequent, and prior Aircraft modified per AAK79-3, 'Installation of Main and Nose Landing Gear Actuator Clevis and Jamnut', rotate rod end to align lock key with nearest slot in piston, install key in slot, and hand tighten jamnut against piston. Tighten jamnut 1/16 to 3/32 of a turn to secure, and safety wire between jamnut and lock key.

NOTE: This will provide a torque of 1000 to 1200 in-lbs [112.9 to 135.5 Nm].

- (27) Refinish all exterior painted surfaces, as required, with one coat of wash primer, one coat of epoxy primer, and one coat of MIL-L-7178 aluminized lacquer.
- (28) Lubricate the main gear actuator piston rod end felt wiper. Lubrication is accomplished through the lubrication hole on the rod end of the actuator housing. Lubricate only with MIL-H-5606 hydraulic fluid.
- (29) Perform Functional test of main gear actuator. (Refer to Adjustment/Test, this section.)

EFFECTIVITY: NOTED

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## Excerpt D: Nose Landing Gear Extension Dimensions

### SCREWING CYLINDER ASSEMBLY INTO PLACE.

- (9) Coat lower outside diameter of cylinder assembly with a light coat of AN-P-51 (Vaseline) and screw cylinder assembly into place until its inner face firmly clamps downlock ball housing and spacer shim against housing.
- (10) Install lockscrew and safety wire at place provided on housing.
- (11) Install rod end and adjust so that dimension from center of rod end bolt hole to center of cylinder assembly bolt hole is 33.79 ( $\pm 0.03$ ) inches [85.82 ( $\pm 0.076$ ) cm] with cylinder extended and locked and 20.10 ( $\pm 0.07$ ) inches [51.05 ( $\pm 0.178$ ) cm] with cylinder compressed. Secure rod end with attaching parts.

NOTE: On actuators with jamnut, tighten jamnut by hand until jamnut is snug against cylinder. Tighten 1/16 to 3/32 of a turn more. This will provide a torque of 700 to 800 inch-pounds [79.03 to 90.32 Nm].

- (12) When installing nameplate, steel stamp new part to duplicate data on actual part being replaced.
- (13) Refinish all externally painted surfaces with one coat of wash primer, one coat of zinc chromate primer, and one coat of aluminized lacquer.
- (14) Lubricate nose gear actuator piston rod end felt wiper. (Refer to Chapter 12.)

### 3. Adjustment/Test

#### A. Tools and Equipment

NOTE: Equivalent substitutes may be used in lieu of the following:

NAME	PART NUMBER	MANUFACTURER	USE
Pressure Gauge, 3000 psig		Commercially Available	Measure hydraulic pressure
Hand Pump, 2250 psig min.		Commercially Available	Test actuator
Hydraulic power source, 1500 psig, 4.0 ( $\pm 0.5$ ) GPM		Commercially Available	Cycle actuator
Hydraulic Selector Valve, Solenoid Operated		Commercially Available	Test circuit

EFFECTIVITY: ALL

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