

SPECIAL TOOLS

Huck Bolt Splitter	42-10
Hoisting Sling	169-59001/1
Stabilator Travel Board	169-620000/807 (Model 23)
Stabilator Travel Board	169-620001/807 (All Models Except Model 23)
Flap Travel Board	169-110000-1 & -2/807 (Model 23)
Flap Travel Board	169-160005/807 (All Models Except Model 23)
Aileron Travel Board	169-110000-1 & -2/807/1 (All Models)
Rudder Travel Board.....	169-640000-3/807 (All Models)

GROUND HANDLING

JACKING
(Figures 2-2 and 2-3)

CAUTION

On the 24R (retractable gear) airplanes, the landing gear circuit breaker should be pulled and the emergency gear extension valve should be open to relieve pressures in the hydraulic system when work is to be accomplished on the landing

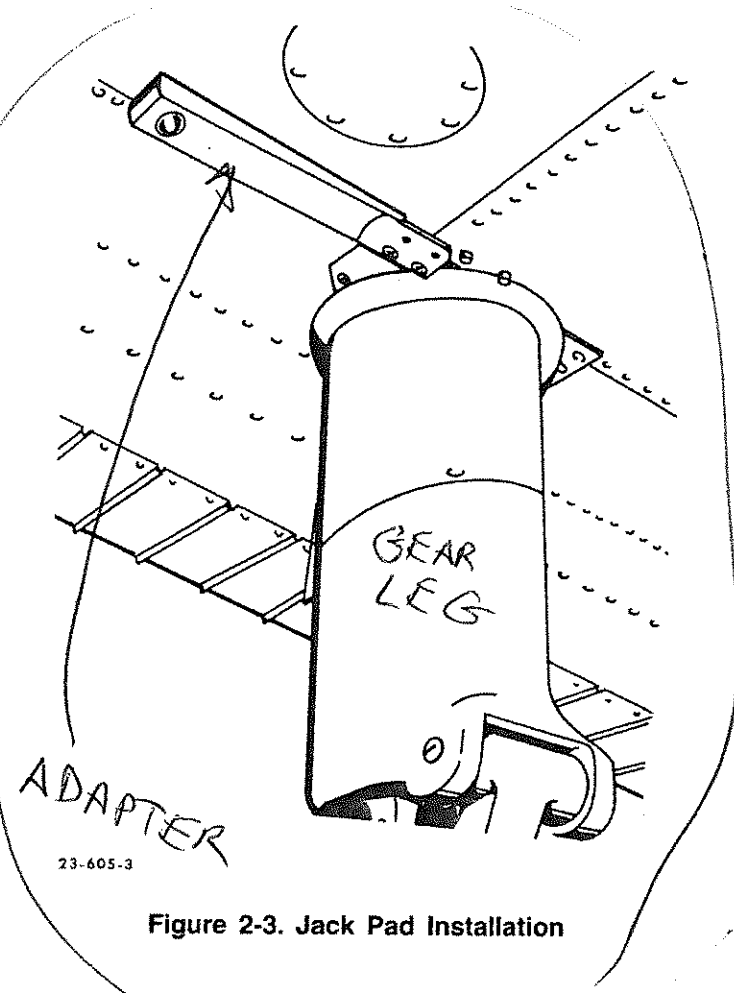


Figure 2-3. Jack Pad Installation

gear system. With the emergency gear extension valve closed, movement of a hydraulic cylinder during maintenance may cause actuation of the nose gear downlock cylinder or other components.

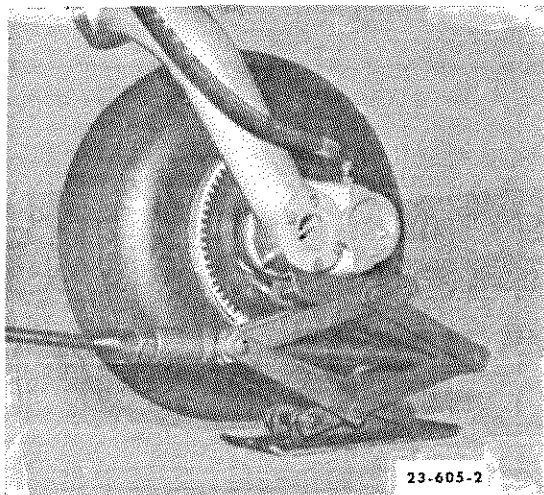


Figure 2-2. Use of Scissors Jack

For removing a wheel and tire from an individual gear, use a scissor jack under the wheel axle to raise airplanes without jack pads. To remove a landing gear without the aid of the jack pads (P/N 169-590014) shown in Figure 2-3, raise the wing either by the scissor jack under the axle or by manual lifting and place a contoured cradle under the wing for support. Remove the jack after the support is put in place. Lifting manually may be accomplished by two or more persons placing their shoulders under the spar. The contoured cradle should then be placed under the wing. The jack pads, Figure 2-3, must be installed by replacing the existing screws in the wing with longer screws (P/N NAS623-3-4). Whatever the method of jacking used, the following precautions must be observed to avoid damaging the airplane:

- a. NEVER raise the airplane higher than is necessary to remove the wheel or landing gear.
- b. NEVER enter the airplane while it is on jacks.