

Cleveland

Wheels & Brakes

Parker Hannifin Corporation

Aircraft Wheel & Brake

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PRODUCT REFERENCE MEMO

INSPECTION OF CLEVELAND WHEEL ASSEMBLIES 40-40A AND 40-135 AIRCRAFT EFFECTIVITY: CESSNA MODELS 310, 335, 340, 402, 414, 421

Within the next 100 hours, perform the following:

1. If the manufacturing date on the decal affixed to the outer wheel half reads 11-77 through 7-80, inclusive, perform the following:
2. Properly jack up aircraft per Cessna Service Instructions.
3. Remove the 155-00600 snap ring, 158-00800 hubcap, MS24665-357 cotter pin, MS21258C15 tab washer, CM2910-15 axle nut and 214-01000 bearing cone from the outer (small bore) wheel half assembly. (See Figure 1.)
4. Inspect the bearing cup (part number 214-00900) in the outer wheel half assembly for looseness. If the cup is found to be tight, proceed to step "6".
5. If the cup is found loose, replace the outer wheel half assembly with an assembly of corresponding part number (162-01700) and the spacer between the wheel halves with a new configuration (067-00600) spacer. (See Figure 1.) New configuration spacers are painted white for identification purposes. Proceed to step "7".
 - (a) Locate the nameplate on the removed wheel half and identify the model number of the wheel assembly (40-40A or 40-135).
 - (b) Locate the two new nameplates supplied by Cessna Customer Service and affix the new nameplate, bearing the same part number (40-40A or 40-135) as identified in Step "2", to the newly installed outer wheel half assembly and discard the unused nameplate. (Best adhesive is attained by rolling nameplate after affixing to wheel half.)
6. If the bearing cup (part number 214-00900) in the outer wheel half assembly is found to be secure, no further activity is required at this time; however, at the next tire change or other required wheel disassembly, replace the existing spacer between the wheel halves with a new configuration (067-00600) spacer. New configuration spacers are painted white for identification purposes. Proceed to step "7".
7. Upon completion of inspection and/or component replacement, reinstall the 214-01000 bearing cone, MS21258C15 tab washer and CM2910-15 axle nut. While rotating wheel, tighten axle nut to 40 in-lb. Back off nut to "0" and, while rotating wheel, retighten to 20 in-lb. If slot in nut and hole in axle do not align, continue tightening until first locking position and install new MS24665-357 cotter pin. Reinstall 158-00800 hubcap, 155-00600 snap ring and remove aircraft from jacks.

Please contact your Cleveland Distributor or the Customer Service Department, Aircraft Wheels & Brakes, Parker Hannifin Corporation, should you have any further questions.

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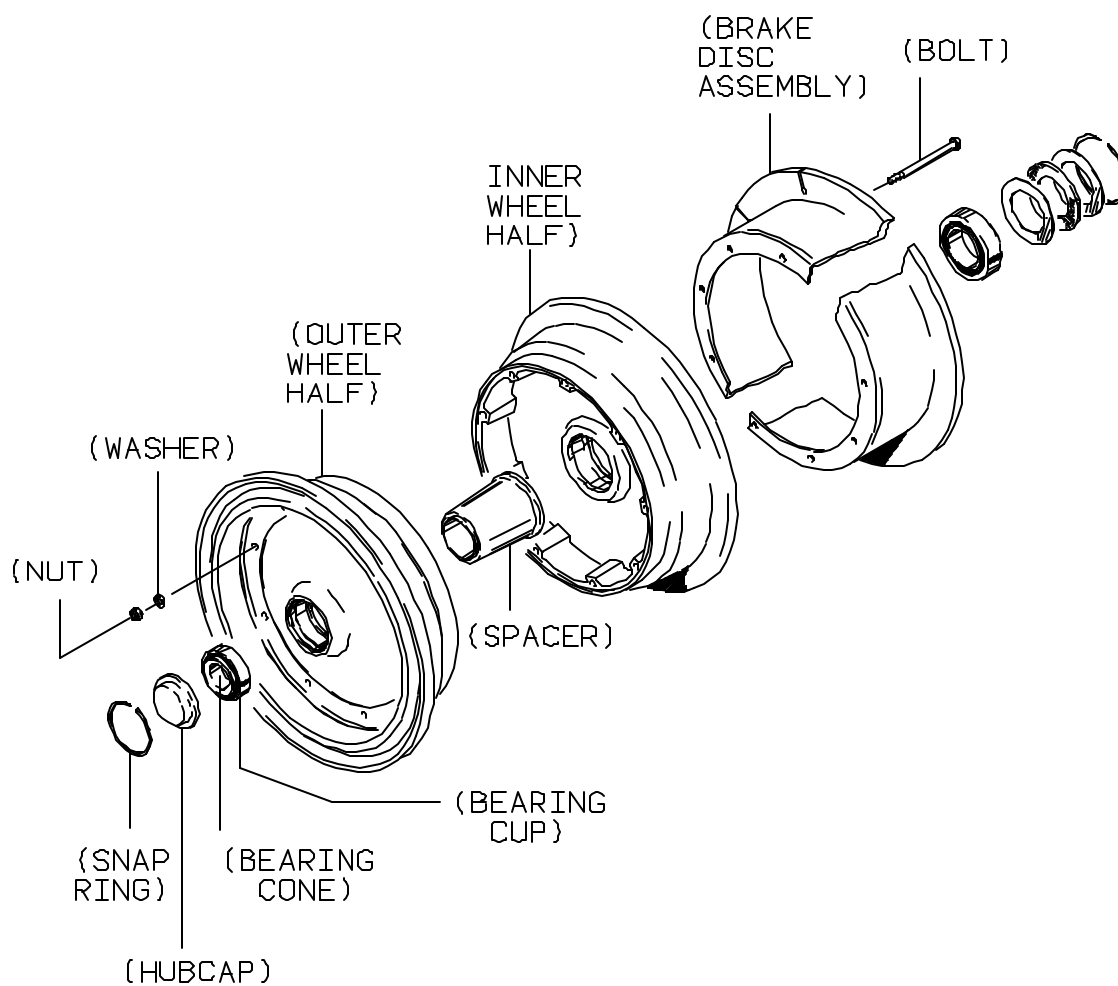


Figure 1
Wheel Inspection