

SERVICING AND MAINTENANCE INSTRUCTIONS

Illustrated Parts Breakdown

for the

95-300001-1	Main Wheel Assembly
95-300001-67	Main Wheel Assembly
95-300001-73	Main Wheel Assembly
95-300001-5	Left Hand Brake Assembly
95-300001-6	Right Hand Brake Assembly

used on

Beechcraft Debonair 33 Bonanza 35 Travel Air 95

and

95-32669	Nose Wheel Assembly
95-32926	Nose Wheel Assembly

used on

**Beechcraft Debonair 33 Bonanza 35 Baron 55
Travel Air 95**

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U. S. A.

TABLE OF CONTENTS

SPECIFICATIONS

Page i

<u>SECTION I</u>	INTRODUCTION	<u>PARAGRAPH</u>
	General	1-1
	Tires - General Description	1-2
	Wheels - General Description	1-3
	Brakes - General Description	1-4
 <u>SECTION II</u>	 TIRE MAINTENANCE	
	Tubeless Sidewall Valve Inflated Tires	2-1
	Inflation Procedure	2-2
	Sidewall Valve Replacement	2-3
	Tube Type Tires	2-4
	Mounting Tube Type Tires	2-5
	Tire Balance	2-6
	Inflation	2-7
 <u>SECTION III</u>	 OVERHAUL OF WHEELS	
	Main Wheels 95-300001-1, 95-300001-67 and 95-30000-73	3-1
	Disassembly	3-2
	Cleaning, Inspection and Repair	3-3
	Lubrication	3-4
	Reassembly	3-5
	Nosewheels 9532669 and 9532926	3-6
 <u>SECTION IV</u>	 OVERHAUL OF BRAKE ASSEMBLY 96-300001-5	
	Replacing Brake Linings	4-1
	Disassembly Brake 95-300001-5 & 95-300001-6.	4-2
	Cleaning, Inspection and Repair	4-3
	Reassembly Brake 95-300001-5 & 95-300001-6	4-4

LIST OF ILLUSTRATIONS

<u>FIGURE</u>	<u>SUBJECT</u>	<u>PAGE</u>
1	Sidewall Valve Tubeless Tire (Cross Section)..	2
2	Main Wheel Assemblies 95-30000-1, 95-300001-67 and 95-300001-73	7
3	Nosewheel Assemblies 9532669 and 9532926	10
4	Brake Assembly 95-300001-5 & 95-300001-6	14

SPECIFICATIONS
FOR
GOODYEAR TIRES, WHEELS & BRAKES
USED ON
BEECHCRAFT DEBONAIR 33, BONANZA 35, AND TRAVEL AIR 95

TIRES - Goodyear Tubeless Nylon with Sidewall Inflation Valve, or Goodyear Nylon Tube Type Tires and Innertubes.

MODEL	MAIN WHEEL	PLY RATING	NOSE WHEEL	PLY RATING
33	6.00-6	6	5.00-5	4
35	7.00-6	6	5.00-5	4
95	7.00-6	6	5.00-5	6

WHEELS - Main: 95-300001-1, 95-300001-67 and 95-300001-73
Torque Wheel Bolts to 140 pound inches

Nose: 95-32669 and 95-32926
Torque Wheel Bolts to 83 pound inches

Bearings: Lubricate with MIL-G-3545 grease or equivalent.

Rubber Bearing Seals: Lubricate lips of seals with MIL-G-3545 grease.

Wheel O-Ring Seals: Lubricate with MIL-G-3545 grease.

Ring Disc: Minimum thickness 0.432 inch

BRAKES - Left brake 95-300001-5LH
Right brake 95-300001-6RH

- Clamping Bolt Torque 160-190 pound inches.

- Lining Wear:

When the bottom of the brake housing is within 1/32 inch of the landing gear torque flange, lining replacement is indicated.

Maximum wear limit on the anvil lining is 5/32 inch measured from the rubbing surface to the back at the lining center.

Maximum wear limit on the piston lining subassy is 15/16 inch measured from the rubbing surface to the bottom of the metal support at the center.

SECTION I

INTRODUCTION

1-1 GENERAL

This manual gives instructions for the maintenance of tires, wheels, and brakes used on the Beechcraft Debonair 33, Bonanza 35 and Travel Air 95 (See page "i" for Specifications).

1-2 TIRES - General Description

- a. Wheel Assembly 95-300001-1, 95-300001-73 and 9532669 are designed for and equipped with Goodyear Nylon Rib Tread, Sidewall Inflation Valve, Tubeless Tires.

NOTE

An inflation needle (Stock No. 206-108172) is furnished with each airplane.

- b. Wheel Assembly 95-300001-67 and 9532926 are designed for and equipped with Goodyear Nylon, Rib Tread Tube Type Tires and Innertubes.

1-3 WHEELS - General Description

The wheels are the divided type and are made of aluminum or magnesium alloy. They are held together by bolts and secured with washers and self-locking nuts. Each wheel has two tapered roller bearings, seated in hardened cups in the wheel hubs and are protected by special rubber grease seals to prevent loss of lubricant and to keep out foreign material. The Brake ring disc is attached to the main wheels as an integral part of the assembly.

1-4 BRAKES - General Description

Goodyear ring disc brake assemblies are used. Braking action is produced by hydraulically clamping the rotating wheel mounted ring between the I.D. surface piston lining and the O.D. surface anvil lining. To assure equal pressure on the surface of both linings, the entire brake is hinge mounted. Right and left hand brake assemblies are not interchangeable.

SECTION II

TIRE MAINTENANCE

2-1 TUBELESS SIDEWALL VALVE INFLATED TIRES.

NOTE

Goodyear Nylon, Rib Tread, Tubeless Tires (with sidewall inflation valves) are used with Wheel Assembly 95-300001-1, 95-300001-73 and 9532669.

2-2 INFLATION PROCEDURE.

- a. An inflation needle is carried in a transparent Zip-Lip Bag, stored in the glove compartment of the airplane.
- b. Open the bag according to the instructions which can be read through the bag.

NOTE

Retain the bag to store the inflation needle and spare valves.

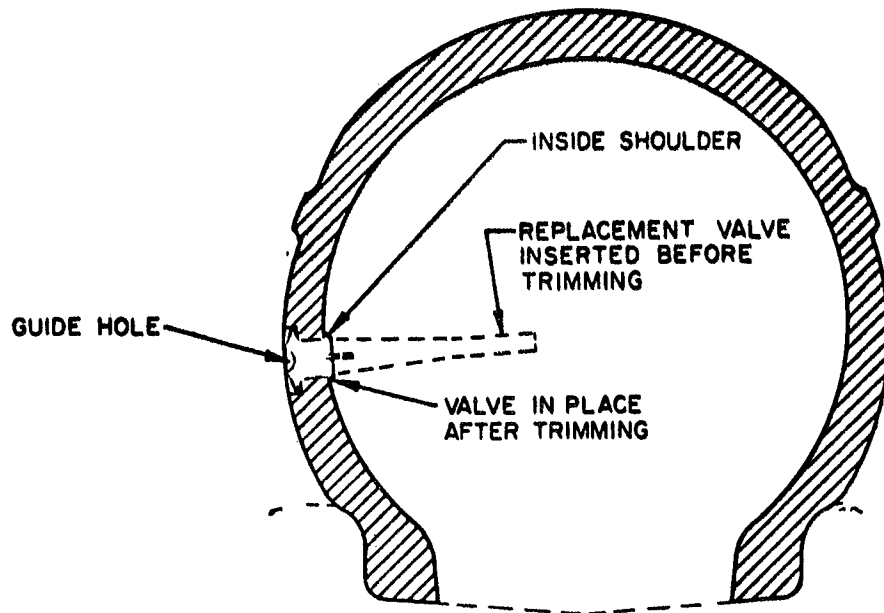


Figure 1 Sidewall Valve Tubeless Tire (Cross-section)

- c. Lubricate the end of the inflating needle by pressing it against the glycerine-saturated pad in the case, then lubricate the guide hole of the blue-colored valve with the needle. (See Figure 1).

- d. Insert the lubricated end of the inflating needle into the guide hole of the blue-colored valve with a rotary motion.

CAUTION

The valve opening should be well lubricated before inserting the inflating needle. The needle should never be inserted dry. DO NOT FORCE THE NEEDLE. If the needle does not enter easily, re-lubricate.

- e. Using a standard air chuck, inflate the tire to approximately 60 p.s.i. (check pressure with an air gauge) to seat the beads properly against the wheel flanges so as to insure dependable air retention. Then reduce the air pressure (to that recommended by the aircraft manufacturer) by depressing the core in the inflating needle and allowing air to escape.

NOTE

If a low pressure air supply is used to inflate the tire, it may be necessary to restrict the outside diameter of the tire in order to spread the beads until they are seated properly. A length of rope wound snugly around the circumference of the tire before inflating will help to seat the beads.

- f. Remove the inflating needle from the valve, replace it in its carrying case and store the case in the Zip-Lip Bag for protection.

2-3 SIDEWALL VALVE REPLACEMENT.

NOTE

With normal care and proper inflation, the tubeless tire valve will last the life of the tire. However, if a valve should be found to be leaking it can easily be replaced.

- a. Deflate the tire by inserting the inflating needle into the sidewall valve (according to instructions given in paragraph 2-2c and d above) and remove the valve core from the inflating needle to insure complete deflation of the tire; then remove the tire from the wheel.
- b. Cut off the inside shoulder of the sidewall valve to be removed with a pair of pincers or side-cutting pliers. (See Figure 1.)

CAUTION

Use extreme care to avoid damaging either the tire liner or the sidewall rubber under the head of the valve. Any kind of cut or damage of the rubber in these areas may impair or destroy the air retention properties of the tire.

- c. From the outside of the tire raise the blue valve head and use a pair of pliers to pull the valve out of the tire.
- d. Place a small amount of cold patch rubber cement into the valve hole of the tire and on the thicker part of the tapered portion of the replacement valve.
- e. Insert the small end of the tapered replacement valve through the valve hole in the tire wall from the outside. (See Figure 1.)
- f. Wipe the cement from the part of the replacement valve projecting inside the tire; grasp the tapered end of the replacement valve with thumb and forefinger and exert a strong steady pull (slowly rotating the valve so as to spread the rubber cement between the body of the valve and the valve hole in the sidewall of the tire) until the head of the valve is seated in the recess provided for it on the outside of the tire.

CAUTION

Be careful. Avoid pulling the entire replacement valve through the hole in the tire wall.

- g. Cut off the tapered extension of the replacement valve (just below the shoulder) on the inside of the tire with a pair of pincers or side-cutting pliers. (See figure 1).
- h. The tire may be mounted on the wheel and used immediately after inflation.

2-4 TUBE TYPE TIRES

NOTE

Goodyear Nylon, Rib Tread, Tube Type Tires are used with Wheel Assembly 95-300001-67 and 9532926.

CAUTION

To avoid possible injury to service personnel, the tire should be completely deflated by removing the valve core before the wheel is removed from the aircraft.

2-5 MOUNTING TUBE-TYPE TIRES

NOTE

Before placing the tube in the tire, it is dusted with a small amount of tire talc. Do not use excessive amounts of tire talc. Soap or other solutions should not be used on the beads of the tire as these may cause slippage during service.

2-6 TIRE BALANCE

- a. To obtain the proper balance of the assembly, the inner tube should be placed in the tire so that the yellow stripe is located at the red dot on the tire. Mating of the tire and tube in this manner will bring the unit into the balance tolerance prescribed by the manufacturer.

2-7 INFLATION

- a. After mounting the tire and tube assembly on the wheel, divided type wheels should have the wheel half bolts drawn up evenly and torqued to the value marked on the wheel, before inflation.
- b. The dual method of inflation should be used when mounting all airplane tires. This consists of inflating the tube just enough to seat the tire beads on the wheel flanges, then removing the valve core and permitting the tube to completely deflate.
- c. This operation will permit the tube to equalize itself inside the tire and eliminate excessive stretching and thinning of the tube in the rim base section. Reinstall the valve core and inflate the tube to approximately one-half the operating pressure.

CAUTION

The tube should not be inflated to full operating pressure until the tire, tube and wheel assembly is mounted on the aircraft.

SECTION III
OVERHAUL OF WHEELS

3-1 MAIN WHEELS 95-300001-1, 95-300001-73 and 95-300001-67.

3-2 DISASSEMBLY

- a. Completely deflate the tire.
- b. Remove the wheel assembly and deflated tire from the airplane as a unit, taking care not to damage the bearing seal or the bearing cone.
- c. Break the tire beads away from the wheel flanges by pressing with the heels of the hands or carefully stepping on the tire while the wheel lies flat on a clean area.

CAUTION

DO NOT USE TIRE TOOLS. They may damage the wheel flanges or tire beads and prevent proper air retention.

- d. Remove the self-locking nuts (2) and washers (3) from the wheel bolts (4).
- e. Separate wheel halves (6 and 8), ring disc (5) and remove the tire.

NOTE

Bearing cups (7 and 9) are shrunk fit into the wheel halves (6 and 8) and should not be removed unless replacement is necessary. If a bearing cup is to be replaced, the wheel half must be heated, either in boiling water for 30 minutes, or in an oven not to exceed 149°C (300°F) before attempting to remove or install a cup.

3-3 CLEANING, INSPECTION AND REPAIR

- a. Clean all METAL parts in dry cleaning solution and dry with a lint-free cloth.

NOTE

Wash the bearing cones (1) last to keep the solution clean and place all parts in a clean place to avoid picking up foreign matter.

- b. Inspect the wheel halves for damage or cracks. If a casting is cracked or shows excessive corrosion, it should be replaced. Small nicks or gouges in the castings should be blended out and polished with fine (400 grit) sandpaper. Areas from which the protective coating has been removed or which show slight corrosion should be thoroughly cleaned and repainted with two coats of zinc chromate primer and two coats of aluminum lacquer.

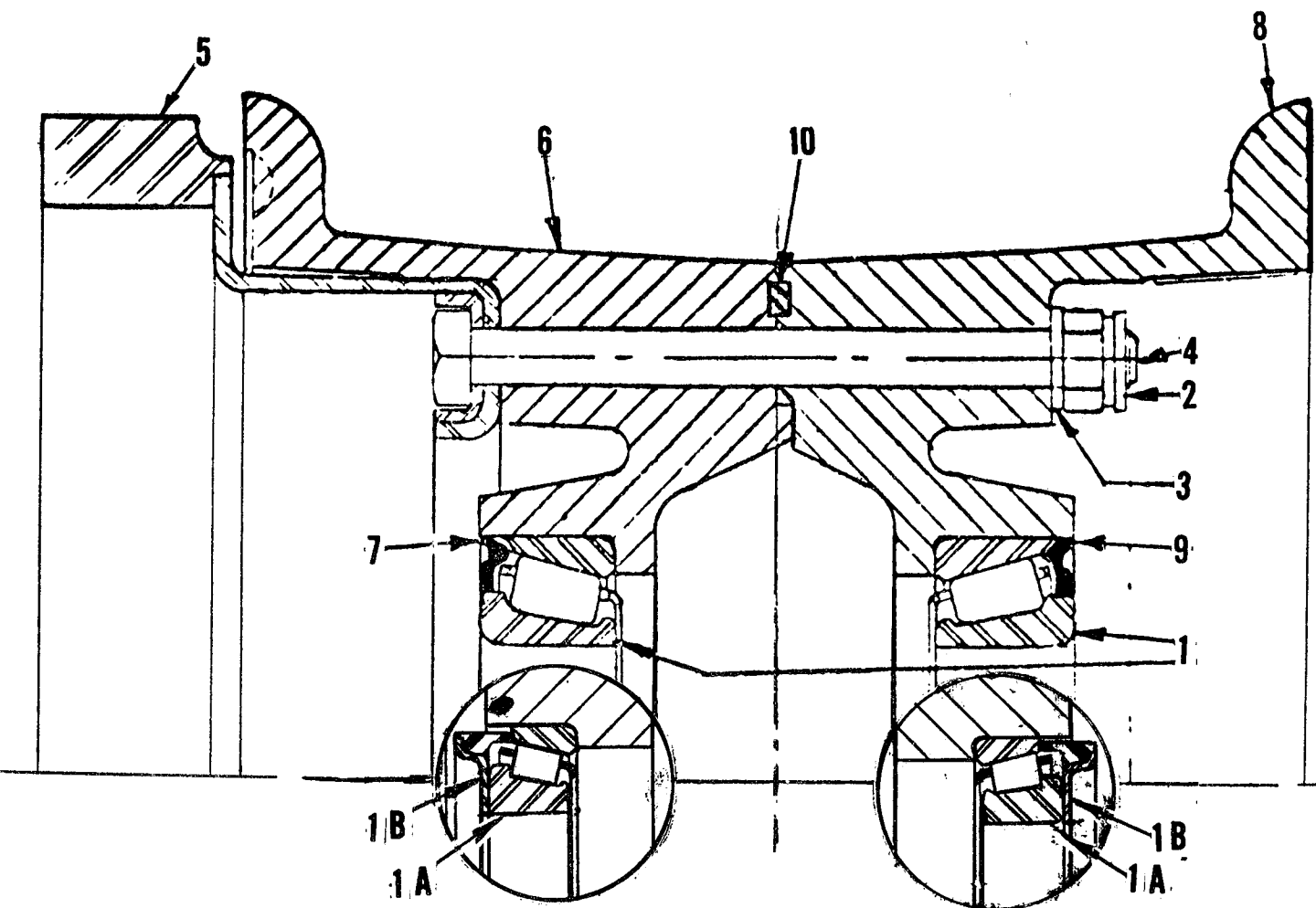


Figure 2 Main Wheel Assemblies 95-300001-1, 95-300001-73 and 95-300001-67

MAIN WHEEL ASSEMBLY 95-300001-1
(For Tubeless Sidewall Valve Tires)

PARTS LIST

FIG & INDEX NO	PART NUMBER	DESCRIPTION	UNITS PER ASS'Y
2-	95-300001-1	Wheel Assembly	1
-1	13685XL	Cone Bearing	2
-2	AN363-524	Nut	3
-3	AN960-516	Washer	3
-4	AN5-34A	Bolt, Wheel	3
-5	95-300001-3	Ring Disc, Subassy	1
-6	9525531	Wheel Subassy Inbd Half	1
-7	13621XL	Cup Bearing	1
-8	9525532	Wheel Subassy Outbd Half	1
-9	13621XL	Cup Bearing	1
-10	AN6230B30	Seal, Wheel O-Ring	1

MAIN WHEEL ASSEMBLY 95-300001-67
(For Tubeless Sidewall Valve Tires)

PARTS LIST

FIG & INDEX NO.	Part No.	Part Name	Req
2-	95-300001-67	WHEEL ASSEMBLY	1
-1A	13889	Cone-Brg	2
-1B	9524218	Seal-Bearing	2
-2	AN363-524	Nut	3
-3	MS20002-5	Washer	3
-4	GYS5-49	Bolt	3
-5	95-300001-3	Ring Subassy-Disc	1
-6	9525777	Wheel Subassy-Inbd Half	1
-7	13830	Cup-Brg,	1
-8	9525967	Wheel Subassy-Outbd Half	1
-9	13830	Cup-Brg,	1
-10	AN6230B29	Seal-O-Ring, Wheel	1

MAIN WHEEL ASSEMBLY 95-300001-73
(For Tube Type Tires)

PARTS LIST

FIG & INDEX NO.	Part No.	Part Name	Req
2-	95-300001-73	WHEEL ASSEMBLY	1
-1A	13889	Cone-Brg.	2
-1B	9524218	Seal-Bearing	2
-2	AN363-524	Nut	3
-3	MS200002-5	Washer	3
-4	GYS5-49	Bolt	3
-5	95-300001-3	Ring Subassy-Disc	1
-6	9525777	Wheel Subassy-Inbd Half	1
-7	13830	Cup-Brg.	1
-8	9534203	Wheel Subassy-Outbd Half	1
-9	13830	Cup-Brg.	1

- c. Bearing cups (7 and 9) should be inspected for damage or wear, but should not be removed from the wheel castings unless replacement is necessary.
- d. Bearing cones (1) after washing thoroughly in dry cleaning fluid are inspected for damage or wear and then coated with clean bearing grease when re-installed in their cups (7 and 9).
- e. Inspect ring disc subassy (5) for distortion and security of attachment of its component parts. Inspect thickness (OD to ID between lining surfaces) when thickness is worn to .432 inch, replace the subassy.

3-4 LUBRICATION

- a. Use MIL-G-3545 (or equivalent) grease to lubricate bearing cones and spread a thin coat of grease on the surface of the bearing cups (7 and 9) and lips of bearing seals. DO NOT OVERLUBRICATE.
- b. Lubricate the O-ring seal (10) with MIL-G-3545 bearing grease (or equivalent).

3-5 REASSEMBLY

- a. Wipe the wheel flange bead seat and wheel register areas with a lint-free cloth (dampened with denatured alcohol) to remove any foreign matter.
- b. On tubeless tire wheels install the lubricated O-ring seal (10) in the brake side wheel half (6).
- c. Position the ring disc subassy (5) on the brake side wheel half (6) and insert the bolts (4).
- d. Wipe the tire beads with a clean cloth and carefully position the tire on the brake half of the wheel (8). On tubeless tires place the sidewall valve toward the ring disc.
- e. Using the bolts as a guide, cautiously position the no-brake half on the wheel so as not to rotate or damage the O-ring seal (10).
- f. Secure the assembly with three washers (3) and three self-locking nuts (2) on the bolts. Tighten the self-locking nuts evenly (in rotation) until a torque of 140 pound inches is reached.

CAUTION

Uneven torquing of nuts may cause bolt failure or air leaks.

- g. Lubricate the bearing cones (1) and the bearing cups (7 and 9) sparingly but thoroughly with MIL-G-3545 grease and carefully install the bearings in the cups. Bearing seals (1B) should be installed on the axle at the time of wheel installation.
- h. Install the wheel on the airplane, adjust the bearings and safety.

NOTE

Rotate the wheel while adjusting the axle nut to insure proper seating and check the wheel to see that there is no side motion.

- i. Inflate the tire according to instructions given in Section II.

3-6 NOSEWHEELS 9532669 and 9532926 (See Figure 3)

- a. The 9532669 assembly is for use with Tubeless Sidewall Valve Tires and uses an O-ring seal to seal the wheel halves.
- b. The 9532926 assembly is for use with Tube Type Tires and innertubes. This assembly uses a Valve Stem Bushing to seal the valve hole from the entrance of foreign material.
- c. The 5.00-5 Nosewheel assemblies are disassembled, inspected and reassembled in the same manner as the mainwheel assemblies with the following exceptions:
 - 1. No ring disc subassembly is used and a washer is provided under each wheel bolt head.
 - 2. Wheel bolt torque is 83 pound inches.

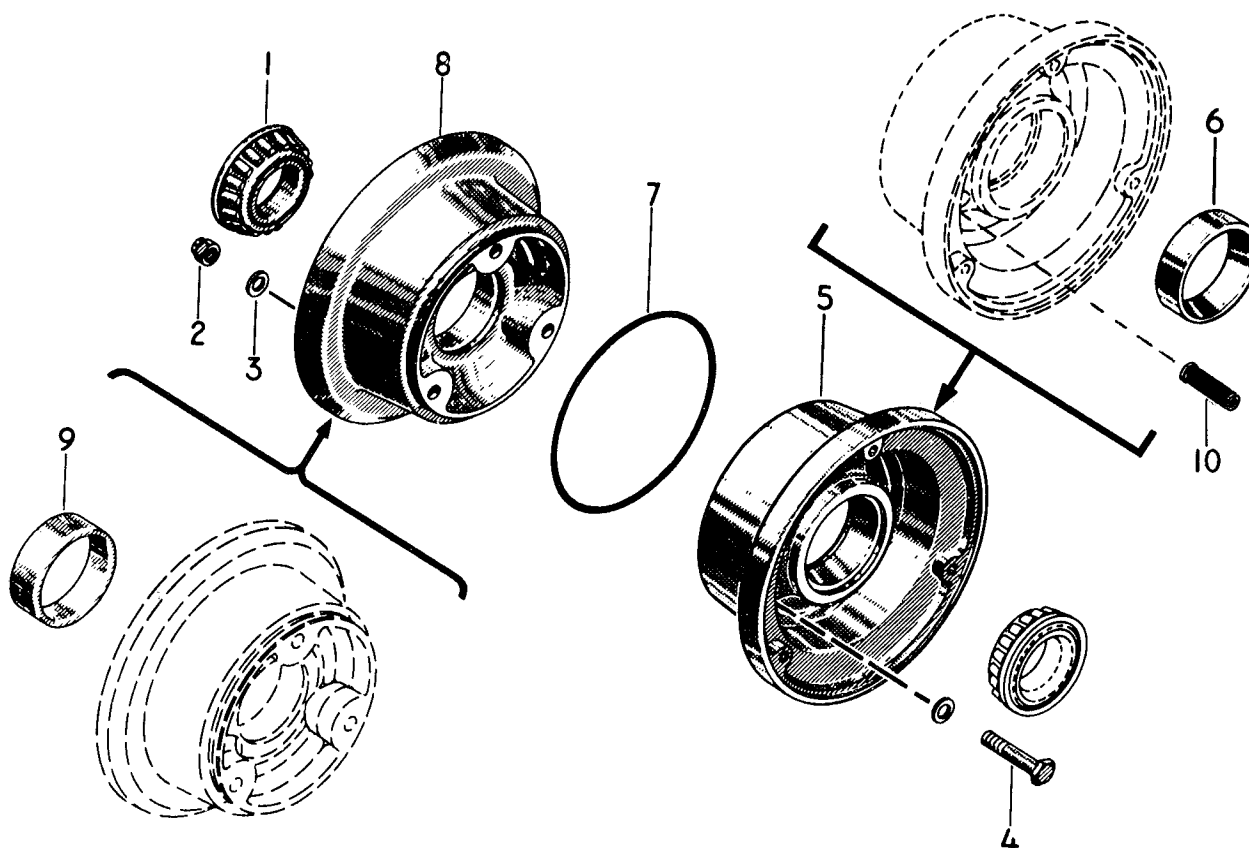


Figure 3. Nosewheel Assemblies 9532669 and 9532926

PARTS LIST FOR NOSEWHEEL ASSEMBLY 9532669

(For use with Tubeless Sidewall Valve Tires)

Figure & Index No.	Part No.	Description	Goodyear Code Number	Units Per Assy.
4-	9532669	Nose Wheel Assembly...	9532669	1
-1	LM67048XL	Cone, Bearing.....	95-6798	2
-2	22FH-428	Nut, Self Locking....	95-6867	3
-3	AN960-416	Washer.....	95-0897	6
-4	AN4-14A	Bolt, Wheel.....	95-2886	3
-5	9532671	Wheel Subassembly, Female Half.....	9532671	1
-6	LM67010XL	Cup, Bearing.....	95-6797	1
-7	9525419	Seal, "O" Ring.....	9525419	1
-8	9532672	Wheel Subassembly, Male Half.....	9532672	1
-9	LM67010XL	Cup, Bearing.....	95-6797	1
-10	Valve Stem Bushing Not	Used On This Assembly.		

PARTS LIST FOR NOSEWHEEL ASSEMBLY 9532926
(For use with Tube Type Tires)

Figure & Index No.	Part No.	Description	Goodyear Code Number	Units Per Assy.
3-	9532926	Nose Wheel Assembly	9532926	1
-1	LM67048XL	Cone, Bearing	95-6798	2
-2	22FH-428	Nut, Self Locking	95-6867	3
-3	AN960-416	Washer	95-0897	6
-4	AN4-14A	Bolt, Wheel	95-2886	3
-5	9541899	Wheel Subassembly, Female Half	9541899	1
-6	LM67010XL	Cup, Bearing	95-6797	1
-7	Wheel	O-Ring Seal Not Used On This Assembly		
-8	9541898	Wheel Subassembly, Male Half	9541898	1
-9	LM67010XL	Cup, Bearing	95-6797	1
-10	9534587	Bushing, Valve Stem	9534587	1

SECTION IV

OVERHAUL OF BRAKE ASSEMBLIES 95-300001-5LH and 95-300001-6RH

4-1 REPLACING BRAKE LININGS (See Figure 4)

- a. Deflate tire and remove wheel per instructions 3-2.
- b. Cut safety wire and remove hinge bolt (17), washer (18) and sleeve (19) from housing.
- c. Slide housing off of torque arm (16).
- d. Remove brass screw (14) and remove anvil lining (15).
- e. Lift piston lining carrier (10) straight up and remove.
- f. Using an air hose blow out piston lining recess to remove any loose foreign material.
- g. Install replacement piston lining in carrier (10) and attach replacement anvil lining (15) with brass screw (14).
- h. Reposition brake over housing torque arm.
- i. Replace sleeve (19), washer (18) and hinge bolt (17). Tighten hinge bolt so that approximately 5 pounds force is required to pivot the brake.
- j. Install safety wire on hinge bolt as shown.
- k. Reinstall wheel and inflate tire per instructions Section II.
- l. Apply brake several times to seat parts.
- m. Release brake and check that wheel rotates freely.

NOTE

See specifications Page -i- for lining wear limits.

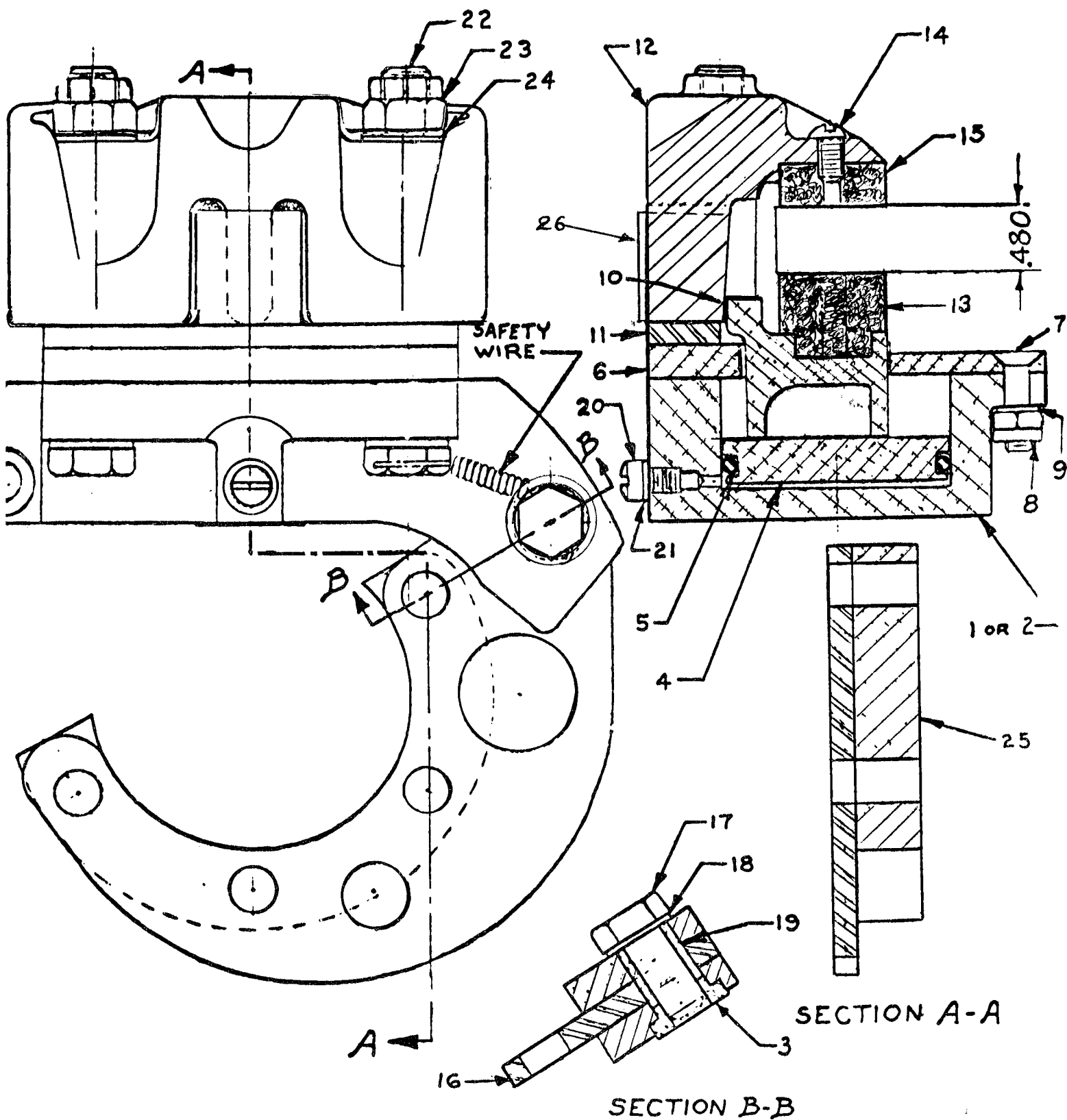


Figure 4 Brake Assemblies 95-300001-5 LH* and 95-300001-6 RH

*LH Brake illustrated

PARTS LIST FOR BRAKE ASSEMBLIES 95-300001-5LH
and 95-300001-6RH. SEE FIGURE 4 FOR ILLUSTRATION

FIGURE & INDEX NO	Part Number	Description	Units Per Assy.
4-	95-300001-5LH	Brake Assembly Left Hand	1
4-	95-300001-6RH	Brake Assembly Right Hand	1
-1	9525551	Housing, Brake Left Hand	1
-2	9525552	Housing, Brake Right Hand	1
-3	9525529	Threaded Bushing	1
-4	9525537	Piston	1
-5	AN6227B27	Seal, Piston O-ring	1
-6	9525536	Guide, Lining	1
-7	Comm.	Screw, #10-32NF2 x 3/4 long 82° flat Head Socket Cap	1
-8	AN363-1032	Nut, Guide Screw	1
-9	NAS620-10L	Washer	1
-10	9525526	Carrier-Lining	1
-11	9525541	Spacer Backplate	1
-12	9533901	Backplate-Anvil	1
-13	95-300001-45	Lining-Piston	1
-14	Comm	Screw #10-32NF2 Round Head Brass 5/16 long	1
-15	95-300001-77	Lining, Anvil	1
-16	9533179	Torque Arm	1
-17	AN5H-5A	Bolt, Hinge	1
-18	AN960-516L	Washer, Hinge Bolt	1
-19	9525533	Sleeve, Hinge Bolt	1
-20	AN502-10-4	Screw, Bleeder	1
-21	511846-4	Washer, Bleeder Screw	1
-22	AN6H26A	Bolt, Clamping	2
-23	AN363-624	Nut, Self Locking	2
-24	AN960-616	Washer	4
-25	9525542	Spacer, Torque Arm	1
-26	9542525	Clip - Lining Guide	1

4-2 DISASSEMBLY

- a. Remove the wheel according to instructions given in Paragraph 3-2.
- b. Disconnect the hydraulic line.
- c. Remove the bolts from the landing gear torque flange allowing removal of the brake & torque arm spacer (25).
- d. Remove the hinge bolt (17), washer (18) and spacer (19) allowing removal of the torque arm (16).
- e. Remove nuts (23), clamping bolts (22) and washers (24) allowing removal of the backplate (12), spacer (11), guide clip (26), and piston lining (13) and lining carrier (10).
- f. Remove brass screw (14) from anvil (13) releasing anvil lining (15).
- g. Remove nut (8), washer (9) and flat head screw (7) releasing lining guide (6).
- h. Remove piston (4) from housing (1 or 2) and piston O-ring seal (5) from piston.

NOTE

It is recommended that the O-ring seal be replaced at each overhaul. If the seal is to be reinstalled on reassembly, note its position before carefully removing it. Place seal on a clean sheet of paper on which has been indicated the position of the seal with relation to its seat. On reassembly it should be installed as nearly as possible in its original position.

- i. Remove bleeder screw (20) and bleeder washer (21) from the housing (1 or 2).

4-3 CLEANING, INSPECTION AND REPAIR

- a. Clean all metal parts in dry cleaning solution and dry with a lint-free cloth.
- b. Wash seal in clean hydraulic fluid.
- c. Repair or replace all worn or damaged parts.

- d. Inspect the brake housing for wear or damage. Any small nicks or corrosion should be polished out with fine sandpaper (400 grit) and repainted with two coats of zinc chromate primer followed by two coats of aluminum lacquer.
- e. Inspect the cylinder walls and contacting surfaces of the piston for damage. Small scratches and nicks can be removed by polishing with fine sandpaper (400 grit).

NOTE

It is recommended that the O-ring seal be replaced at each overhaul. If necessary to reuse, it should be installed as nearly as possible in its original position.

- f. Brake linings should be replaced at the time of overhaul. Allowable lining wear can be checked by method described in "Specifications" on Page -i-.

NOTE

Ring disc inspection is covered in Section III.

- g. Check security of threaded bushing (3) in housing.

4-4 REASSEMBLY BRAKES

- a. Lubricate the cylinder wall of the housing (1 or 2) and the contacting surfaces of the piston (4) with a thin coat of MIL-G-7711 grease (or equivalent).
- b. Lubricate the piston O-ring seal (5) with MIL-G-7711 grease (or equivalent) and install it on the piston (4).
- c. Install the piston (4) in the brake housing (1 or 2) with the wider surface adjacent to the O-ring groove toward the lining.
- d. Align and attach lining guide (6) to the housing (1 or 2) with flat head screw (7) and nut (8) and washer (9).
- e. Install lining carrier (10) and lining (13) in housing (1 or 2).
- f. Attach anvil lining (15) to anvil (12) with brass screw (14).
- g. Place spacer (11) and lining guide clip (24) on housing (1 or 2) and attach anvil (12) with clamping bolts (22) washers (4) and nuts (23). One washer will be under each bolt head and nut. Torque nuts to 160-190 pound inches.
- h. Place bleeder washer (21) on bleeder screw (20) and install in housing (1 or 2).

- i. Lubricate the hinge bolt sleeve (19) with MIL-G-7711 grease (or equivalent). Install torque arm (16) on housing (1 or 2) with hinge bolt sleeve (19), washer (18) and hinge bolt (17). Tighten bolt to 50 pound inches. Approximately 5 pounds force is required to pivot the brake. Install safety wire as shown.
- j. Align torque arm spacer (25) on back side of landing gear torque arm and install brake per Beech instructions.
- k. Attach hydraulic line and bleed brake. The back fill method of pressure filling from the brake bleeder screw is recommended.
- l. Apply brake several times to seat parts.
- m. Release brake and check that wheel rotates freely.

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