

OCTOBER 29, 1946

**FIELD SERVICE BULLETIN**

NO. 4

PAGE 1 of 4

**LANDING GEAR UP-LOCK CONTROL REWORK**

In order to prevent possible failure of landing gear up-locks to release, this rework should be accomplished as soon as possible.

DESCRIPTION OF REWORK:

Replacement of main landing gear axle up-lock rollers; replacement of auxiliary landing gear drag link and roller; installation of reinforcement block on main landing gear up-lock torque shaft pulley bracket; replacement of landing gear lock release torque shaft assembly.

AIRPLANES AFFECTED:

NC 91108 to 91118, inclusive  
NC 91120 to 91124, inclusive

Kit drawing 145-89013 lists the parts required to accomplish the following work:

See Figure 1.

1. Replace the present up-lock rollers on right and left main landing gear axles with two new 145-33119 rollers.

2. Remove the bolt attaching the up-lock roller bushing and drag link to the nose gear link. Remove the two remaining bolts attaching the drag link to the pivot shaft and hydraulic cylinder. Install new 145-34106 drag link (stamped "PDL2") using new 145-34121 bolt (2-21/32 inches long), 145-34182 bushing, and 145-34183 roller with existing nut and new AN380-3-3 cotter pin. At the two upper attaching points use existing bolts and nuts, and new AN380-3-3 and AN380-2-2 cotter pins.

3. Place the 145-33120 block on the flange of the 145-52302-11 aileron cable pulley bracket, located on left side of 143-14010-20 wing center rib, accessible through left wheel well. Center the block between existing rivets and drill two No. 18 (.169) holes 3/8 inch edge distance through block, bracket flange, and rib. Attach block to bracket with two AN515-8-8 screws and AN365-832 nuts. (Some airplanes have a third rivet in the flange, directly above the bottom rivet. The third rivet should be