

Case: Checking of the pin on the brake lever

This preventive pin locking control concerns the main brake cylinders for the central tunnel, that are the following catalog numbers:

K-446A-000, K-412B-000, K-426B-000, K-438B-000

In one case, the pin was slightly extended from the lever. When moving the lever, the pin touching on the cylinder holder. As a result, it was not possible to create sufficient pressure on the piston and the brake became ineffective.



Check pin fastening:

Use a smaller pin, push from the side on the pin, force 2-3kg. They should not move, then no action is required. This check can also be made with pre-flight check and routine technical inspections.

We assume, that vast majority of checked levers will not report this problem. If however a problem with the pin fixation has occurred, it is possible to send the lever for repair to us or to secure it according to the procedure described below. Should there be any doubt on the part of the aircraft operator, please contact us at kalmar@kasparaero.cz

With the best regards,
Jiří Kašpar

Securing the lever retaining pin

If the clearance on the lever pin has been detected during inspection, here is description how to remove it



Remove the red colour in front of lever and loose the M3 stud bolt



Press the lever pin out and remove the lever. Beware of side spacers, do not lose them.

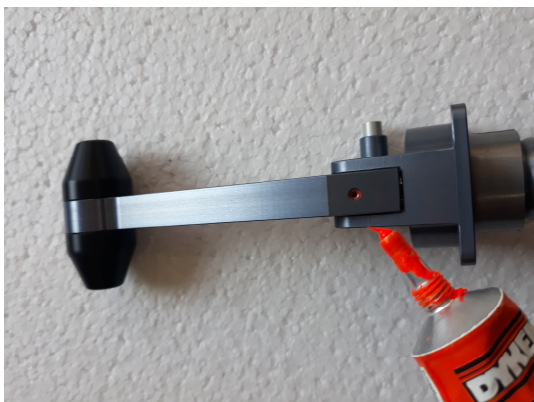




This bolt on the pin is the securing bolt (M3). Fully unscrew the bolt, apply Loctite 603 (or other, similar, for securing of cylindrical parts) in to the thread hole on pin, insert again the M3 bolt, tighten them in the position as shown.



Reinstall the lever, spacer washer, pin.



Tighten the bolt of lever pin, dip it with paint