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SERVICE BULLETIN

SB067-0803

Subject: Lancair IVP, IV, ES, 320, 360, and Legacy Nose Gear Strut Clamp

Date: August 8, 2003

Ref: SB055 and SB060

Pages: 2

Status: Mandatory Inspection and Possible Replacement

Background:

As discussed in SB055 and SB060, it is important to lock the flange to the lower strut tube. The original lock collar has an approximately 1" weldment connecting the flange to the clamp. This weldment has a tendency to crack and sometimes break.

Inspection:

Remove the tow bar bracket (if necessary). Closely inspect the weldment on the lock collar. Cracks usually occur on the edges and are most noticeable on the underside of the clamp.

Upgrade:

An upgraded, machined, two-piece clamp (Part Number Z02E1014) is available to fix this problem. There are two ways to install the new clamp. If removal of the entire nose strut is not necessary, (for example, if the strut has just been resealed, or is not leaking or bleeding down) you can cut the old clamp off. Be very careful not cut into the flange. If the nose gear is suspected of leaking, it is recommended that the nose gear (with the wheel, axel, fork and connecting blocks removed for lighter shipping weight) be shipped to Lancair for resealing. The new lock clamp will be installed at this time.

Proper installation of the new clamp is important for peak performance. Loosely install the clamp on the lower strut tube, resting on top of the flange. Install the four bolts for the fork just snugly to allow proper seating of the clamp to the top flange face. Torque the two allen side bolts on the clamp to 12 Ft/Lbs in steps. Reinstall the remaining nose gear components.

Figure 1
Applies to Lancair IVP, IV, ES, 320, 360, and Legacy

