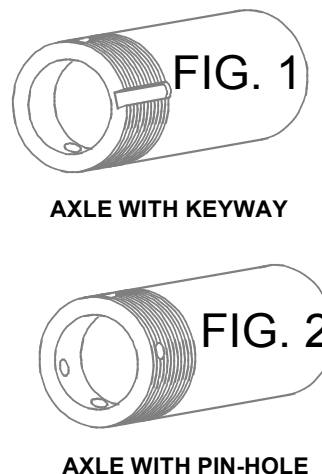
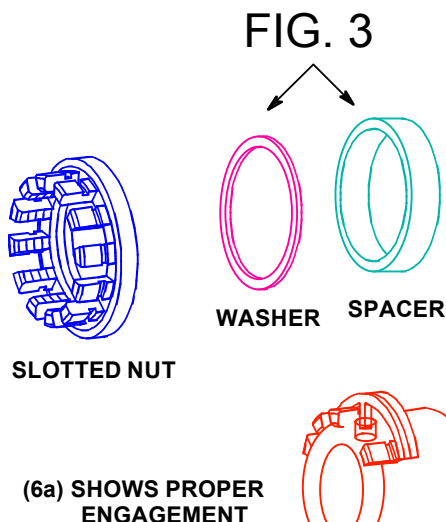
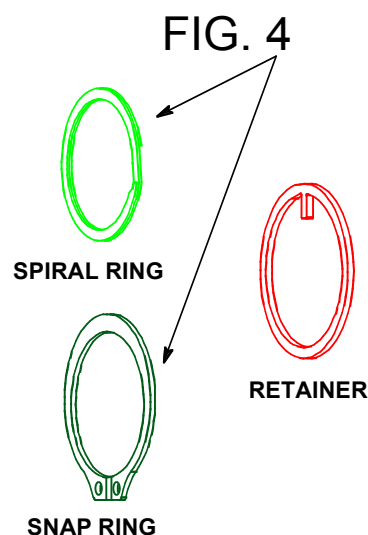


PART NO. APV-GA-1

REVISIONS			
SYM	DESCRIPTION	DATE	APPROVED
A	AS ISSUED TO TOOLING	11-06-00	ERM
B	Part no. change, add Figure 3 and installation instructions	09-05-02	ERM
C	Add spiral ring, Figure 4 and installation instructions for spiral ring, add table for pin hole and keyway specifications. Change installation instructions to reflect.	07-02-04	ERM
D	Add APV-1.00-16 specs in table, ICA	04-21-16	LJW

1. Check the axle and nut for burrs and rough threads. 2. Drill out carter pin-hole or cut keyway in axle to specifications on table. Ok to use aircraft manufactures larger pre-existing pin-hole or keyway. 3. Apply a light coat of aircraft grease (MIL-PRF-81322F example Aeroshell Grease 22 or MIL-G-3545C example Aeroshell Grease 5) to the threads of the axle and nut. 4. Install slotted nut using spanner tool, tighten to 150-200 inch pounds while rotating the wheel to ensure proper seating of the bearings (aircraft manufactures wheel installation procedures can be used). 5. Back off the slotted nut to zero torque, then torque the nut to 30-40 inch pounds while rotating. Check to see that there is no side motion of the wheel and wheel turns freely. 6. Engage tab of retainer into both the slotted nut and the pin-hole or keyway of axle. a. Axle with pin-hole (FIG 2); tilt retainer over slotted nut so tab of retainer will slide into pin-hole of the axle and through one of the slots in the slotted nut. As tab enters the hole, tilt the retainer flush against the nut face. (see 6a) If location of pin-hole does not allow retainer to sit flush on nut face, washers and or spacers (FIG 3) or keyway (FIG 1) are recommended. If tab does not align, tighten the slotted nut to next available keying position. b. Axle with keyway; slide retainer tab into slot on nut that aligns with keyway of axle. 7. Use FAA PMA snap ring or spiral ring provided by True Lock, LLC only. a. Using snap ring pliers, install snap ring and engage into grooves on slotted nut. Apply only enough force as necessary to expand the snap ring over the slots of the slotted nut to engage grooves fully. b. Using spiral ring, lubricate lightly with oil or grease; separate coils and insert end of ring into groove; wind ring into groove. Apply only enough force necessary to wrap spiral ring over slots of the slotted nut to engage groove fully. 8. Fill out FAA Form 337, reference STC No. SA00780SE and make appropriate log book entry. There is no new ICA required as a result of this installation and the existing ICA for this aircraft still applies. Weight and balance change negligible.



PART NO.	KEYWAY			DRILL OUT PIN-HOLE
	WIDTH	CENTERED	DEPTH & LENGTH TO END THREADS	
APV-1.00-16	.145 +.005 -.005	+.003 -.003	.125 +.005 -.005	0,187 3/16th
APV-.937-16	.145 +.005 -.000	+.003 -.003	.080 +.005 -.005	
APV-1.25-12	.167 +.005 -.000	+.003 -.003	.125 +.005 -.005	
APV-1.25-16	.147 +.005 -.000	+.003 -.003	.125 +.005 -.005	0,187 3/16th
APV-1.375-18	.175 +.005 -.000	+.003 -.003	.125 +.005 -.005	
APV-1.50-12	.147 +.005 -.000	+.003 -.003	.125 +.005 -.005	0,187 3/16th
APV-1.50-16	.147 +.005 -.000	+.003 -.003	.125 +.005 -.005	0,187 3/16th
APV-1.50-18	.147 +.005 -.000	+.003 -.003	.125 +.005 -.005	0,187 3/16th

US PATENT NO. 6,095,735

ERM 09/05/02	TRUE LOCK, LLC	
ERM 09/05/02		
ENGINEER / CHECKER	INSTALLATION INSTRUCTIONS	
ERM 09/05/02		
RELEASE TO PROD	TITLE	
GRAPHITE 7	C	PART NO. APV-GA-1
FILENAME APV-GA-1		SHEET 1 OF 1