

Model: 415-C, 415-D, E, G and F-1**Serials:** 1 through 5714 inclusive**Subject:** Rudder Bellcrank Seizures

Parts List:	Quantity	Part No.	Nomenclature
	2	8L12-FK	Bearing (Nylon)
	and 1	SB-14-1	Bushing (Aluminum)
	or 1	F52425	Bellcrank Casting

The purpose of this bulletin is to eliminate the possibilities of a rudder bellcrank seizure caused by the bakelite bushing that has expanded due to moisture within the bushing.

The above may be accomplished by replacing the bakelite bushing with the nylon bearings and by either installing the SB-14-1 bushing in the existing bellcrank casting or by replacement of the existing bellcrank casting with a new part which will eliminate the requirement for the SB-14-1 bushing.

Please refer to the following detailed modification instructions:

1. Remove fairing at stabilizer leading edge to tail cone.
2. As required, loosen the trim tab conduit at the leading edge of the elevator and where it enters the tail cone.
3. Remove the tip of the tail cone (stinger) from the tail cone assembly.
4. Disconnect the elevator push rod from the elevator bellcrank.
5. Lift the elevator up and remove the four bolts that attach the stabilizer to the tail cone.
6. Lift the stabilizer, rudder and elevator as a unit - a few inches above the tail cone.
7. Remove the rudder control cables from the bellcrank arms.
8. Position the stabilizer in a suitable manner for the modification work. See "CAUTION" note on page 2 of this Service Bulletin.
9. Disconnect the rudder push rods from the rudder bellcrank arms.
10. Remove the four bolts that attach the bellcrank bracket to the stabilizer rear spar. The bellcrank assembly can now be removed.

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11. Dismantle the bellcrank assembly and re-assemble using:
 - (a) the new nylon bearings with a new bellcrank casting, or
 - (b) the new nylon bearings with the SB-14-1 bushing and the existing bellcrank casting.

12. Having re-assembled the bellcrank, install it in the reverse order of the preceding instructions. When re-rigging, cable tension to be 60 to 70 inch-pounds by tensiometer.

CAUTION: Use care in handling of the stabilizer when detached from airframe to avoid bending or kinking of the elevator trim tab control housing and/or inner wire.

