

2 November 1948

AIRCRAFT AND MAINTENANCE PARTS

NORTH AMERICAN—INSTALLATION OF COTTER PIN IN MAIN LANDING-GEAR
OPERATING STRUT END FITTING—P-51D, P-51K, AND F-6 SERIES

This Technical Order replaces T. O. No. 01-60-102, dated 30 June 1948, revised to delete obsolete models and change effective point of P-51D aircraft.

NOTE As prescribed in T. O. No. 00-20A, appropriate reference to this Technical Order will be entered on AAF Forms 60-A for the aircraft affected; however, the revision of this Technical Order will not require re-entry on AAF Forms 60-A on which T. O. No. 01-60-102, dated 30 June 1948 has been previously entered. The rework directed herein will be accomplished as soon as possible and not later than the next 100-hour inspection period by service activities with the aid of base maintenance facilities, if necessary. Spare assemblies listed in paragraph 1.b. will be reworked as directed herein at the time of installation.

1. To minimize failure of the main landing-gear operating strut and connecting linkage which results when the piston assembly turns on the strut end fitting,

a cotter pin will be installed through the end fitting and piston assembly in accordance with the instructions contained in paragraph 2.

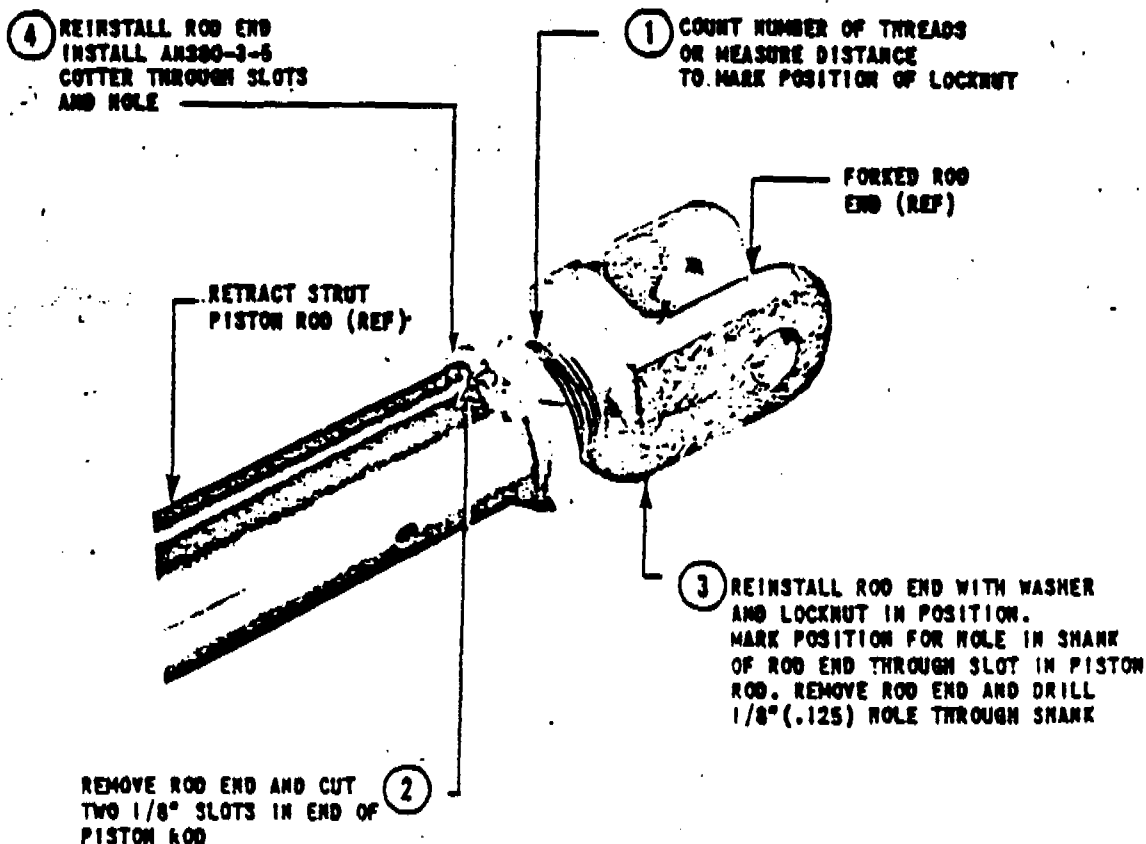


Figure 1 - Rework of Landing-gear Retract Strut

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a. This change will be accomplished on the following airplanes:

MODEL	AF SERIAL NOS.
P-51D	44-11153 to 44-11352 inclusive
	44-12853 to 44-13252 inclusive
	44-13253 to 44-15752 inclusive
	44-63160 to 44-64159 inclusive
P-51K	44-73027 to 44-73026 inclusive
	44-11388 to 44-12852 inclusive

NOTE Any of the above-mentioned P-51 series aircraft which have been redesignated photographic aircraft (P-6 series) will also require this installation.

airplanes, AF No. 44-73027 (Inglewood) and at, and 44-84390 (Dallas) and subsequent, as a structural modification incorporated at the time of prior delivery.

b. The following spare assemblies are affected by this change and will be reworked in accordance with the instructions contained herein; however, this rework is only to be accomplished on such parts at time of installation on airplanes.

PART NO.	NOMENCLATURE
37-14-01	Wing Assembly
87-027	Strut Assembly - Hydraulic landing gear
97-0270	Strut Assembly - Hydraulic landing gear
97-580271	Strut Assembly - Hydraulic landing gear
99-580272	Strut Assembly - Hydraulic landing gear
98-580273	Strut Assembly - Hydraulic landing gear
108-580270	Strut Assembly - Hydraulic landing gear

2. The instructions for accomplishing this change, as contained in North American Service Bulletin P-51-286, are as follows:

QTY	STOCK NO.	PART NO.	NOMENCLATURE	CLASS	SOURCE
2	8700-396400	AN380-3-8	Pin - Cotter steel, 3/32 x 1-1/4 in.	29	AF Stock

4. Approximately 3 man-hours are required to accomplish this change.

NOTE It is mandatory that the control linkage and system for the main gears be in proper adjustment before any rework is attempted.

a. (See figure 1.) Locate the piston rod in the retract strut in the aft portion of the wheel well.

b. Disconnect the linkage from the forked rod end and loosen the lock nut on the shank of the rod end. Remove the rod end from the piston rod of the strut. When removing rod end count the number of threads or measure the distance between the lock nut and the rod end shoulder.

c. (See figure 1.) Cut two 1/8-inch square slots, one opposite the other in the outboard end of the piston rod. Clean out all metal chips and filings.

d. Reinstall the forked rod end with washer (if installed) and lock nut. Make certain lock nut is in same position on shank as before removal. Screw the rod end into the piston rod until lock nut and washer are firmly against the end of the piston rod.

e. Through one of the slots just cut, mark the position for the hole on the threaded shank of the rod end. Use a scribe or other sharp instrument.

f. Remove the forked rod end and drill a 1/8-inch (.125-inch diameter) hole through the shank at the point marked.

g. Discard the washer (if originally installed) and reinstall the rod end in the piston rod. Screw the rod end in until the hole lines up with the slots cut in the piston rod. Install one cotter pin, part No. AN380-3-8.

h. Tighten the lock nut against the piston rod and reconnect the gear linkage to the rod end.

3. The following parts are required per airplane to accomplish this change.

BY COMMAND OF GENERAL ARNOLD:

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