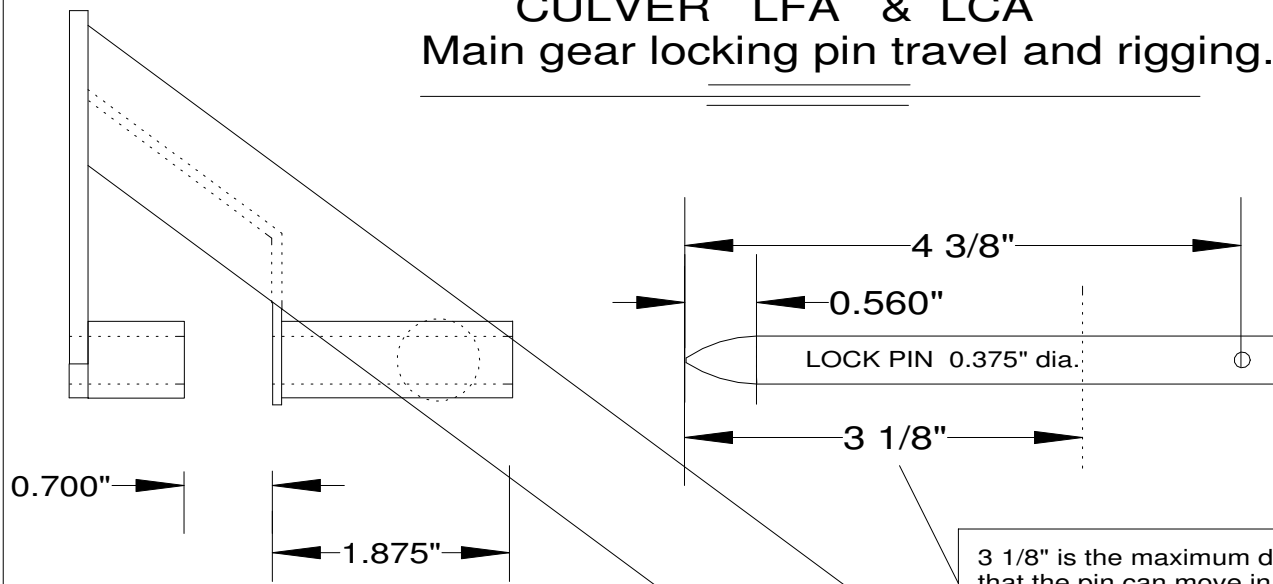


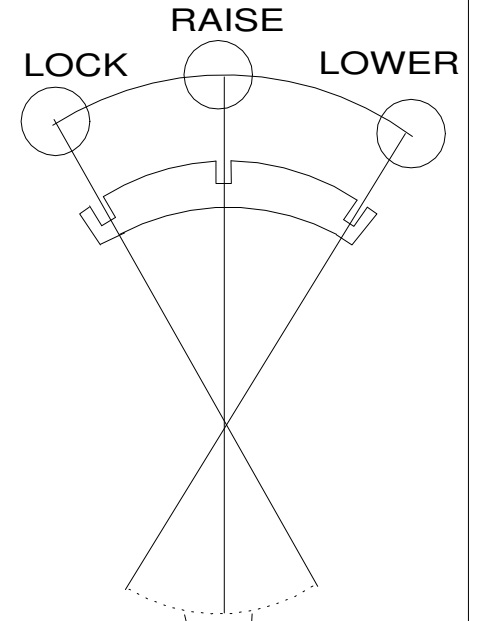
CULVER LFA & LCA

Main gear locking pin travel and rigging.

Movement of lock lever from detent to detent (including the changes caused by linkage geometry) moves the lock pin 1.125" for a total of 2.25".

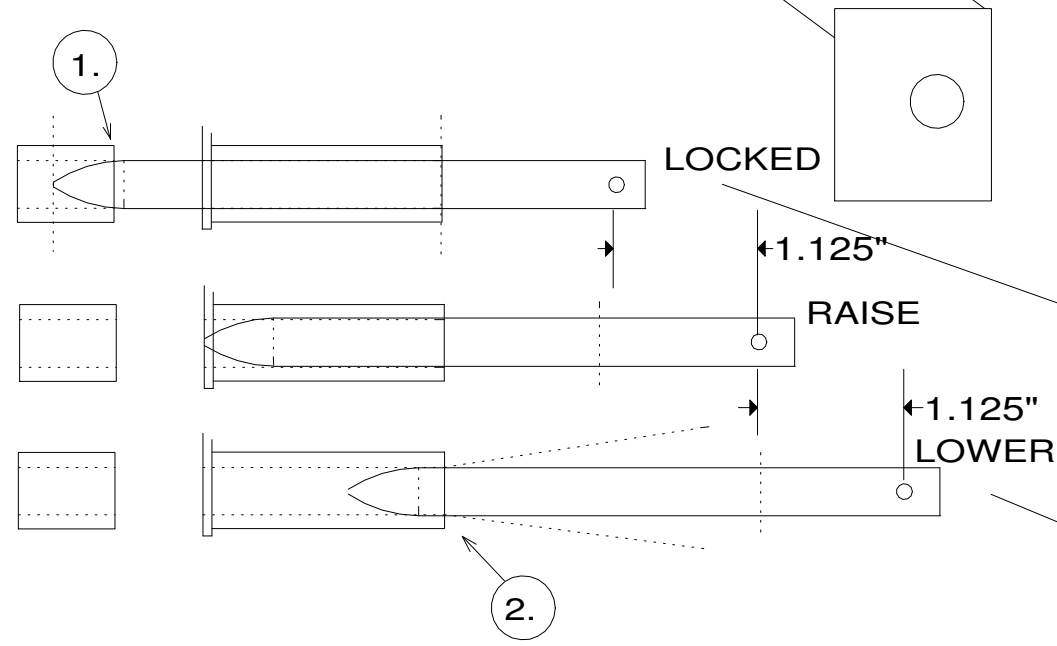


3 1/8" is the maximum depth that the pin can move in due to bottoming out of the actuator link.



effectively 1.125" at pins.

<<<<AFT FWD>>>>



AREAS OF CONCERN:
(Give close attention to the following during rigging or adjustment.)

1. In the LOCKED position the pin only enters the AFT socket a maximum of 0.550" and; due to the length of the tapered bullet nose(0.560" on mine) it may not engage the AFT socket to it's full diameter. The pin would thus not provide full double shear strength and might withstand only 1/2 the side loading.

2. In the LOWER position with the pin at it's most FWD position it extends into the guide only 0.875" total. Subtracting the 0.560" bullet nose leaves only 0.315" of full diameter in the guide tube. If, mis- adjusted, and the pin moves out of the guide any more, it can slip out of alignment and jam. (When checking mine as little as 1/8" more movement allowed it to jam.)

Note: There is no built in adjustment in the linkage. If problems are found check all rods and levers for bending and distortion.