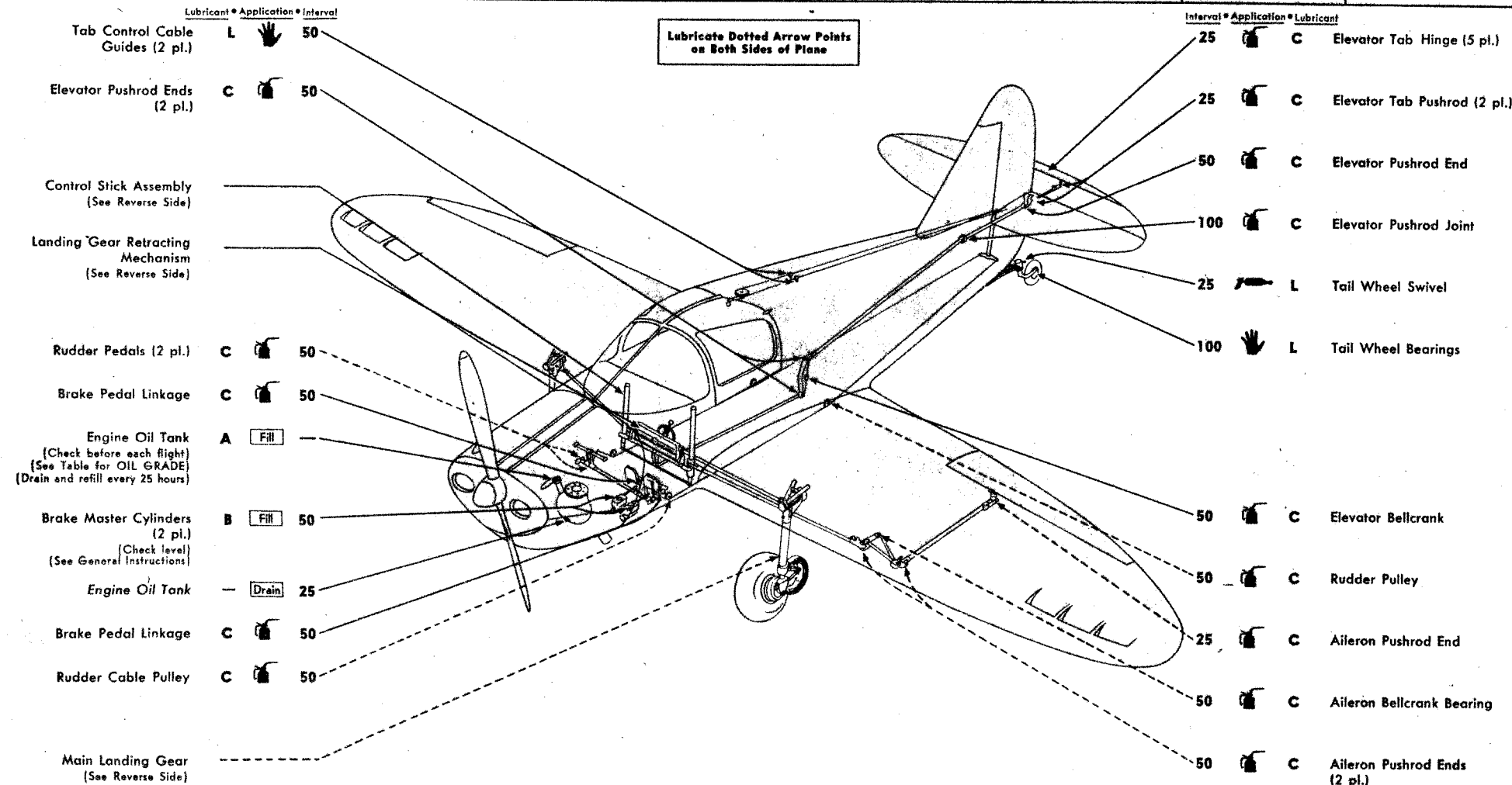




CULVER L SERIES



SHELL FUEL AND OIL RECOMMENDATIONS				TANK CAPACITIES			TIRES		INTERVAL	APPLICATION	AeroShell LUBRICANTS	
PLANE MODEL	ENGINE		SHELL FUEL GRADE	AeroShell OIL D GRADE			Engine Oil— Continental—4 qt. Franklin—5 qt.	Size	Inflation Pressure	25 = 25 Hours 50 = 50 Hours 100 = 100 Hours	= Grease Gun = Oil Can = Hand	A = AeroShell Oil D B = AeroShell Fluid 1A C = AeroShell Fluid 3 L = AeroShell Grease 6
	MAKE	MODEL		Ground Temperature								
				Above 70°F.	70°F. to 20°F.	Below 20°F.						
LCA	Continental	A-75	80	80D (SAE 40)	65D (SAE 30)	55D (SAE 20)	Main Landing Gear	5.00-4	25 lb.			
LFA	Franklin	4AC-176-D3 4AC-176-F3	80	55D (SAE 20)	55D (SAE 20)	55D (SAE 20)	Fuel, Main—20 gal.	Tail Wheel	6-2.00	Solid		



NOTES

1. DO NOT LUBRICATE—Aileron, Elevator and Rudder Hinges.

SEE GENERAL INSTRUCTIONS FOR LUBRICATION OF ACCESSORY UNITS, ETC.



CULVER I SERIES



Lubricant • Application • Interval

- Aileron Pushrod End C 50
- Pivot Pin C 50
- Tie Rod End C 50

Interval • Application • Lubricant

- 50 C Aileron Pushrod End
- 50 C Pivot Pin
- 50 C Elevator Pushrod End
- 50 C Tie Rod End

Control Stick Assembly

Interval • Application • Lubricant

- 25 C Pushrod End
- 25 C Retracting Linkage (3 pl.)
- 25 L Oleo Hinge Tube
- 50 A Shock Strut (Grade 80D) (Note 2)
- 25 C Spring End
- 25 C Torque Link Bolts (3 pl.)
- 100 L Wheel Bearings (Remove, clean and repack)
- 25 C Spring End

Main Landing Gear (2 per plane)

Lubricant • Application • Interval

- Pushrod End C 25
- Locking Device C 50
- Retracting Box (Note 3) L
- Pushrod End C 25

Landing Gear Retracting Mechanism

NOTES

2. OLEO SHOCK STRUT — Remove upper pin on spring and compress strut completely. Force oil into strut through screw plug hole while slowly extending to maximum length. Insert screw and operate strut several times to expel trapped air from section below orifice. Extend strut fully and remove screw to blow out excess oil by inserting a tube not larger than 1/8 in. O.D. connected to an air hose. CAUTION: Do not use excessively high air pressure. Check stroke of shock

absorber. The distance between bolts attaching torque links to strut and lower socket should not be over 5/8 in. with spring disconnected. Note: If signs of leakage are apparent around shock strut packing nut, check at more frequent intervals.

3. LANDING GEAR RETRACTING BOX — This box is packed with lubricant initially at the factory and should be repacked whenever disassembled for some other purpose.

AeroShell LUBRICANTS

- A=AeroShell Oil D
- B=AeroShell Fluid 1A
- C=AeroShell Fluid 3
- L=AeroShell Grease 6