

Maintenance manual DG-300 Club ELAN ACRO

Manual amendments

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1	1, 2, 21, diagram 4	Additional suspension of the waterbags AM 300/12/E/95	Nov. 95	
2	1, 10	Landing gear control handle TN359/22	June 2004	

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1.6 **Undercarriage**

A **Retractable undercarriage**

1.6.1 **Undercarriage control circuit** - see digram 2

1.6.2 **Adjustment**

- a) Should the undercarriage not retract fully, an adjustment can be made by screwing out the universal pushrod joint on pushrod FW 9a/3 with a 10 mm open end spanner.
- b) The lock in extended position is by means of the gas strut in the landing gear box and additionally by a rubber buffer in the cockpit.
The clearance between the locking latch at the handle and the front end of the rubber buffer should be 0.5 to max. 1 mm (.02 to max. .04 in.) with the spring suspension of the undercarriage fully extended. Adjustment can be made at the mounting of the rubber buffer (see drawing FW 25).
Without TN 359/22: The friction of the handle in sense of rotation should be adjusted so, that you can just rotate the handle.
With TN 359/22: A torsion spring is installed to keep the handle in the locked position.

1.6.3 **Free play**

Free play between lever FW 8b and the pivot bar FW 21/3 is not allowed. If there is any free play, then the two securing bolts M 6 x 40 should be tightened with a 10 mm open end spanner. If there is still some free play, the bolts should be removed and the holes drilled out and reamed to diameter 8 H 7. M8 x 40 LN 9037 bolts should then be installed.

1.6.4 **Main wheel tyre pressure:**

retractable undercarriage	3.5 bar (49 psi)
fix undercarriage	3.0 bar (42 psi)

1.6.5 **Tail wheel tyre pressure:** 2 bar (28 psi)

B **Fix undercarriage**

1.6.6 **System** - see diagram 2 a

1.6.7 **Conversion to retractable undercarriage**

The conversion is possible, as the mounting bushes in the undercarriage box are the same and the stands for the control circuit are already installed. Further details see enclosure to this manual.