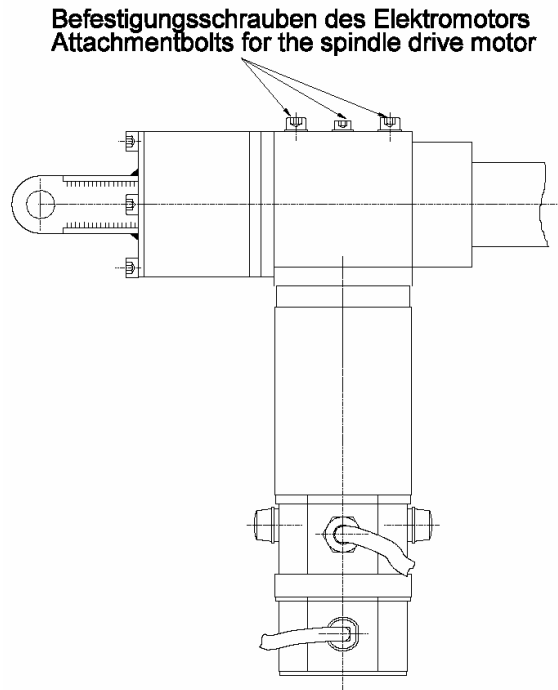


Working instruction for supplemental securing of the connection between the spindle drive “Stross BSA10” and the spindle drive motor on the DG-500MB.

1. Remove the spindle drive from the aircraft.
2. Remove the motor attachment bolts at the gear housing with an Allen key wrench size 3mm (see drawing).



3. After removal of the motor, two countersunk nuts, cast in silicone, become visible on the flange. In most cases the nuts are only tightened during production, but not secured by additional measures. Remove the silicone around the nuts and remove the nuts with a 7mm socket wrench. Remove any sealing compounds and contaminations from the flange (see photo).



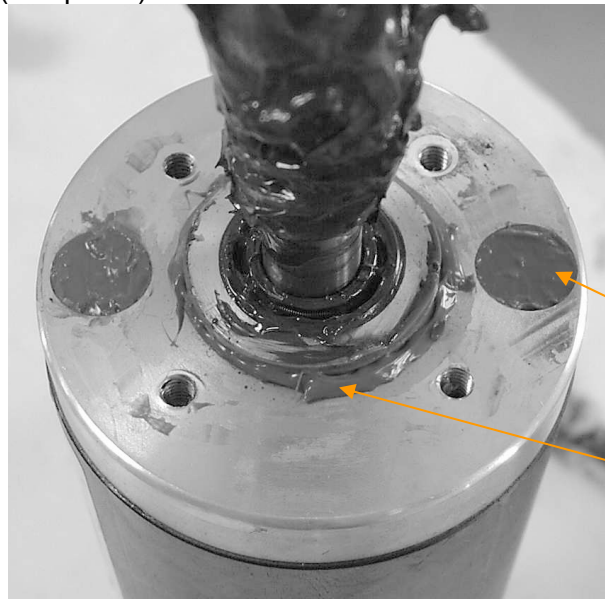
Picture 1: Silicone already removed

4. If there are any remains of old Loctite on the threads, they should be removed. Reassemble the original nuts, secure with Loctite 243 (torque to 2.5 Nm (1,9 ft lb)) and mark with red securing paint (see picture 2).



Picture 2

5. Fill the remaining cross section with acetic acid free silicone (for example Dow Corning 736) (see photo).



Aufgefüllte Bohrung
Filled blind hole

Dünne Dichtraupe
Thin silicone sealing

Picture 3

6. Apply a thin (!) rim of silicone sealing around the collar of the flange, to prevent the outflow of grease during operation (see photo 3)
7. Install the motor to the gear housing with the original Allen key bolts, secure the bolts with Loctite 243 (torque to 2.5 Nm (1,9 ft lb)) and mark with red securing paint.
8. Install the spindle drive to the aircraft.