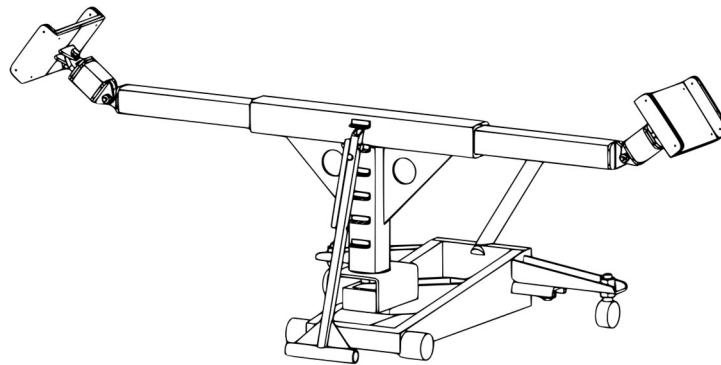




## Operating Instructions



Flat Gear/Main Gear Jack

### Main Gear Lift:

**Step 1:** With jack in the lowest position, equally position both jack pads under the upper gear legs to contact gear legs approximately 6 inches below fuselage (**Figure 1**) with the T-stand centered below the fuselage (**Figure 2**). Tighten slide tube adjustment screws. For nose gear aircraft, pump handle needs to be offset left or right to remain clear of the nose wheel assembly. The “T” stand rotates from the jack base to allow these adjustments.



Figure 1



Figure 2

**Step 2:** ***Very Important*** Pump handle until the jack saddles are nearly touching the main gear and adjust to ensure brake lines are situated as shown in **Figure 3**. Ensure jack is still centered under fuselage.

**For Installing 29" tires on Cessna 180 & 185 aircraft.** The flat gear slide tubes need to be extended to allow the lift pads to contact the gear legs mid span or lower between the fuselage and axel.

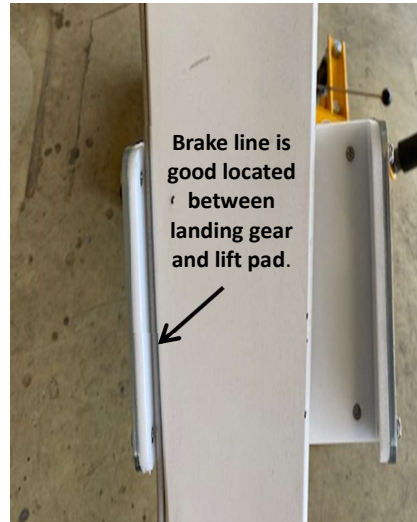


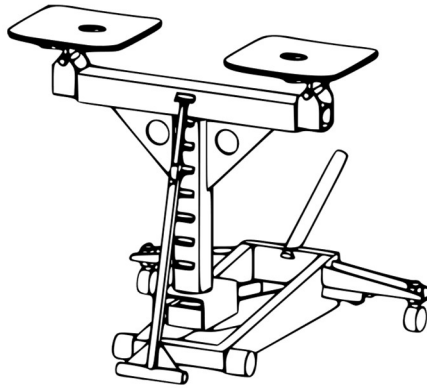
Figure 3

**Step 3:** Lift main gear wheels only enough (roughly 2-3 inches) to permit the work activity. Engage safety stop, then slightly lower the jack to ensure the safety stop is fully seated into the ratchet bar. For aircraft stability, see **Note 1**.

**Note 1:** Fuel loads and installed aircraft equipment may favor one side or the other as the aircraft is raised. If this occurs simply hang weight from tiedown location to stabilize aircraft to desired side.

**Step 4:** Before Lowering Jack: When work is complete and prior to lowering the jack, inspect the work area to ensure all tools, old cotter pins, blocks and parts are clear from under aircraft tires. Double check surroundings under wings, tail and fuselage to ensure no conflicts occur while lowering jack.

**Step 5:** Lowering Jack: Raise jack slightly and remove safety stop. Slowly turn the handle counterclockwise (never more than  $\frac{1}{2}$  full turn) to lower the main gear tires onto the ground.



## **Belly Pad Lift:**

**Step 1:** Align T-stand centerline with fuselage centerline. The pads should be centered between gear legs and equally cover both fore and aft gear box bulkheads (**Figure 4 & 4A**). Tighten slide tube adjustment screws. **Failure to properly fit placement of the lifting pads under landing gear bulkheads may result in damage to aircraft.**



Figure 4



**Pads should cover both fore and aft gear box bulkheads.**

Figure 4A

**Step 2:** Pump handle to lift main gear wheels only enough (roughly 2-3 inches) to permit the work activity. Engage safety stop, then slightly lower the jack to ensure the safety stop is fully seated into the ratchet bar. For aircraft stability, see **Note 1**.

**Note 1:** Fuel loads and installed aircraft equipment may favor one side or the other as the aircraft is raised. If this occurs simply hang weight from tiedown location to stabilize aircraft to desired side.

**Step 3 Before Lowering Jack:** When work is complete and prior to lowering the jack, inspect work area to ensure all tools, old cotter pins, blocks and parts are clear from under aircraft tires. Double check surroundings under wings, tail and fuselage to ensure no conflicts occur while lowering jack.

**Step 4 Lowering Jack:** Raise jack slightly and remove safety stop. Slowly turn the handle counterclockwise (never more than ½ full turn) to lower the main gear tires onto the ground.