

## NOSE GEAR SHOCK STRUT - SERVICING

### 1. General

- A. The servicing of the nose gear shock strut is limited to adding hydraulic fluid (MIL-PRF-5606) to the strut.

### 2. Service Nose Gear Shock Strut

- A. Servicing Procedures (Refer to Figure 301).

**NOTE:** No air pressure is required in the strut.

- (1) Lift the nose of the airplane. Refer to Chapter 7, Jacking - Maintenance Practices.
- (2) Make sure that the strut is fully extended.
- (3) Remove the AN913-1 plug from the upper forward side of the strut.
- (4) Install an AN816-2D or equivalent 0.125 inch NPT fitting in the upper strut.
- (5) Attach the hydraulic fluid filler tube to the fitting.
- (6) Use a pressure feed system (hand pump, pressure bottle, etc.) to fill the strut with MIL-PRF-5606 (red) hydraulic fluid.
- (7) Remove the pump and let the fluid go back through the filler tube to the supply.
- (8) Apply shop air or other air pressure (70.0 PSIG maximum) to the filler tube to blow excess fluid from the strut (internal standpipe installed in strut).
- (9) Remove the filler tube and fitting from the upper forward side of the strut.
- (10) Install the AN913-1 plug in the upper forward side of the strut.
- (11) Remove the airplane from the jack. Refer to Chapter 7, Jacking - Maintenance Practices.

Figure 301 : Sheet 1 : Nose Gear Shock Strut Servicing

