

SERVICE BULLETIN

FUJI HEAVY INDUSTRIES LTD.

HEAD OFFICE

: SUBARU BLDG,

SHINJUKU, TOKYO, JAPAN

NO : FAS-057

DATE : June 14, 1971

1. SUBJECT : Check and Adjustment of Parking Brake Control Cables.
2. AIRCRAFT AFFECTED : All FA-200 Series aircraft.
3. PRIORITY : Essential.
4. REASON : To establish the adjustment procedure for the parking brake control cables.
5. DESCRIPTION : Check and adjust the parking brake cables and stoppers. Adjust existing stoppers or replace with new stoppers if necessary.
6. ACCOMPLISHMENT : To be accomplished within 25 hours after receipt of this bulletin and every time when the cables are adjusted.
7. APPROVAL : JCAB Approval (NO-TOKYO-026) May 19, 1971.
8. PARTS REQUIRED : If readjustment of the parking brake cables or replacement of the stoppers is necessary, the following parts are required.

PART NO.	PART NAME	QTY
*200-584150-003	STOPPER	2
MS20995C20-18	LOCK WIRE	2

Note: *This part may be made per figure 2, Detail-Stopper.

9. SPECIAL TOOL : None required.

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10. WEIGHT AND BALANCE : Negligible.

11. REFERENCE : None.

12. MANHOUR REQUIRED : 1 manhour required.

13. DETAILED INSTRUCTION:

(1) Set the rudder pedals in neutral position.

(2) Check the cables as follows:

(2)-1 Check that the cables (A) are not deflected excessively outward as illustrated in figure 2.

(2)-2 Check for the correct installing position of the stopper attached at each end of the cable (A). (See figure 2, view A.)

(2)-3 Pull the parking operating handle and check for stroke of 1.58 to 1.77 in.

(3) Adjust the cables as follows:

(3)-1 If the cables are deflected excessively outward, loosen the bolts (B), adjust the cables so as to be deflected slightly inward, and retighten the bolts.

(3)-2 If the stoppers are not located within the specified limits as shown in figure 2, view A, adjust the existing stoppers or install new stoppers at the specified position.

(3)-3 If the parking operating handle stroke does not meet the specified limits (1.58 to 1.77 in.), cut lockwire as shown in figure 1, view A, and adjust length of the cable (A). Make sure that the stroke is within the limit, secure again with lockwire, and then bind the lockwired portion with black vinyl tape.

(4) When the rudder pedals depressed and released to its extreme travel, check that the cables (A) will not interfere with the master cylinders or other parts located adjacent to the cable passage. If interference is noted, repeat the checking and adjusting procedures stated above in (2)-1, (2)-3, (3)-1, and (3)-3.

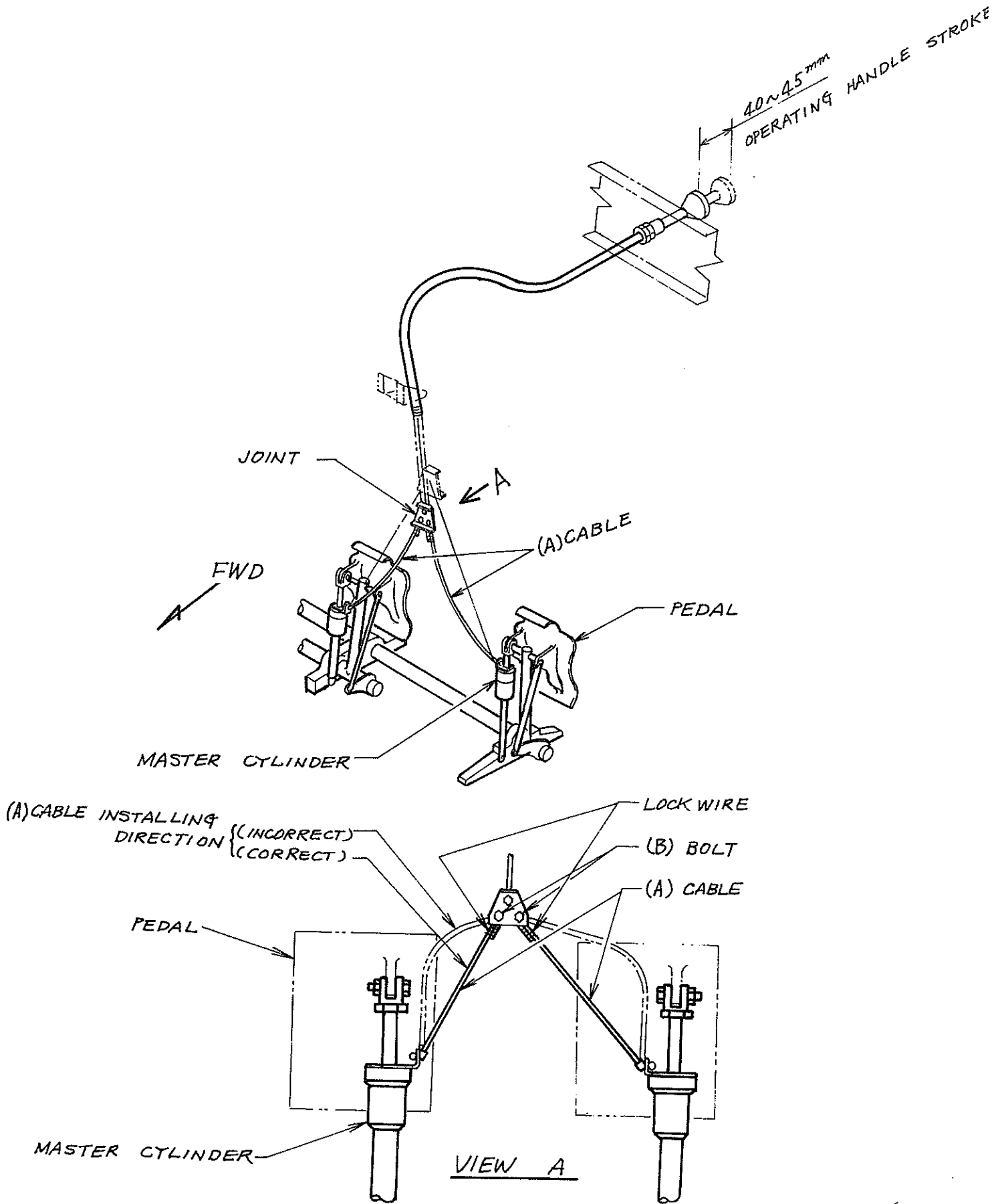
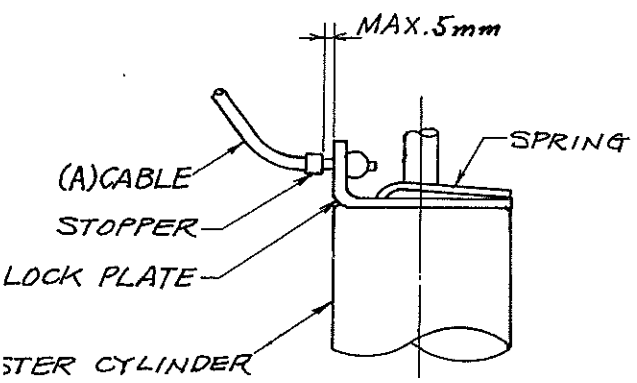
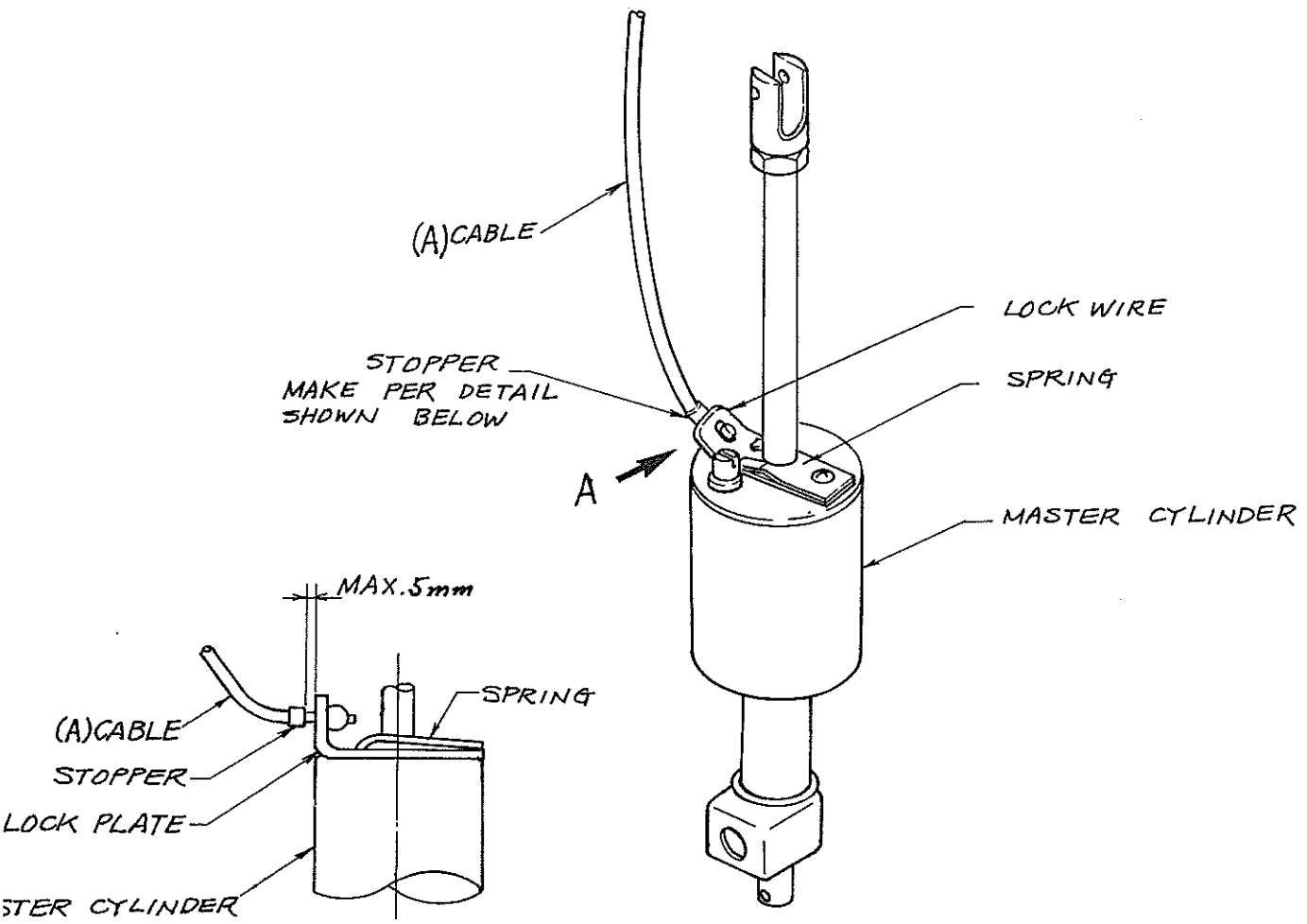
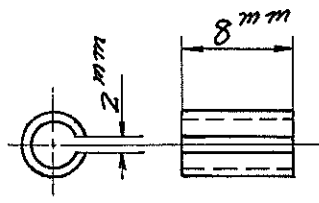


FIG. 1



VIEW A



STOPPER MATL
ALUMINUM ALLOY TUBE
(T5052-0)
($\frac{1}{4}$ IN ϕ X .035 INT X mm l)

DETAIL - STOPPER

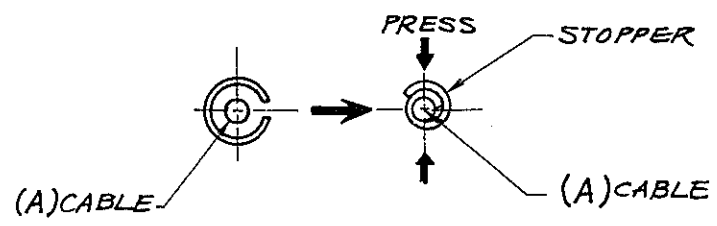


FIG. 2