

(2) Torque nut installation tool (T4) 215 TO 240 inch-pounds.

(3) Remove nut installation tool (T4) from completed installation.

3-24.1. Skid Shoes - Nonstandard, Heavy Duty (Locally Fabricated).

a. Description. Nonstandard, heavy duty skid shoes are standard skid shoes that have been locally altered by the application of weld beads or metal wear strips of any form.

NOTE

The use of nonstandard, locally fabricated heavy duty skid shoes requires a critical inspection of the landing gear crosstubes (paragraph 3-11) at each phase maintenance interval.

b. Inspection. Refer to paragraph 3-22.

c. Removal. Refer to paragraph 3-23.

NOTE

Nonstandard, heavy duty skid shoes may be repaired or refabricated as often as necessary provided the weight limitations are not exceeded.

d. Repair or Replacement. Refer to paragraph 3-24.

3-24.2. Skid Shoes - Standard Heavy Duty (Surfacite) (Non-Locally Fabricated).

a. Description. Standard heavy duty skid shoes are heavy duty skid shoes manufactured with a special surfacite treated steel bottom plate, anti-slip brackets and stainless steel attaching clamps. These skid shoes have extended wear life and weight 19.6 pounds per shoe, 39.2 pounds per set. (figure 3-7.1).

3-24.3. Installation - Standard Heavy Duty (Surfacite) Skid shoes.

a. Remove Bell factory skid shoes. Refer to paragraph 3-23.

b. Ensure skid tube is free of dirt and debris.

(1) Screw holes used to attach Bell Factory skid shoes will not be reused. Seal holes with sealing compound (C242).

NOTE

On some aircraft crosstube to saddle retaining bolts are one long bolt rather than two separate opposing bolts.

(2) Remove lower inboard and two outboard crosstube to saddle retaining bolts on all four saddles (figure 3-7.1).

(3) Install and loosely clamp skid shoe on skid tube. Install skid shoe with clamp T-bolt nut inboard side of skid tube. Do not fully tighten clamps at this time. Approximately 55 inch-pounds is sufficient at this stage of the installation.

NOTE

A flat washer may be required under head of crosstube to saddle bolts to cover edges of oblong holes on anti-slip brackets.

NOTE

It is very important that the long, flat surfacite wear surface on the bottom of the shoes is resting flat on the ground when the full weight of the helicopter is resting on the shoes prior to final tightening of the skid shoe clamps.

(4) Position skid shoes on skid tubes so oblong holes in anti-slip brackets are aligned over crosstube to saddle retaining bolt holes. Reinstall crosstube to saddle retaining bolts and tighten fully.

NOTE

For standard heavy duty skid shoes, the 60 inch-pounds torque requirement be applied.

(5) Lower helicopter and torque all clamps to 90 inch-pounds using the following sequence: (FWD clamp is number 1 and aft clamp is number 9) tighten clamp 5 first, clamp 4 second, clamp 6 third, clamp 3 fourth, clamp 7 fifth, clamp 2 sixth, clamp 8 seventh, clamp 1 eighth, and clamp 9 last.

3-24.4. Inspection - Standard Heavy Duty Skid Shoes (Surfacite).

a. Inspect attaching clamps for looseness.

b. Inspect anti-slip bracket bolts for looseness.

c. Inspect skid shoe bottom plate for excessive wear. The last 18 inches of shoes receive the most wear.