

Model: A2

Serials: A-2 and on  
(as applicable)**Subject:** Main Gear Toe-In/Toe-Out Alignment  
(Single Spring Leaf Type)

To eliminate the possibilities of main gear tire wear due to misalignment, the following methods may be used for checking and correction\*:

1. As shown in Figure 1, check alignment by placing a straight edge across the front of both main gear tires at axel height (both tire air pressures to be equal). See "Note" on page 2.
2. Hold a square against this straight edge and against the inboard end of the axel, measure the distance between the square and the inboard surface of the brake disc at (2) places (the extreme forward and aft edges) on both gear.
3. Subtract the smaller measured distance from the larger to determine the net misalignment dimension.
4. Locate this value on Line "C" of the chart (Figure II) and find its intersection with Line "A", drop straight down to Line "B" and at its intersection read the value on Line "C". This will establish the taper or amount to be added to the .003 to .010 basic thickness of the tapered shim at its thickest edge.

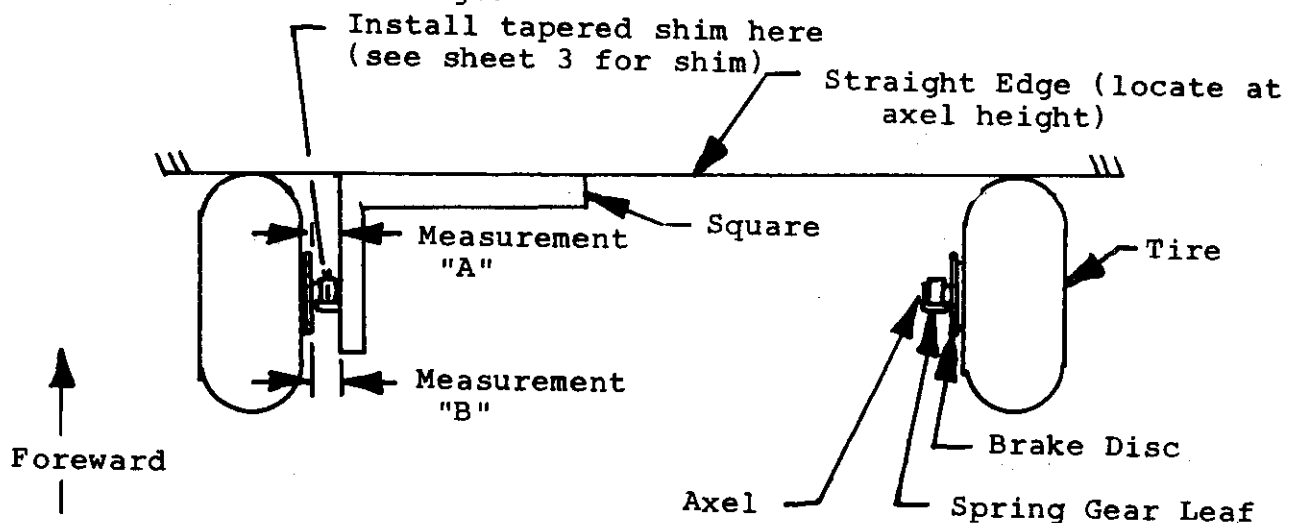


Figure 1 VIEW LOOKING DOWN

Measurement "A" - "B" or "B" - "A" = Net Misalignment Dimension

\*Correct alignment to: straight ahead to .030 toe-in as measured per item #2 above.

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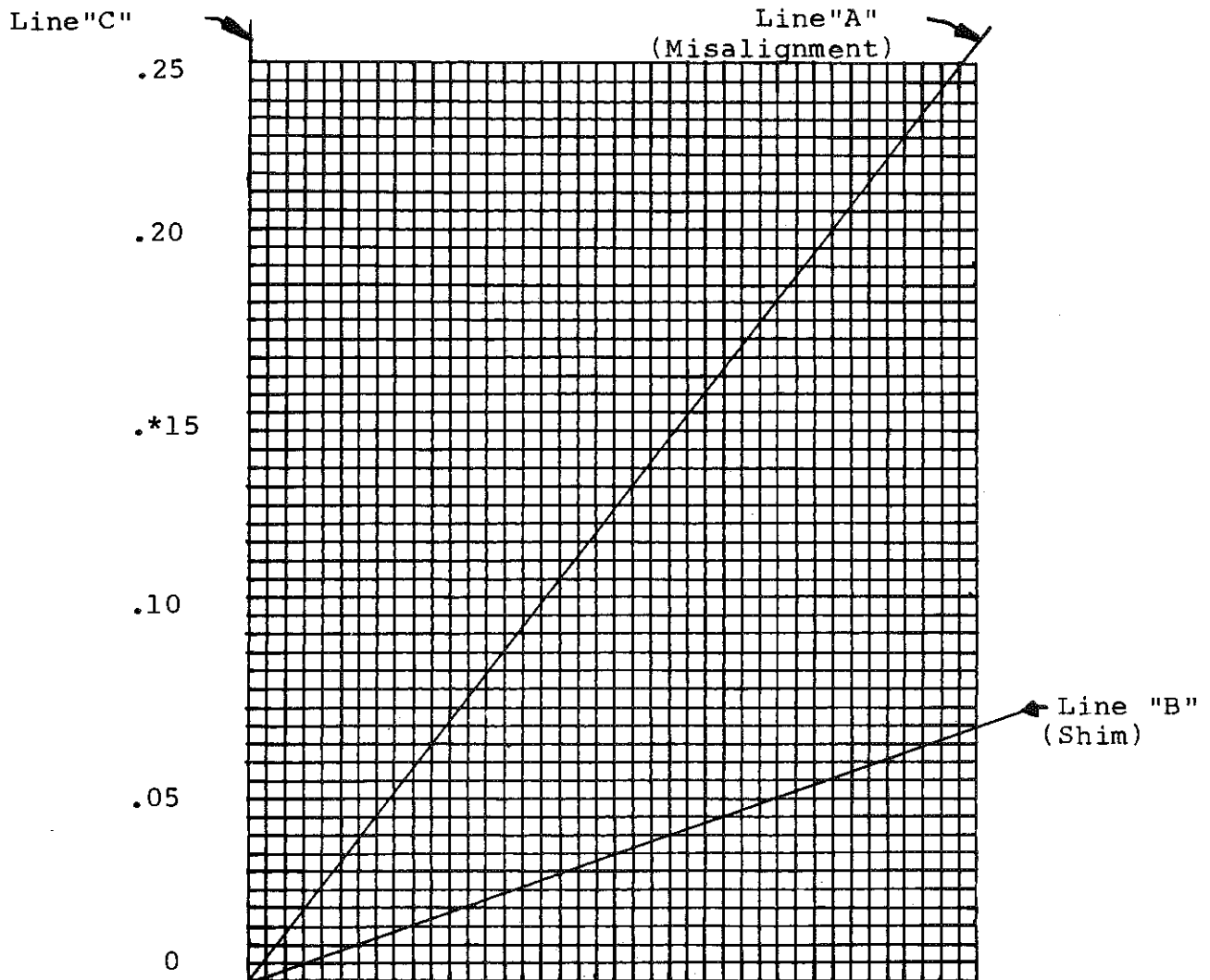


Figure II

\*If the misalignment net dimension is .15 or over, the (6) holes in the spring gear leaf must be line reamed (.375 dia.) to permit all surfaces to lie flush.

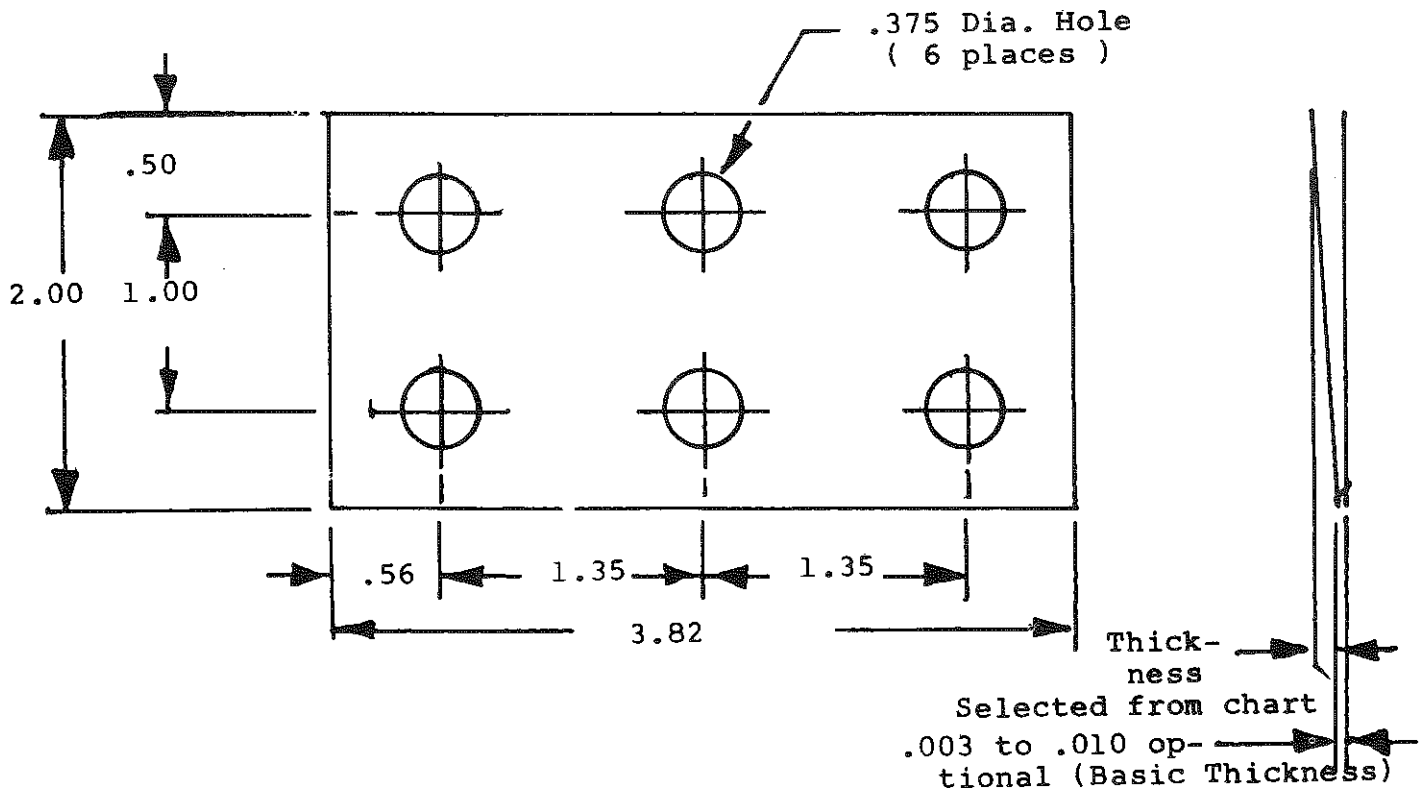
NOTE: Place each main gear tire on greased plates to insure correct alignment check.

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A33300-30 shims may be used or tapered shims may be fabricated of either 2024-T3 Aluminum Sheet, ground to a taper or of laminated shim stock\* to shape defined below:



\*A33300-30 shims are .030 thick, consisting of .003 laminations which are to be peeled, creating a "step effect" to varying thicknesses to obtain the desired taper.