

SUBJECT: MAINTENANCE, INSPECTION, AND RIGGING OF LANDING GEAR RETRACTION SYSTEM

MODELS AFFECTED: Mooney aircraft M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M22, and subsequent models

TIME OF COMPLIANCE: MANDATORY at the next scheduled inspection and each 100 hours or annual inspection thereafter (whichever comes first).

INTRODUCTION: M20 and ~~M22~~ retractable landing gear is dependent upon the overcenter configuration of the retraction system to hold the gear in the down-and-locked position. Improper gear maintenance and gear-down preload rigging of bungee springs can result in gear collapse during landing or taxiing. To insure proper maintenance, inspection, and rigging of landing gear retraction system, accomplish the following instructions.

NOTE: Proper consistent rigging cannot be obtained without use of rigging tools on the above models.

REFERENCES: M20 Model Service & Maintenance Manual, M20A Model Service & Maintenance Manual, Mooney Service Bulletin (formerly Service-Letter) 20-35 Revision A (which covers M20 and M20A gear rigging using rigging tools) M20B Model Service & Maintenance Manual 15 June 1961, M20 Series Service & Maintenance Manual 1962-1967 (November 1966 Revision), M20 Series Service & Maintenance Manual Supplement October 1967, M22 Series Service & Maintenance Manual January 1967 (3-11-68 Revision), and subsequent Service & Maintenance Manual editions.

INSTRUCTIONS:

1. Place aircraft on jacks and lubricate landing gear retraction system.
2. Perform retraction test and check for binding at all hinge points.
3. Using Mooney landing gear preload rigging tools P/N GSE 030008 (old P/N 8442), P/N GSE 030007 (old P/N 8444), or P/N GSE 030001, check main and nose gear preload torque in the down-and-locked position in accordance with instructions contained in references noted above.