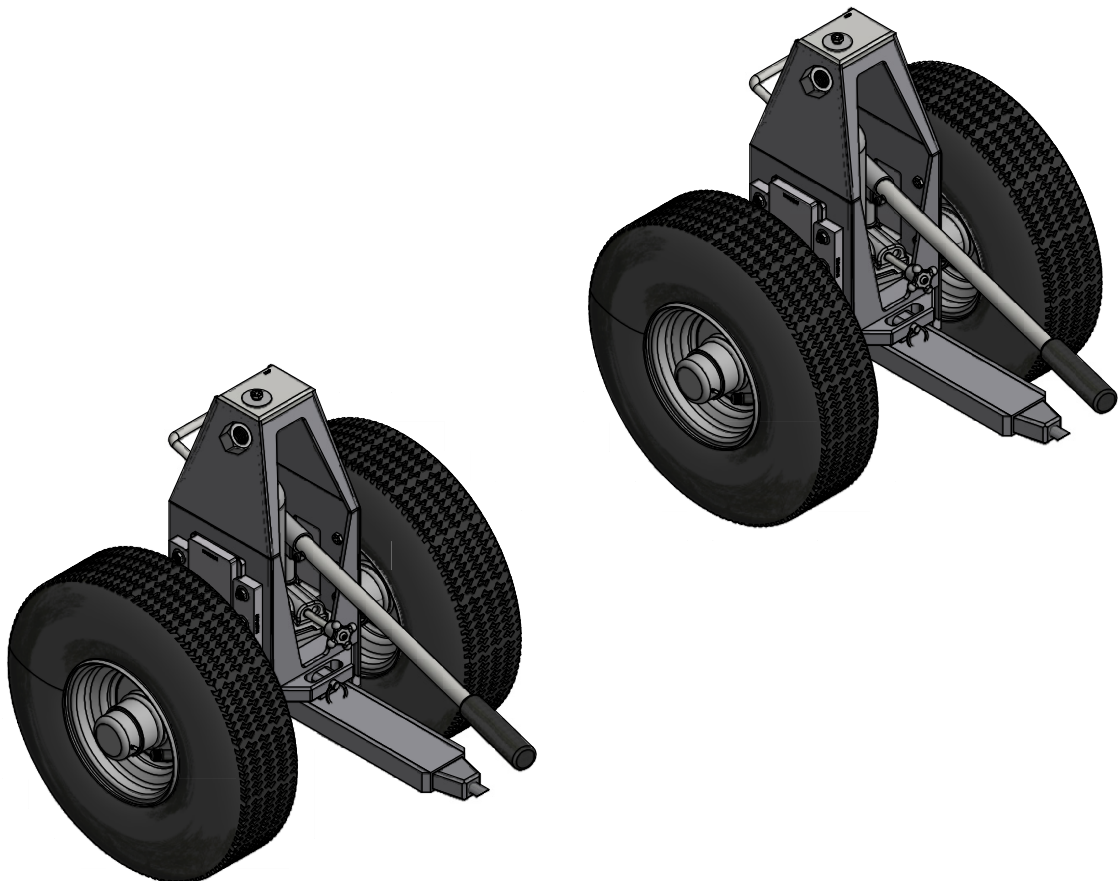




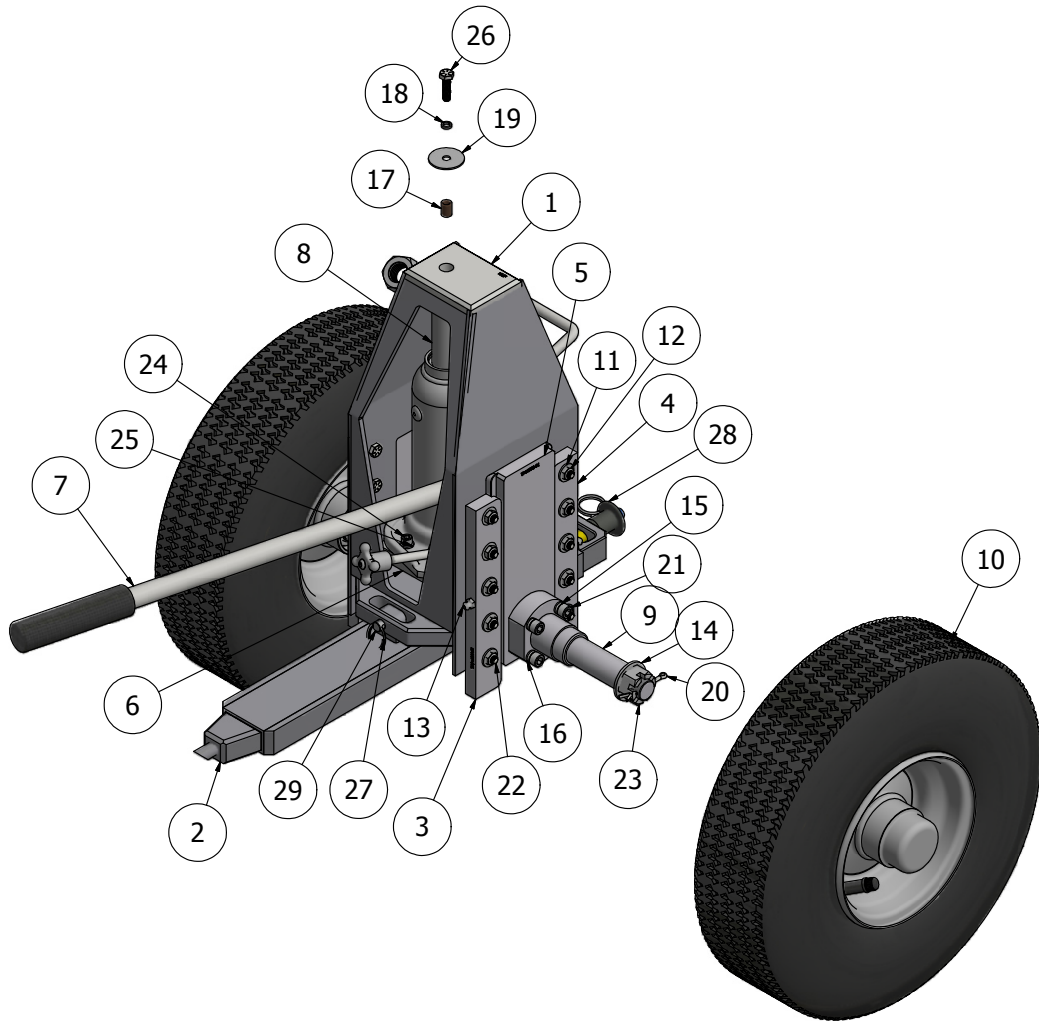
BDW-206LRH HYDRAULIC WHEEL ASM.

USE ON: BELL LONG RANGER 206L, 407
GTOW: 4,400 LBS.
LENGTH: N/A
COLOR: ORANGE
SHIPPING: 2 BOXES 21" X 20" X 16" @ 60 LBS.





BDW-206LRH HYDRAULIC WHEEL ASM.

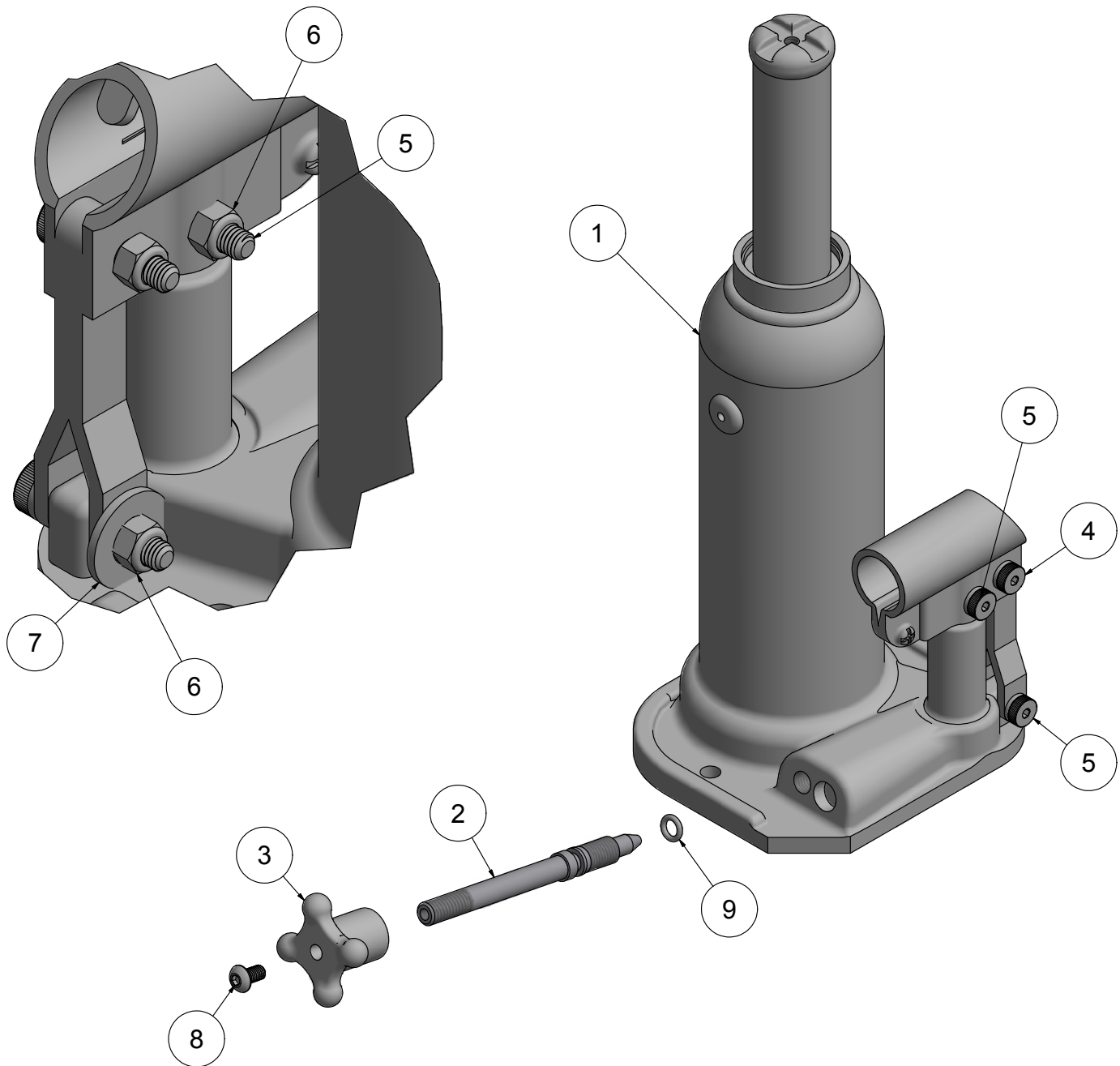


PARTS LIST

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	W-HUF1-00A	FRAME ASSEMBLY
2	1	W-CLR-00	WELDED CARRIER ASM.
3	2	W-HUF-01L	GUIDE
4	2	W-HUF-01R	GUIDE
5	2	W-HUF2-01	AXLE SLIDE
6	1	W-HUF-02	JACK BASE
7	1	W-HUF1-12	HANDLE ASSEMBLY
8	1	W-HUF-03EB	JACK WITH BOLT KIT
9	2	W-U-116	SPINDLE
10	2	W-53066	TIRE ASM.
11	20	AN960-416L	5/16 WASHER
12	20	90566A210	1/4-28 THIN HEX LOCKNUT
13	4	1095K41	1/4-28 ZERK FITTING
14	2	90126A036	3/4" WASHER
15	8	98437A112	5/16 HIGH COLLAR LOCK WASHER
16	8	94773A772	5/16 I.D. 7/16 O.D. .060 SHIM S.S.
17	1	6391K132	1/4 I.D. 3/8 O.D. 1/2 HIGH BRONZE BUSHING
18	1	91102A029	1/4 LOCK WASHER
19	1	91090A109	1/4 X 1 1/4 FENDER WASHER
20	2	98338A479	1/8 X 1 3/4 COTTER PIN
21	8	90128A757	5/16-24 X 1 1/2 SHCS
22	20	91286A135	1/4-28 X 1 BOLT
23	2	95030A270	3/4-16 SLOTTED HEX NUT
24	2	92196A540	1/4-20 X 3/4 SHCS S.S.
25	2	94241A270	1/4 HIGH COLLAR LOCK WASHER S. S.
26	1	91286A111	1/4-20 X 1 BOLT
27	2	90177A218	1" O.D. 13/16" I.D. SPLIT RING
28	1	CL-8-BLPB-1.50-C	1/2 X 1 1/2 BALL LOCK PIN
29	2	94380A620	3/8 X 1 1/4 CLEVIS PIN



W-HUF-03EB JACK WITH BOLT KIT



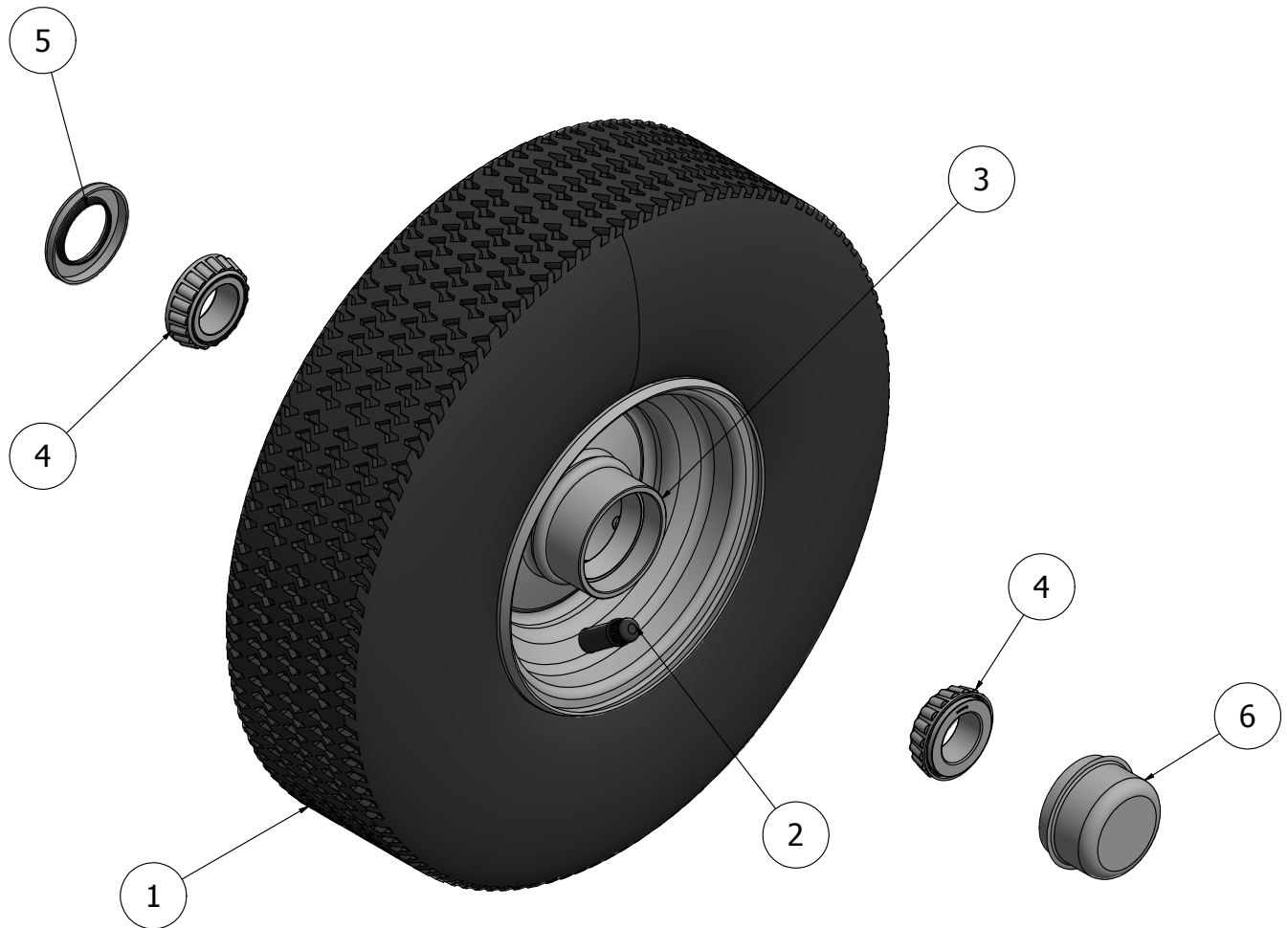
JAN. 2018 NORCO JACK "B" MODEL INTRODUCED.
PLEASE IDENTIFY YOUR JACK MODEL BEFORE
ORDERING REPLACEMENT PARTS.

PARTS LIST

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	W-HUF-03EB-01	HYDRAULIC JACK
2	1	W-HUF-10-01	VALVE STEM
3	1	W-HUF-03DB-02	ALUMINUM 4 ARM KNOB 5/16-18 THREADED
4	1	92981A101	6MM X 12MM M5 THREAD SHOULDER BOLT
5	2	92981A102	M5 THREAD 6MM X 16MM SHOULDER BOLT
6	3	90576A104	M5 .8MM PITCH LOCK NUT
7	1	AN960-416	5/16 WASHER
8	1	92949A263	10-32 X 3/8 CAP SCREW S.S.
9	1	9452K169	BUNA-N 3/32 - 107 O-RING
N.S.	OPT.	603200	JACK #76503B, SEAL KIT (#603200)
N.S.	OPT.	AW ISO 32	HYDRAULIC JACK OIL
N.S.	OPT.	W-HUF-03-10D	HARDWARE KIT



W-53066 TIRE ASM.



PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	W-53066TR	W-5.30/4.50 X 6 6 PLY TIRE
2	1	W-53066TB	5.30/4.10-6 WITH TR-13 INNER TUBE
3	1	W-53066WH	WHEEL ASSEMBLY
4	2	L44643	TAPERED ROLLER BEARING
5	1	12192VB	GREASE SEAL
6	1	HC-1	HUB CAP

BDW-206LRH

NOTE: Always store the wheels in a well-protected area where they will not be exposed to inclement weather, corrosive vapors, abrasive dust, or any other harmful elements.

1. Before placing wheels on skid tube:

PRE-CHECK

Worn Tires – replace when less than $\frac{3}{32}$ " (2.4mm) tread

Check easy to roll – no bearing noise

Look at welds for cracks

Check frame for damage

Check tire pressure – 95 PSI

Jack Oil – NO leaks on Frame base



- The wheels are mounted on the skid tube with the Jack Handle pointing FORWARD.
 - To roll the wheels
 - Thread Jack handle into the handle holder, as shown.
 - Turn jack release knob counter clockwise $\frac{1}{2}$ turn – never more than 2 turns.
 - Lift the jack frame up and tighten jack release knob – the carrier should be 3" above the ground.
 - Use handle to steer the wheels out to the helicopter.
2. At the helicopter:
 - Lift the wheels over the skid tubes – lifting eyes.
 - Turn jack knob $\frac{1}{2}$ turn to release pressure.
 - Push the frame down & forward sliding carrier front nose pin into skid tube mounting hole. Finish by pushing rear carrier over the mounting hole & insert the ball lock pin thru the carrier & skid tube mount.
 - Tighten jack release knob until it stops. (DO NOT OVER TIGHTEN)
 - Place handle into jack link and pump until jack reaches bottom of frame.
(DO NOT KEEP JACKING AFTER THE JACK REACHES BOTTOM OF FRAME – DAMAGE CAN OCCUR)
 - Remove handle and store in handle holder. This prevents the handle from falling out during towing.

Removal of Wheels

1. Be sure nothing is under the skid tubes, LIKE YOUR TOES.
 - Turn jack release knob counter clockwise VERY, VERY SLOWLY.
 - Once the skid tubes are secure on the ground, rock the frame back and forth to relieve any pressure.
 - Slide frame AFT & up to remove from skid tube.
 - Roll back to storage.

FAILURE TO FOLLOW ANY OF THE ABOVE PROCEDURES MAY CAUSE FAILURE OF THE UNIT AND CREATE HAZARDOUS TOWING CONDITIONS RESULTING IN DAMAGE TO THE AIRCRAFT AND CAN INJURE PERSONNEL AROUND THE AIRCRAFT

BRACKETT AIRCRAFT CO., INC.

7045 FLIGHTLINE DRIVE

KINGMAN, AZ 86401

PH: 928-757-4005 | FAX: 928-757-1948

WEBSITE: WWW.BRACKETTAIRCRAFT.COM

BDW-ATH | BDW-MDH | BDW-206LRH

TIRES – See Tire/Wheel Inspection

- Air pressure maintained at 95 PSI for Carlisle 5.30/4.50 – 6 (6 ply).
- Grease wheel bearings every 12 months or as needed with wheel bearing grease Aeroshell #5.
- Replace tires when less than $\frac{3}{32}$ " (2.4mm) tread.

FRAME

- Check all welds for cracks or deformities – For repairs call Brackett Aircraft.
- Secure all bolts.
- Paint areas of loose or missing paint to prevent rusting.
- Grease slides and guides every 12 months or as needed, USE AEROSHELL 64 (33 MS).

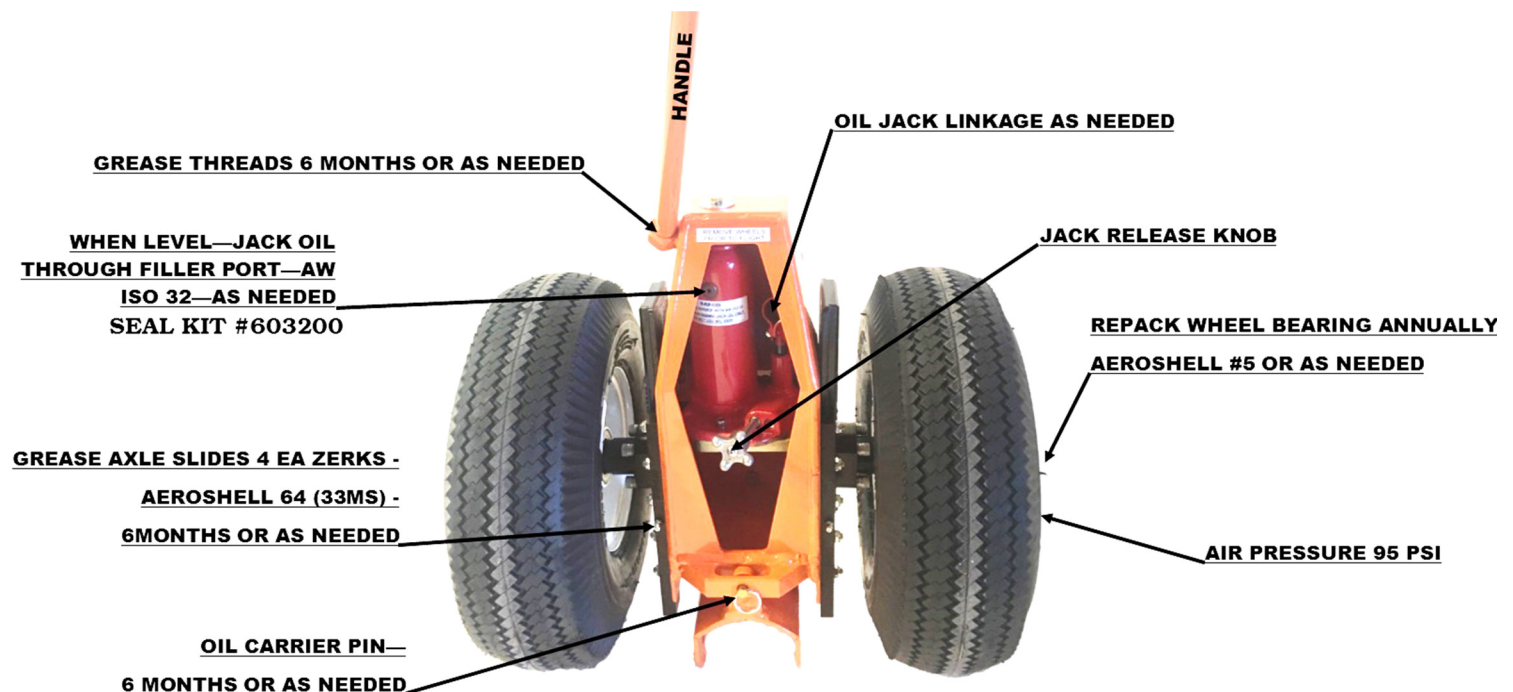
JACK – See Jack Preventative Maintenance

- Add AW ISO 32 Hydraulic Jack Oil as necessary using oil filler plug.
- Add oil up to bottom of hole when level.

It should not be necessary to refill or top off the reservoir with jack oil unless there is an external leak. An external leak requires immediate repair which must be performed in a dirt-free environment by qualified hydraulic repair personnel who are familiar with this equipment.

NEVER USE ALCOHOL, HYDRAULIC BRAKE FLUID, AIRCRAFT HYDRAULIC FLUID #5606 OR TRANSMISSION OIL IN THE JACK.

NOTE: The jack must be lubricated periodically in order to prevent premature wearing of parts. A general-purpose grease must be applied to the three rivets/bolts that are part of the handle receiver and pump assembly.



******FAILURE TO FOLLOW ANY OF THE ABOVE PRECEDURED MAY CAUSE FAILURE OF THE UNI AND CREATE HAZARDOUS TOWING CONDITIONS RESULTING IN DAMAGE TO THE AIRCRAFT AND CAN INJURE PERSONNEL AROUND THE AIRCRAFT******

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Tire/Wheel Inspection:

- Any tire, no matter how well constructed, may fail as a result of punctures, impact damage, improper inflation, overloading, or other conditions resulting from use or misuse. Tire failure may create a risk of property damage and serious personal injury. To reduce risk of tire failure, we strongly recommend you read and follow all safety information.
- Inspect wheels and tires for wear, cracks, cuts, or damage. Bumps or bulges may indicate separation within the tire body. A damaged tire can suddenly fail causing damage to property or serious personal injury.
- Inspect tire for adequate tread depth 3/32nd inch (2.4 millimeters).

Tire Inflation:

- Always keep tire inflated to the manufactures recommended pressure. Tire sidewall stamping information will tell you the recommended cold air pressure. Check tire inflation before moving aircraft.

○ Air Hawk 15 X 6.00	6 ply	68 psi
○ Air Hawk 18 X 5.50	8 ply	105 psi
○ Carlisle 5.30/4.50-6	6 ply	95 psi
○ Kenda 4.10/3.50-4	6 ply	75 psi
○ Kenda 4.10/3.50-6	6 ply	80 psi
○ STA 14 X 5.00-5	14 ply	130 psi
○ Air Hawk 5:00-5	10 ply	90 psi
- Use valve caps to keep valve cores clean, clear of debris and to help guard against air leakage.
- Under-inflated tires will cause damage leading to failure that could result in damage to property or serious personal injury.
- Over-inflated tires are more likely to become punctured, cut, or broken by sudden impact leading to failure that could result in damage to property or serious personal injury.

JACK PREVENTATIVE MAINTENANCE

- Always store equipment in a well-protected area where it will not be exposed to inclement weather, corrosive vapors, abrasive dust, or any other harmful elements. Jack must be cleaned of water, snow, sand, or grit before using.
- Jack must be lubricated periodically in order to prevent premature wearing of parts. A **general-purpose grease** must be applied to handle base pivot bolts, release mechanism and all other bearing surfaces.
- It should not be necessary to refill or top off the reservoir with hydraulic fluid unless there is an external leak. An external leak requires immediate repair which must be performed in a dirt-free environment by qualified hydraulic repair personnel who are familiar with this equipment. Use a high grade hydraulic/jack oil ISO 32 to add fluid.

IN ORDER TO PREVENT SEAL DAMAGE AND JACK FAILURE, NEVER USE ALCOHOL, HYDRAULIC BRAKE FLUID, OR TRANSMISSION OIL IN THE JACK.

- Inspect the jack before each use. Do not use the jack if any component is cracked, broken, bent, shows signs of damage, or leaks hydraulic fluid. Do not use the jack if it has loose or missing hardware or components.
- Do not attempt to make any hydraulic repairs unless you are a qualified hydraulic repair person that is familiar with this equipment.

Available Oil for Jack: Part No: AW ISO 32 QT

Available Seal Kits:

2 Ton Jack (W-429-15A)
Part No: 602150

3 Ton Jack (W-HUF-03D/EB)
Part No: 603200

8 Ton Jack (W-245-22D/F/G)
Part No: 608200

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