



BRACKETT AIRCRAFT COMPANY INC.

www.brackettaircraft.com

BDW-MH6-SW COMPLETE ASSEMBLY

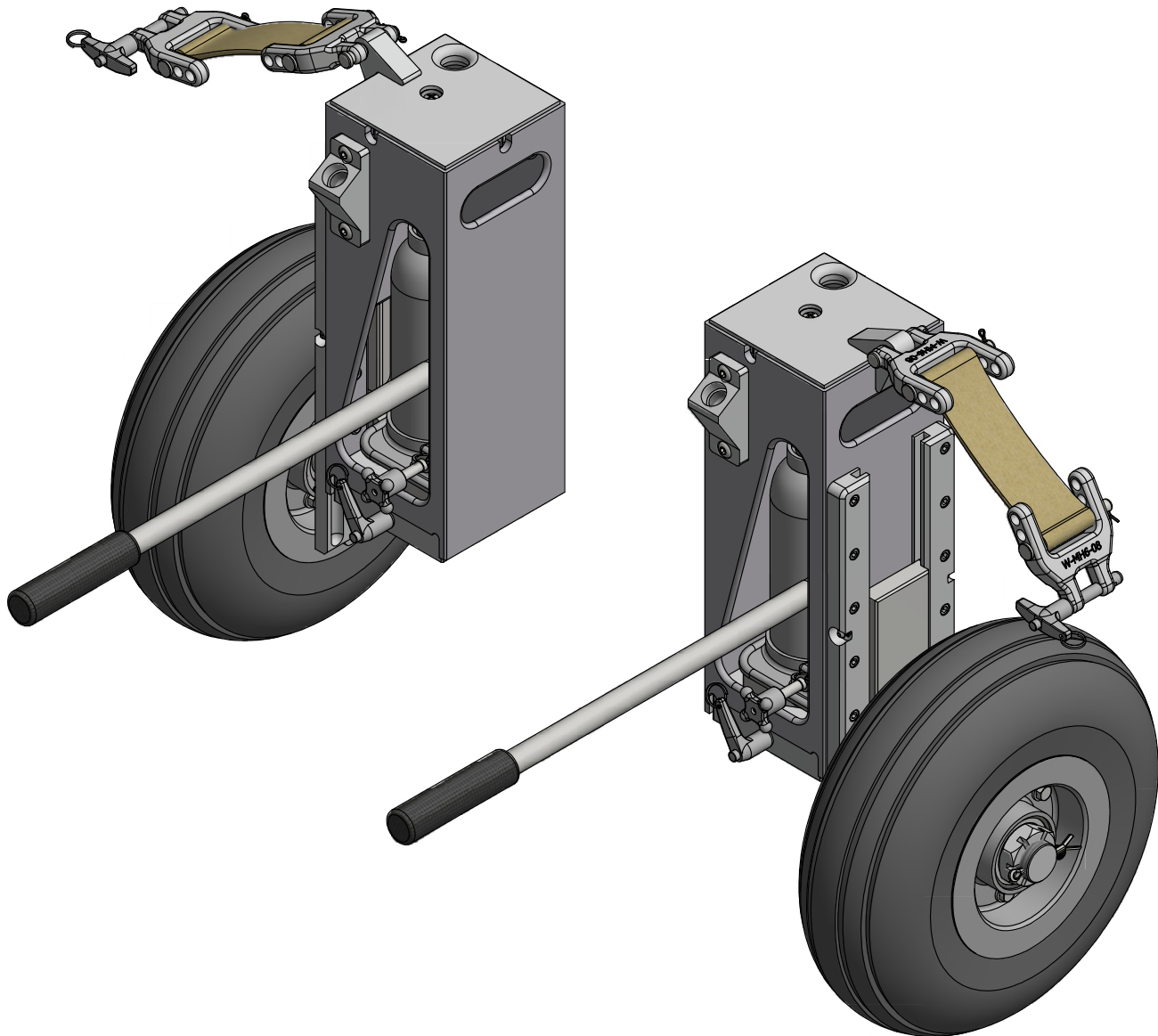
USE ON: MD MH-6

GTOW:

LENGTH: N/A

COLOR: FLAT BLACK

SHIPPING: 2 BOXES 21" X 20" X 16" @ 60 LBS. EA.





INSTALLATION & OPERATION

BDW-MH6-SW

Install on Aircraft

1. Unscrew jack release knob to allow unit to collapse over tow pin.

**DO NOT ROTATE JACK RELEASE MORE THAN TWO TURNS.
DOING SO MAY RESULT IN OIL LEAKING FROM THE HYDRAULIC UNIT.**

2. Lift & mount the unit over skid tube lug & insert ball lock pin (W-MH6-06). Make sure wheel is on the inside of the skid tube.
3. Now attach shackle (W-MH6-08) to upper frame support with ball lock (W-MH6-05). Adjust strap on shackle so frame is 2 to 7 degrees leaning inside of the skid tube. The strap will stretch when lifting the helicopter. Unit should be vertical.
4. Now tighten jack release valve clockwise on jack. DO NOT OVER TIGHTEN. Use jack handle (W-MH6-18) to screw into jack linkage. When tight, start jacking vertically until jack reaches bottom of frame.

DO NOT KEEP JACKING AFTER JACK REACHES BOTTOM. DAMAGE CAN OCCUR.

Repeat to other side.

Lowering Aircraft

1. Rotate release valve counter clockwise on jack – **SLOWLY- VERY SLOWLY**. Be sure to remove your toes or other objects from under the skid tube before lowering.
2. Once bottom is reached, turn release valve ½ to 1 turn more. Rock the unit frame back & forth to release pressure. Remove ball lock pins from aircraft & place back on unit.

**BE SURE THE AREA IS CLEAR OF DEBRIS & PERSONNEL.
FAILURE TO CHECK COULD RESULT IN INJURY OR DAMAGE TO EQUIPMENT**

BDW-MH6SW LITTLE BIRD INSTALLATION INSTRUCTIONS

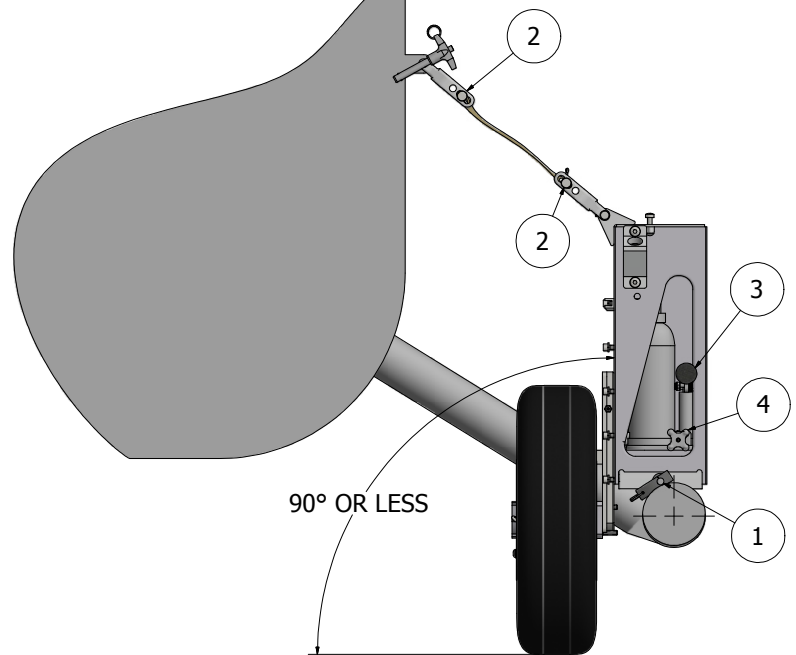
LEFT SIDE SHOWN

1. PLACE SINGLE WHEEL FRAME OVER MOUNTING BRACKET ON SKID TUBE.
INSERT BALL LOCK PIN (ITEM #1) THROUGH FRAME AND BRACKET.

2. ADJUST STRAP LENGTH MOVING PINS (ITEM #2) FROM ONE HOLE TO ANOTHER UNTIL THE FRAME IS ORIENTED 90° OR LESS (SEE DIAGRAM).

3. INSERT HANDLE INTO JACK LINK (ITEM #3), TIGHTEN CLOCKWISE, TURN
RELEASE VALVE (ITEM #4) CLOCKWISE UNTIL IT STOPS (DO NOT OVER-TIGHTEN).

THE HELICOPTER IS NOW READY FOR LIFTING.





MAINTENANCE

BDW-MH6-SW

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.

Tires

Air pressure maintained at 130 psi for STA 14 X 5.00-5, 14 ply tires.

Grease wheel bearings every 12 months or as needed with wheel bearing grease Aeroshell #5.

See "Tire Preventative Maintenance"

Frame

Check all welds for cracks or deformities.

Secure all bolts.

Paint areas of loose or missing paint to prevent rusting or corrosion.

Grease slides and guides every 12 months or as needed.
Use Aeroshell 33 MS/Aeroshell 64 High Pressure grease.

Jack

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

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. **Never use alcohol, hydraulic brake fluid or transmission oil in the jack.**

Add AW ISO 32 Hydraulic Jack Oil as necessary using oil filler plug.

Add oil up to bottom of hole when level.

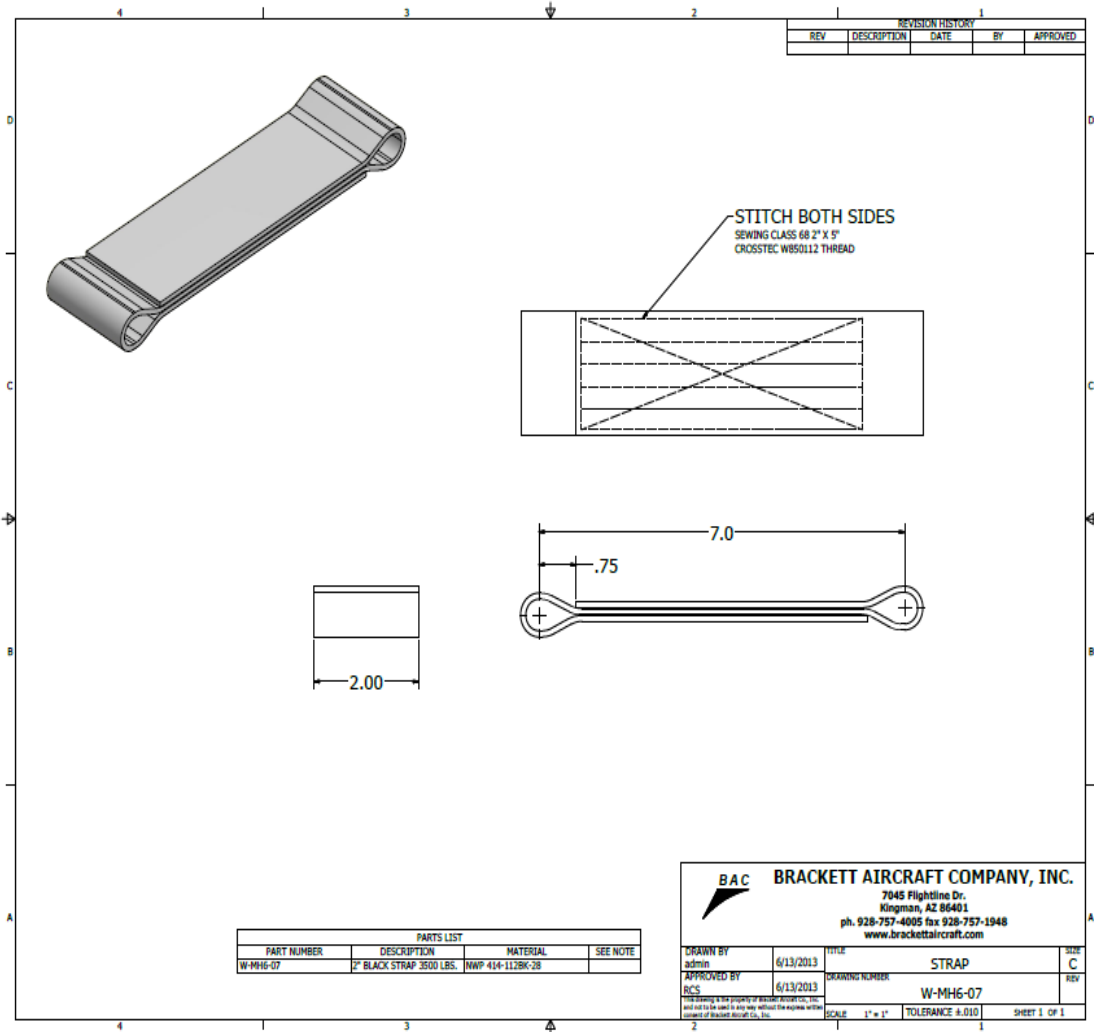
DO NOT USE AIRCRAFT HYDRAULIC FLUID #5606

Seal kits available. (See Jack Parts Breakdown)

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

MAINTENANCE

W-MH6-07 STRAP

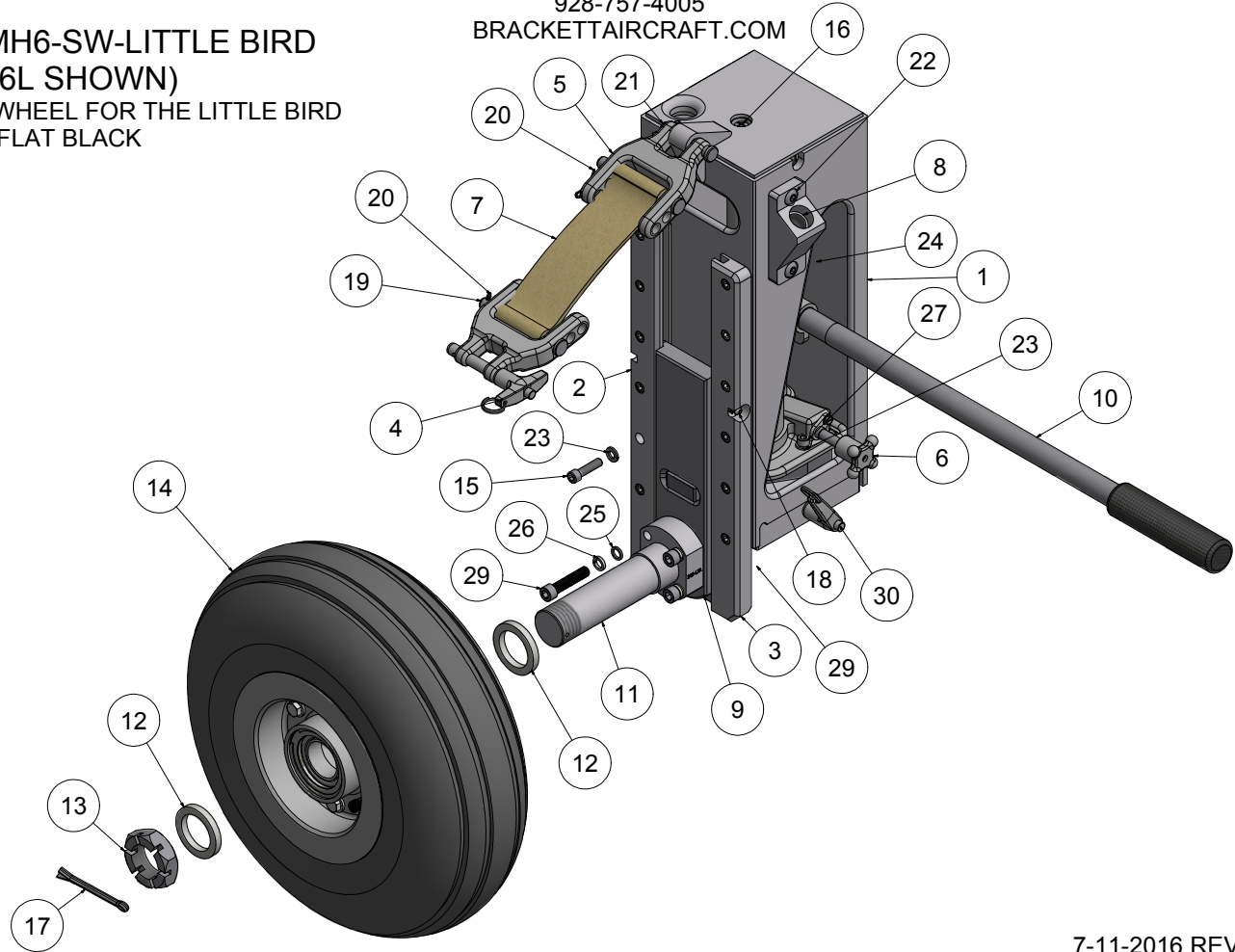


NOTE:

Inspect W-MH6-07 Strap for cuts, wear and damaged threading. Replace if cut or threading is damaged. Also, replace if the strap stretches beyond adjustability.

7045 FLIGHTLINE DR.
 KINGMAN, AZ 86401
 928-757-4005
 BRACKETTAIRCRAFT.COM

**BDW-MH6-SW-LITTLE BIRD
 (W-MH6L SHOWN)
 SINGLE WHEEL FOR THE LITTLE BIRD
 COLOR: FLAT BLACK**



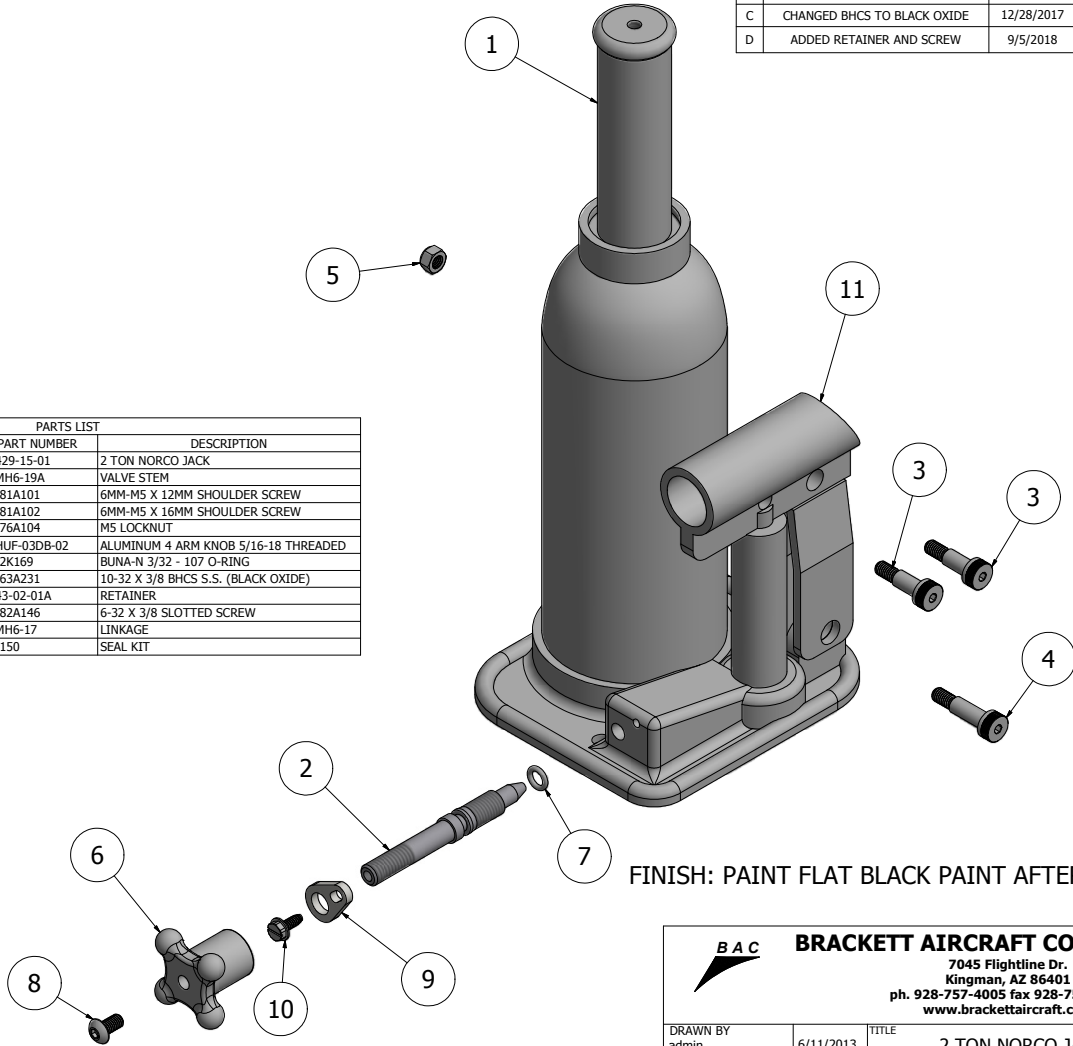
7-11-2016 REVISION A

BDW-MH6L (LEFT SIDE SHOWN) BDW-MH6-SW (LEFT AND RIGHT SIDE)


ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	W-MH6-10L (W-MH6-10R RIGHT SIDE)	FRAME ASSEMBLY
2	1	W-MH6-11L	GUIDE
3	1	W-MH6-11R	GUIDE
4	1	W-MH6-05	PIN (90293A290)
5	2	W-MH6-08 (REV A)	SHACKLE
6	1	W-MH6-15	2 TON NORCO JACK ASM.
7	1	W-MH6-07	STRAP
8	1	W-429-19	HANDLE HOLDER
9	1	W-MH6-13L (W-MH6-13R RIGHT SIDE)	SLIDE/BASE ASM.
10	1	W-MH6-18	HANDLE ASM.
11	1	W-245-17A	BASIC SPINDLE
12	2	W-245-19	RING
13	1	W-245-25B	CASTLE NUT
14	1	W-500514	TIRE & WHEEL ASSEMBLY
15	12	91274A172	SHCS 1/4-20 X 1
16	1	91259A578	SHOULDER BOLT 5/16 X 1/2 SHOULDER LENGTH 1/4-20 THREAD
17	1	98401A625	COTTER PIN 7/64 X 2 S.S.
18	2	1095K41	1/8" ZERK FITTING
19	2	97245A185	CLEVIS PIN 3/8 X 3 1/4 (3" USABLE LENGTH)
20	3	95390A319	COTTER RING 7/16-1/2 1 1/8 O.D.
21	1	94380A625	CLEVIS PIN 3/8 X 2 (1 3/4" USABLE LENGTH)
22	2	92949A583	BHCS 5/16-18 X 7/8 S.S.
23	22	92146A029	HIGH COLLAR LOCK WASHER 1/4"
24	2	93298A120	FLANGE NUT 5/16-18
25	4	94773A772	SHIM S.S. 5/16 I.D. .060 THICK
26	4	98437A112	5/16 HIGH COLLAR LOCK WASHER
27	2	91274A164	1/4-20 X 3/4 SHCS
28	2	92501A029	1/4-20 HEX NUT
29	4	91274A252	5/16-18 X 1 1/2 SHCS
30	1	90302A317	3/8 X 4 BALL LOCK PIN (CL-6-BLPL-4.00-C)

REVISION HISTORY				
REV	DESCRIPTION	DATE	BY	APPROVED
A	CHANGED KNOB, ADDED SCREW, REMOVED NUT AND WASHER	2/4/2016	DAV	REB
B	CHANGED KNOB BACK	12/18/2017	DAV	REB
C	CHANGED BHCS TO BLACK OXIDE	12/28/2017	DAV	REB
D	ADDED RETAINER AND SCREW	9/5/2018	DAV	REB

PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	W-429-15-01	2 TON NORCO JACK
2	1	W-MH6-19A	VALVE STEM
3	2	92981A101	6MM-M5 X 12MM SHOULDER SCREW
4	1	92981A102	6MM-M5 X 16MM SHOULDER SCREW
5	3	90576A104	M5 LOCKNUT
6	1	W-HUF-03DB-02	ALUMINUM 4 ARM KNOB 5/16-18 THREADED
7	1	9452K169	BUNA-N 3/32 - 107 O-RING
8	1	97763A231	10-32 X 3/8 BHCS S.S. (BLACK OXIDE)
9	1	W-43-02-01A	RETAINER
10	1	93882A146	6-32 X 3/8 SLOTTED SCREW
11	REPLACEMENT PART	W-MH6-17	LINKAGE
N.S.	1	602150	SEAL KIT

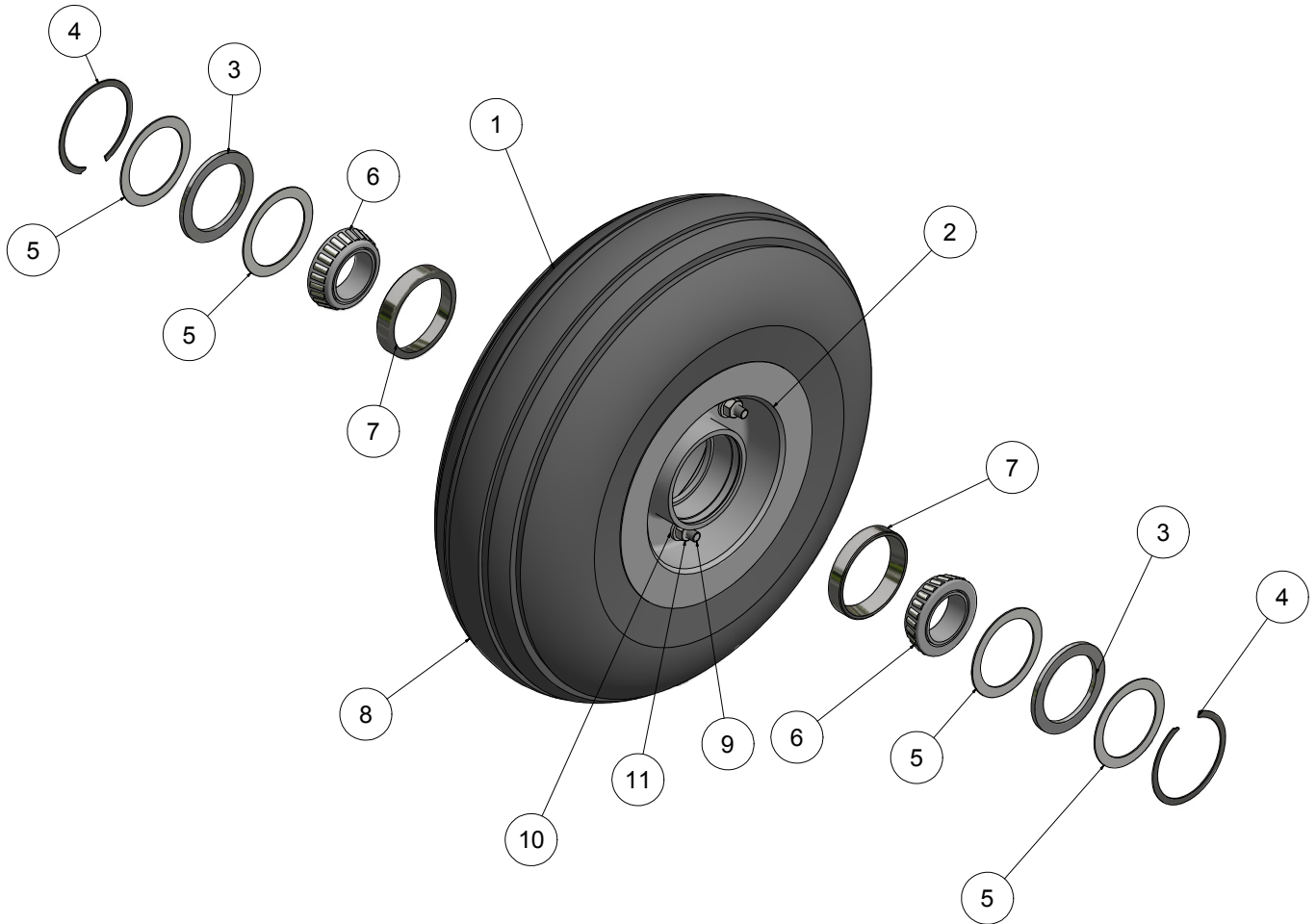


FINISH: PAINT FLAT BLACK PAINT AFTER ASSEMBLY

 BRACKETT AIRCRAFT COMPANY, INC. 7045 Flightline Dr. Kingman, AZ 86401 ph. 928-757-4005 fax 928-757-1948 www.brackettaircraft.com		TITLE	
		2 TON NORCO JACK ASM.	
DRAWN BY admin		6/11/2013	
APPROVED BY RCS		6/11/2013	
DRAWING NUMBER		W-MH6-15	
SCALE		1" = 1"	
TOLERANCE		±.010	
SHEET		1 OF 1	

BRACKETT AIRCRAFT CO., INC.

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1-9-2013

W-500514

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	4077-2	OUTER WHEEL
2	1	4077-1	INNER WHEEL HALF
3	2	4077-3	FELT WASHER
4	2	VH-237	SNAP RING
5	4	BOKER	2.372 O.D. 1.811 I.D.
6	2	LM67048	BEARING
7	2	LM67010	CUP
8	1	W-500514TR	14 PLY TIRE
9	3	AN4-23A	BOLT
10	6	AN960-416	WASHER
11	3	MS21045-4	LOCK NUT
N.S.	1	W-500514TB	TUBE

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.