

TAYLORCRAFT B & F SERIES

Bungee cords are basically big rubber bands. It takes something like 450 pounds or more of force to stretch them into place. Imagine the power of a slingshot with that kind of rubber band. Keep yourself out of the way of anything that may be snapped, launched, thrown or ricochets if a cord or tool should fail. Don't get any part of you in a position such that a cord could pinch you if something goes wrong. Don't put your fingers in places where they could get pinched if something moves use a tool or bar or rod instead. Don't put your head or face in line with the stretched cord. Wear safety goggles.

- 1) Secure the landing gear so it does not spread apart when you take out the old cords. I start by untying the wings so if anything goes wrong the ropes don't pull down too much on the wings and overload the struts.
- 2) Take out the wooden bar at the front of the bottom seat and the panel below it. Pick the first cord you want to remove, notice how it is installed. Carefully and slowly cut the cord, it makes a thump as the last strand cuts through! Remove it. Watch your fingers! Inspect the safety snare cables and the rubber bumper between the gear and the fuselage, make corrections as appropriate. Slide one new cord into its place. Pull the ends up into the fuselage as best you can. ATTENTION-Be sure that you put the safety snare cable into its proper position.
- 3) Check the tool, nut on the end of the jackscrew is tight, check the tool for cracks, cracked welds, bends or other damage. Check that the cord retainers, the sliding pieces, will adequately retain the cord on the stubby round cord holders. Turn the jackscrew all the way up. Perhaps a few drops of oil on the jackscrew for lubrication will make the job easier. Don't get oil or gas on the shock cords though it weakens the rubber. Put the tool on the shock cord tower with a plastic/nylon or metal washer under the jackscrew (around the pin at the end). This works as a bearing surface. Slide the tool's cord retainers up. Attach one cord to the tool by looping the cords ends onto the tool's round stubby cord holder and slide or tap the retainers back down until the curved bottom edge of the retainers is flush with the top of the round cord holder. The retainers should be holding the cord snugly in place. **PUT ONLY ONE CORD ON THE TOOL**
- 4) Turn the jackscrew clockwise until the tabs on the bottom of the round stubby cord holders are snug against the bottom of the metal retention disks on the airplane's cord mount. The tool should be firmly in place and you will not be able to rock it for and aft. Don't tighten it up too much or you could do damage to the metal retention disks on the airplane's cord mount or the tool. Just make it snug.
- 5) Slide up one cord retainer on the tool and push the cord off of the tool and onto the plane, then do the other end of the cord (on the other side of the tool) in the same way. If the cord retainers are getting in your way by sliding down on the area where you are working you can hold them up with a piece of safety wire, tape or string. Keep your fingers out of the way. I use a very large screwdriver. If you use a tool like a screwdriver be careful of its sharp edges damaging the cord. You could file them smooth. Frequently I have to use something to pry, lever or push the cord into the position that I want it to be in on the plane's shock cord lug.

Do the same for the remaining cords. Make a log book entry per FAR 43.9. Replacing elastic shock absorbers on landing gear is listed as a preventive maintenance item in FAR 43 Appendix A paragraph c(2). FAR 43.3(g) authorizes pilots who own or operate the a/c to do preventive maintenance unless you operate under part 121, 127, 129,135.