

Maintenance Tips

Ken Miller (NY) - Nose gear strut uppertrunnion bearings - Most EZs have excessive clearance in the upper bushings, thus allowing the nose strut to move from side to side. This clearance results from wear. The side load force, imparted by the shimmy damper while turning the wheel fork, caused the wear.

Remove the strut from the airplane. (OUCH!!) You may have to drill a couple holes in the nose to drive out the bolt. Knock out the old oilite bearings and take them to your local "Bearings-R-Us". Purchase a new pair that have a long enough bore so that when you press the new ones in, they nearly meet in the middle of the casting. Just take the casting with you to the bearing place and tell them what you want to do.

*Editor note: If you don't have a nose tie down assembly this might be a good time to install one. If you **carefully locate and drill** the strut pivot bolt removal hole you can insert the nose tie down assembly in the hole and not have to do any repainting. Caution: be sure you drill this hole on the **side** of the airplane that the bolt comes out of.*