REF H 40 REQ rev . AIRCRAFT JACKING & LOWERING

MAINT	RII/INSP

Execution / Start Date:	
End Date:	

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Nr.	Hardtime	Task	Spec.	Related Documents
1.		S	GEN	MM 7–1–1 rev Nov 27/80

Check: A, B, C, C1, C2

Zones:

Access:

AIRCRAFT JACKING.

A. Raise Airplane. (Fig. 201).

CAUTION: ***Do not exceed one inch clearance from jack ram locknut to collar as jack is being raised or lowered. Ecxessive clearance can result in damage to airplane structure if jack fails.***

1. Ensure that maximum allowable loads of individual jacking points are not exceeded. Ensure that all LDG downlocks are in place.

WARNING: ***To avoid possible injury to personnel & damage to airplane, all jacks & jack points must be manned & monitored continuously until a final static position is reached.***

2. Install jack pad adapters & position jacks per fig 201, making sure that one leg of each at position C point FWD.

NOTE: ***Jacks must be equipped with pressure gage & a conversion table to give pounds of load at each jack point. Jack adapters are attached to the airplane structure by screws or bolts as listed:***

Jack Point B – F71139	***Eight AN6–15A or equivalent.***
Jack Point C – F80060–2	***One NAS514P1032–24 or equivalent.***
Jack Point F – F70009	***One NAS603–26 or equivalent.***
Jack Point G – F71138–500	***Two AN5–10A or equivalent.***

3. Remove wheel chocks & release parking brakes.

4. Use plumb bob & leveling scale in LH wheel well to establish level lateral & longitudinal attitude while raising airplane.

NOTE: ***This method of leveling is accurate enough for general jacking requirements & gear retraction only.***

5. Raise airplane in level attitude, using jacks at wing jack pad C & tail jack pad G, until landing gear clears ground. Raise airplane until wheels clear ground 4 to 5 inches for landing gear retraction test.

CAUTION: ***Jacks at pads C must be raisedprior to or simultaneous with jack pad G. Raising tail jack ahead of wing jacks may overload tail jack point, by forcing nose of airplane down on nose gear, or it may overload tail jack point & nose stabilizing jack point when latter is used.***

Jack the airplane in a level attitude to prevent introducing side loads into the jack point that could cause the jacks to slip off the pads or overload the jack points & damage structure.

6. If conditions require that airplane be stabilized, raise outboard wing jack F & nose jack B until sufficient weight is supported to steady airplane. This load should be up to a maximum of 5000 pounds at 35 mph wind at each jacking point.

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B. Lower Airplane.

CAUTION: ***Do not exceed one inch clearence from jack ram locknut to collar as jack is being raised or lowered. Excessive clearence can result in damage to airplane structure if jack fails.***

1. Check that the area immediately under the airplane is clear & that all landing gear downlocks are installed.
2. Loosen set screws in ram locknut at jack & adjust locknut up ram until it is no more than one inch from jack collar.

   NOTE: ***It may be necessary to raise jack ram slightly to relieve load on locknut & allow locknut to be moved up ram.***

3. Lower stabilizing jacks at jack point B & F maintening one inch or less clearence between locknut & collar.
4. Lower main jacks at jack point C & G evenly & all together, maintening one inch or less clearence betwen locknut & collar.

   CAUTION: ***Do not allow jack C under wing to precede tail jack G, otherwise nose gear will touch first & over load tail jacking point G. A jack hang–up condition may be relieved bu raising & lowering jack until ram is freed. If hang–up continues it will be necessary to raise & crib airplane while faulty jack is replaced.***

5. Remove jacks & jack pad adapter.

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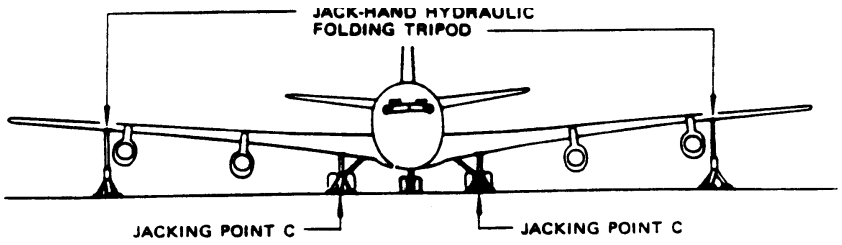

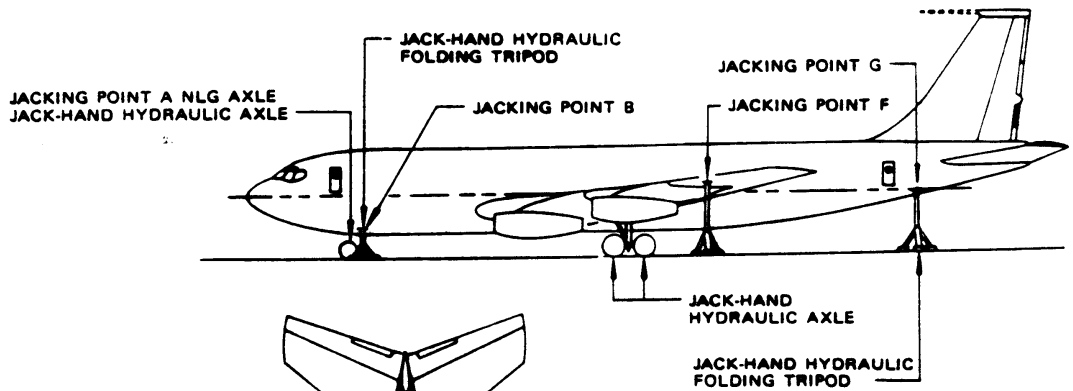

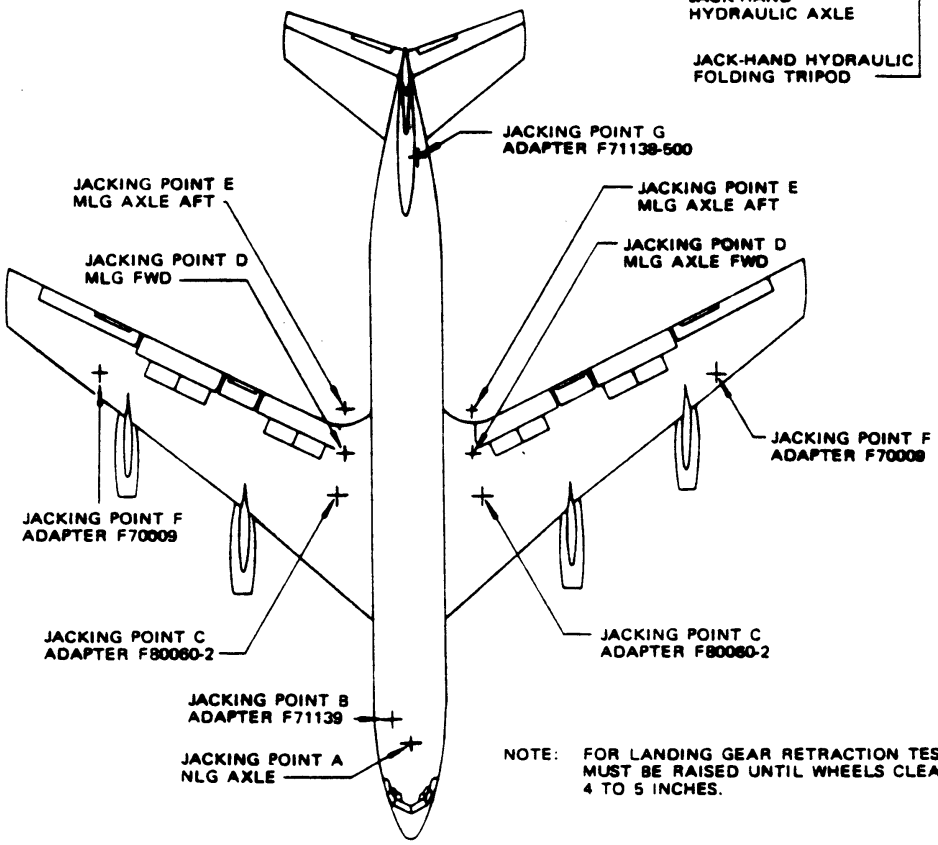

NOTE: FOR LANDING GEAR RETRACTION TEST, AIRPLANE MUST BE RAISED UNTIL WHEELS CLEAR GROUND 4 TO 5 INCHES.

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MAXIMUM JACKING LOADS

B707-329

LETTER		A	B	C	D	E	F	G
LOCATION		NOSE GEAR AXLE	FORWARD BODY	WING PANEL	MAIN GEAR AXLE	MAIN GEAR AXLE	OUTER WING	AFT BODY
ARM (IN.)		179.0	200.0	799.0	859.0	915.0	1031.9	1547.0
DISTANCE FROM CENTRE LINE (IN.)	LEFT	0	No Jack Point	137.1	132.6	132.6	-	15.4
	RIGHT	0	52.0	137.1	132.6	132.6	-	No Jack Point
MAXIMUM LOAD	LB	34,700	18,900	84,000	72,800	72,800	12,000	14;100
	KG	15,740	8,570	38,100	33,020	33,020	5,440	6,400

For Jacking Points Location See Figure 201

B707-329C

LETTER		A	B	C	D	E	F	G
LOCATION		NOSE GEAR AXLE	FORWARD BODY	WING PANEL	MAIN GEAR AXLE	MAIN GEAR AXLE	OUTER WING	AFT BODY
ARM (IN.)		179.0	200.0	799.0	859.0	915.0	1031.9	1547.0
DISTANCE FROM CENTRE LINE (IN.)	LEFT	0	No Jack Point	137.1	132.6	132.6	-	15.4
	RIGHT	0	52.0	137.1	132.6	132.6	-	No Jack Point
MAXIMUM LOAD	LB	34,700	18,900	84,000	78,500	78,500	12,000	14,100
	KG	15,740	8,570	38,100	35,610	35,610	5,440	6,400

For Jacking Points Location See Figure 201

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JACKING POINTS		SOURCE AND MODEL	SPECIFICATIONS OF JACK				
POINT	MAX. ALLOW. LOAD (LBS)		CAPACITY (TONS)	MINIMUM HEIGHT	HYD. LIFT	SCREW EXTEN.	BASE WIDTH
				INCHES			
D and E	72,800 [1]	SANCOR					
		3510-54	35	10.5	11.0	6	6
		3507-50	35	7	12.0	3.5	6.8
		4004-50	40	4	21.0	---	5
		REGENT					
		1921	35	10	11	6	6
	78,500 [2]	5923	40	4.5	18	---	4
		4926	50	6.5	9.8	3.3	10
		MALABAR					
		832	35	7	12	3	6.8
		835	35	10	11	6	6.1
A	34,700	SANCOR					
		4004-50	40	4	21	---	5
		REGENT					
		993R	25	7	12	3	5.5
		5923	40	4.5	18	---	4
		MALABAR					
		832	35	7	12	3	6.8
C	84,000	SANCOR					
		4060-11, -14, -15	40	60-78-96	44	18	
		5068-10, -14, -15	50	60-68-86	40	12	
		REGENT					
		989R	40	60-78-96	44	16	
		2955	50	60-72-84	44	24	
		MALABAR					
		740	40	60-78-96	44	16	
		750	50	60-78-96	44	24	
G	14,100	SANCOR					
		1260-14, -15	12	78-96	44	16	
		REGENT					
		2958	15	87-120	40	16	
		MALABAR					
		714	12	78-96	44	16	
B	18,900	SANCOR					
		1260-11	12	60	44	16	
		2572-12, -14, -15	25	72-104	50	18	
		REGENT					
		2958	15	54-87-120	40	16	
		84A	30	55-73-91 109-127-145	40	15	
		83C	20	52-70-88 106-124-142	40	15	
		3055-12, -14, -15	30	55	40	15	
		MALABAR					
		713	12	72-120	44	16	
		714	12	60-78-96	44	16	
F	12,000	SANCOR					
		2572-12 -14, -15	25	72-104	50	18	
		REGENT					
		84A	30	55-73-91 109-127-145	40	15	
		MALABAR					
		713	12	72-120	44	16	

JACK PAD HEIGHT (APPROXIMATE) (WITH 3 INCH SHOCK STRUT EXTENSION AND NO FLAT TIRE)				
JACK PAD ADAPTER	F80060-2	F71138-500	F71139	F70009
JACKING POINT	C	G	B	F
JACK PAD HEIGHT	80 in.	129 in.	75 in.	141 in.

[1] *Standard Passenger Airplanes*

[2] *Passenger/Cargo Convertible Airplanes*