



Modification Bulletin

Aircraft Type
91 Safir

Reference Main wheels Introduction of "Safe-T-Tires"	Date	No
	March 25, 1955	91.2/7
	Saab Service Dept. C. Larsson	
	Saab Design. Dept. A.J. Andersson	Page 1 of 2
Urgency IV	Royal Swedish Board of Civil Aviation S. Fogelström	

Marking -	Effect on weight distribution		
	Weight change Lbs	Station In.	Moment change Lbsin.
	-	-	-

Time of delivery for necessary parts
1 month after order
K/K

<u>Drawings:</u> Not essential 505004 Rim, main wheels <u>Parts required per plane:</u> <table border="1"> <tr> <th>Item</th> <th>Ref. figure</th> </tr> <tr> <td>01</td> <td>2 Tyre 1106213</td> </tr> <tr> <td>02</td> <td>2 Valve 1109677ur (Edco 29074)</td> </tr> </table> <u>Following parts are obsolete:</u> <table border="1"> <tr> <td>2 Tyre</td> <td>527584</td> </tr> <tr> <td>2 Tube</td> <td>526348</td> </tr> <tr> <td>2 Valve unit</td> <td>420295ur</td> </tr> </table>	Item	Ref. figure	01	2 Tyre 1106213	02	2 Valve 1109677ur (Edco 29074)	2 Tyre	527584	2 Tube	526348	2 Valve unit	420295ur	<u>Aircraft concerned:</u> All aircraft type 91 Safir <u>Spare parts involved:</u> Rim 505004
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When changing tyres on the main wheels the "Safe-T-Tire" type tyres 1106213 can be introduced. To do this it is required to spot face the hole for the air-valve on the outside of the rim, and to install a new air-valve.

Work procedure:

Dismount wheel, tyre and tube. Spot face \varnothing 22 on the outside of the rim according to the figure. The machined surface must be protected against corrosion as follows Clean the machined surface with acetone or thinner. Then rub it with a rag moistened with selenic acid of 10% concentration. Wash away the acid and check carefully that all traces of selenic acid are removed. Then paint the surface by means of 4714-75 primer (Saab standard AS 174714) as a basic paint and 2714-76 lacquer (Saab standard AS 172714) as covering paint.

Install the valve item 02 and tyre item 01 observing thereby that the balancing mark on the tyre shall face the valve.

Start fitting the tyre in such a way that the part carrying the balancing mark will be the last to enter the rim. Use a set of fitting tools, not a hammer or a club.

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Keep the fitted tyre in vertical position and bump it against the floor. Have it bumped round the periphery to make the edges seat on the rim. Keep the tyre in this position by means of a rope round the periphery. Remove the valve spindle and fill the tyre to 4 kp/cm^2 in order to press the tyre against the rim. Then enter the valve spindle as quickly as possible and adjust the pressure to 2 kp/cm^2 .

Install the wheel.

