

WARNING

The set screw and central and segment bolts are sealed with blue paint and/or closed with a cap. **The cap may not be removed and the set screw may only be adjusted by the manufacturer.**

The seals may only be removed by the manufacturer.

Any action will end the manufacturer's guarantee!

7. Checklist**7.1. Checks after installation**

After installing a release, and as part of the periodic aircraft inspections, these checks must be carried out:

1. You must be able to open the **unloaded** release completely by applying a force of 7.5 ± 1.5 daN (16.5 ± 3.3 lbs.) - measured on a spring balance - on the manual release lever in the cockpit over the full travel of the release actuation arm.
2. When the release hook is under a load of approx. 150 daN (330 lbs.), you should still be able to operate the manual release lever in the cockpit with the same force, i.e., 7.5 ± 1.5 daN (16.5 ± 3.3 lbs.).
3. If both a nose and a center-of-gravity release are connected to the same release cable, the manual force required to operate them from the cockpit may not exceed 17 daN (37 lbs.), even if one of the releases is under a load of 150 daN (330 lbs.).

7.2. When the manual release force

is transmitted directly to the release mechanism, **the release path of the release cable from the cockpit has a maximum length of 80 mm (3.1 inches), including the 10 mm (0.4 inches) dead travel. Any altered length may never exceed 120 mm (4.7 inches) - including the 10 mm dead travel.** One result of this change is that the manual force required to operate the release will be less than specified in 7.1. If your aircraft has this longer release path, you must make absolutely sure that the force which is required for the segment spring to lock the release closed, is not offset by friction on the release cable between the cockpit lever and the release mechanism (see also 7.1.2).

WARNING

When you release the cockpit release lever, the hook must close and the mechanism lock completely, otherwise there is a danger of the hook opening prematurely under load.