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## SERVICE BULLETIN

## SB017-494

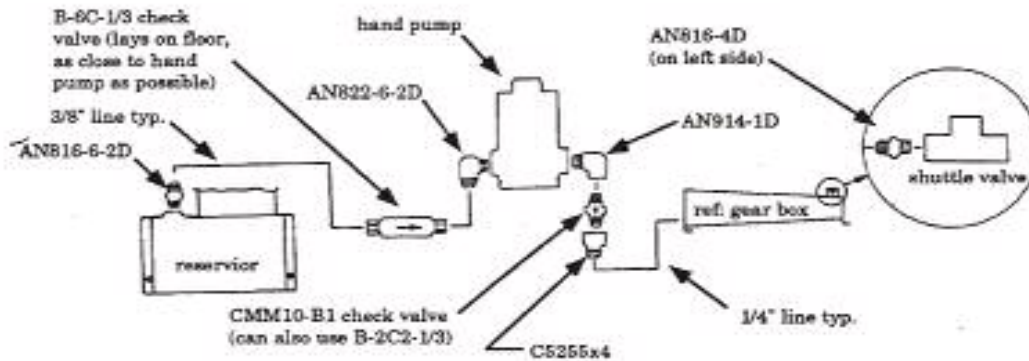
Subject: Lancair IV  
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### 1. HAND PUMP CHECK VALVE LOCATIONS:

We are now recommending a modification to the hydraulic hand pump installation. The originally shipped instructions indicated installation of the hand pump check valve as being removed (on the reservoir for the supply side and at the shuttle valve for the pressure side).

While this works very well on our aircraft, failure analysis shows that a safer installation does exist and for this reason of increasing safety/reliability, we are recommending the installation change.

We will briefly highlight the installation changes in this writing in an effort to provide you the earliest possible notice and will follow with revised plans. The changes are quite easy to make and we strongly recommend that you opt for this revised installation.



### 2. LANDING GEAR SOLENOID SWITCH LOCK

We have had some reports in already regarding the sticking of the solenoid pin which is used to lock the gear handle into the down position. It appears that tolerance variations can indeed cause this to occur. If this occurs, the recommended correction is as follows:

L. Enlarge the hole in the gear handle drum to a size.

2. Snip one coil off the solenoid coil spring (on original supplied early style springs only). To identify: Original springs are .7" high and have 6 coils. Cut this spring down to 5 coils.  
(Later style springs will have seven coils of a thinner wire and do not require snipping.)



