

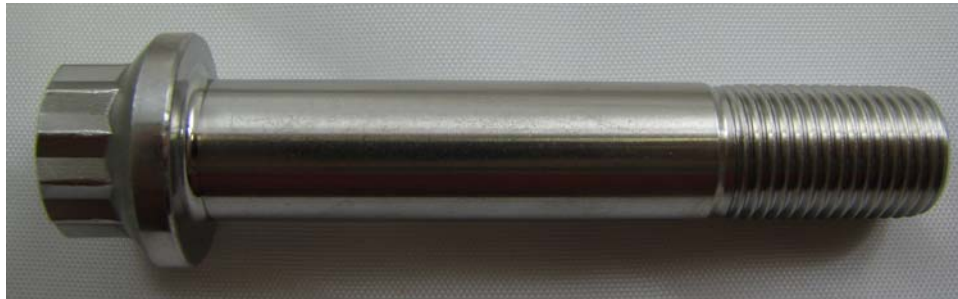


TECHNICAL INSTRUCTION HAC12-003 Rev. N/C, December 26, 2012

**TECHNICAL INSTRUCTION
HAC12-003 Rev. N/C, December 26, 2012**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

**43-1304IKT BOLT
INSTALLED ON
AIRBUS A318, A319, A320 AND A321 SERIES AIRCRAFT**



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1. Introduction

This HEICO Aerospace Technical Instruction (TI) defines the Instructions for Continued Airworthiness when P/N 43-1304IKT Bolt is installed on the Airbus A318, A319, A320 and A321 series aircraft. The P/N 43-1304IKT Bolt is FAA Approved (PMA) as a replacement for Airbus P/N 43-1304.

The Airbus P/N 43-1304 is a .625-18 UNJF-3A cadmium-plated low-alloy steel Bolt (AISI 8740). The function of the Bolt is to fasten the main landing gear wheel half assemblies together on the Airbus A318, A319, A320 and A321 series aircraft. Low alloy steel wheel bolts have an extensive history of premature failure as documented by the service difficulty reports found on the FAA website.

The Turbine Kinetics, Inc. P/N 43-1304IKT Bolt incorporates a material change from low-alloy steel to Inconel 718, which is substantiated by FAA Advisory Circular AC20-127. The AC, issued on July 8, 1987, states that H11 steel (low-alloy steel) bolts subject to the operating conditions experienced by the P/N 43-1304 Bolt should be replaced with either an Inconel 718 or stainless steel bolt. The AC was issued based on the higher than normal failure rate of H11 (low-alloy steel) bolts, which has been attributed to stress corrosion cracking.

2. Installation Locations of P/N 43-1304IKT (Figure 1)

NOTE:

The information presented in this section is for informational purposes only. It is not intended to alter any existing engine manual or documentation

(18) Bolts are installed in each Main Landing Gear Wheel Assembly on the Airbus A318, A319, A320 and A321 series aircraft.

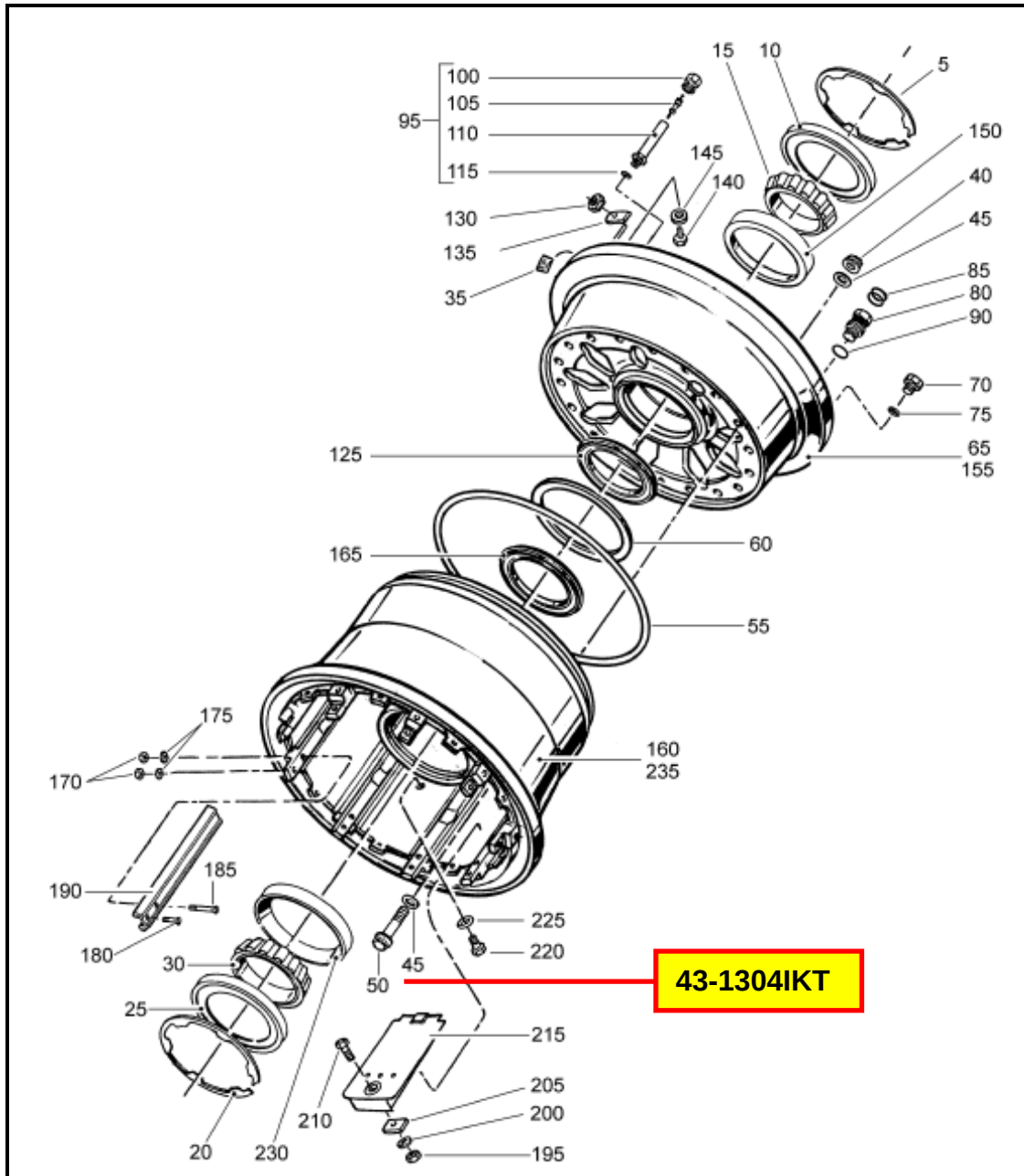


FIGURE 1



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3. Airworthiness Limitations

The Airworthiness Limitations section is FAA-approved and specifies maintenance required under Sec. 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The Instructions for Continued Airworthiness presently acceptable to the FAA for P/N 43-1304 are valid for use on P/N 43-1304IKT with exception to the inspection procedures found below in Section 4. Due to the fact that P/N 43-1304IKT is not a life limited part, no additional airworthiness limitations are imposed by the supplementary Instructions for Continued Airworthiness found below in Section 4.

4. Inspection of the 43-1304IKT Bolt

Visual Inspection

Do an inspection for corrosion, cracks, and damage in the threads or on the radius below the bolt head. Discard a defective bolt.

Nondestructive Test (NDT) Inspection of Bolt

Do a penetrant or ultrasonic inspection of each bolt in accordance with the Component Maintenance Manual. Discard a bolt with a crack.

5. Material Information

This document will be maintained and the latest approved revision posted on the HEICO web site at <http://ipc.heico.com>.

6. Revision and Approval History

Initial Release – December 26, 2012