## PARTS LIST

### 199-76 CONVERSION KIT

**CESSNA MODELS**


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**Publication Package (P/N PP199-07600)**

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### NOTES:

1. This kit will convert one aircraft to Cleveland Wheels and Brakes.
2. For use with MIL-H-5606 (Red Fluid).
Mitteilung über die Ergänzung der Musterzulassung Nr. 0455/2032

STC-Inhaber: Parker Hannifin Corporation

Änderung: Einbau Cleveland Conversion Kit P/N 199-76


Geräte-Kennblatt Nr.: 2032, 2032a, 2032b

Die Musterzulassung des/der o.a. Musters/Baureihe wird durch folgende Angaben ergänzt:


Die Lärmzulassung wird nicht berührt.

Unterlagen sind zu beziehen bei:

Atlas Air Service GmbH
Postfach 15 64
27766 Ganderkesee

und

Parker Hannifin Corporation
Aircraft Wheel & Brake Division
1160 Center Road
P.O. Box 158
Avon, Ohio 44011
U.S.A.

Diese Mitteilung gilt in Verbindung mit dem Flugzeug-Kennblatt Nr. 2032, 2032a und 2032b, der jeweils gültigen Ausgabe.
METALLIC BRAKE LINING CONDITIONING PROCEDURE

The brake lining material used in this brake assembly is an iron based metallic composition. This material must be properly conditioned (glazed) in order to provide optimum service life.

Dynamometer tests have shown that at low braking energies, unglazed linings experience greater wear and the brake discs can become severely scored.

Conditioning may be accomplished as follows:

1. Perform two (2) consecutive full stop braking applications from 30 to 35 kts. Do not allow the brake discs to cool substantially between stops.

2. On aircraft with tail wheels, exercise caution during stopping to prevent tail lifting. Due to the efficiency of these brakes, extremely hard braking could result in lifting the tail from the ground.

This conditioning procedure will wear off high spots and generate sufficient heat to glaze the linings. Once the linings are glazed, the braking system will provide many hours of maintenance free service.

Visual inspection of the brake disc will indicate the lining condition. A smooth surface, without grooves, indicates the linings are properly glazed. If the disc is rough (grooved), the linings must be reglazed. The conditioning procedure should be performed whenever the rough disc condition is evident.

Light use, such as in taxiing, will cause the glaze to be worn rapidly.

Use caution in performing this procedure, as higher speeds with successive stops could cause the brakes to overheat resulting in warped discs and/or pressure plates.
AVAILABILITY OF GENERAL MAINTENANCE INFORMATION AND TORQUING PROCEDURES

EFFECTIVITY: All Parker Hannifin (Cleveland Wheels & Brakes) External Disc Design wheel & brake assemblies.

APPLICABILITY: Aircraft converted per STC approved kits to use Cleveland External Disc Design wheel & brake assemblies.

REASON: This PRM is issued to inform Wheel & Brake Conversion Kit users and installers that information regarding general maintenance and proper bolt / nut torquing procedures is available. This information is contained in the Cleveland Wheels & Brakes Component Maintenance Manual (CMM) and in the Cleveland Technicians Service Guide, PRM64. Most Cleveland Conversion Kits were designed prior to creation of the CMM. Parker Hannifin is in process of upgrading kit paperwork to include a requirement to use the CMM and PRM64 as wheel & brake service information. This PRM serves the same purpose for kits whose paperwork has not yet been upgraded.

DESCRIPTION: The Cleveland Wheels & Brakes Component Maintenance Manual and PRM64, Technician's Service Guide shall be used as service information when performing general maintenance on Cleveland External Disc Design wheels & brakes. Particular attention should be paid to instructions regarding wheel bolt torquing procedures.

NOTE: Refer to the CMM or PRM64 to determine the required torque procedure (Dry or Lubtork). While using the required torque procedure, observe the torque required to turn the nut (free running torque). This value must be added to the value stated on the casting or nameplate (or in the CMM or PRM64) to obtain a true torque value. Proper torque is imperative to prevent premature bolt or mating component failure.

COMPLIANCE: Highly Recommended.

APPROVAL: The engineering contents of this Product Reference Memo are FAA DER approved.

WEIGHT & BALANCE: Not applicable.

PUBLICATIONS: Cleveland Wheels & Brakes Component Maintenance Manual and PRM64 are available from:

Customer Support
Parker Hannifin Corporation
Aircraft Wheel & Brake
1160 Center Road
Avon, Ohio

Phone: 1-800- BRAKING (272-5464)
FAX: 216-937-5409

Initial Release February 01, 1997

PRM69
Page 1 of 1
Parker Hannifin Corporation
Aerospace/Aircraft Wheel & Brake
1160 Center Road
Avon, OH 44011

Date: _ _/ _ _/20_ _

Subject: Letter of Authorization for Installation of STC’d Conversion Kits

To whom it may concern:

Parker Hannifin Corporation, Aircraft Wheel & Brake Division, hereby states that
the following item(s):

KIT NUMBER: 199-___________

FAA APPROVAL: 1) STC # ______________________

NO OTHER APPROVALS NECESSARY

AUTHORIZATION TO INSTALL: With the sale of this STC KIT, OWNER of the
Supplemental Type Certificate agrees to permit the buyer or buyer’s agent or
agency to use the certificate to alter the product under the terms and
conditions of this STC.

A/C MAKE: ______________________

A/C MODEL ______________________

TAIL # ______________________

Regards,

Technical Support Team
Technical Hotline (800) 272-5464
Clevelandwbhelp@parker.com
Web-site: www.clevelandwheelandbrake.com
Manufacturer of Cleveland Wheels & Brakes
Supplemental Type Certificate

Number SA197GL

This certificate, issued to Aircraft Wheel and Brake Division
Parker Hannifin Corporation
1160 Center Road
Avon, Ohio 44011

certifies that the change in the type design for the following product, with the limitations and conditions
therefore as specified hereon, meets the airworthiness requirements of Part 33 of the Civil Air
Regulations.*effective May 15, 1956 (refer to Type Certificate Data Sheet A7CE for
complete certification basis)

Original Product—Type Certificate Number A7CE
Make Cessna
414, 421, 421A, 421B, 421C, 402C, and 414A

Description of Type Design Change
Install Cleveland Conversion Kit P/N 199-76, Rev. E, in accordance with
installation drawing 50-47, Revision D dated December 20, 1982 or later
FAA approved revisions.

Limitations and Conditions
This approval should not be extended to other aircraft of these models on which
other previously approved modifications are incorporated unless it is determined
by the installer that the interrelationship between this change and any of those
other previously approved modifications will introduce no adverse effect upon
the airworthiness of the aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until sur-
rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.

Date of application September 12, 1977    Date issued October 28, 1980
Date of issuance October 18, 1977    Date amended November 8, 1977; August 28, 1978;
                                      January 26, 1983

By direction of the Administrator

W. F. Horn, (Signature)
Manager, Chicago Aircraft Certification
Office, ACE-115C, FAA Central Region
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47

FAA Form 8110-2(10-68)
United States of America
Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA664GL

This certificate, issued to Aircraft Wheel and Brake Division
Parker Hannifin Corporation
1160 Center Road
Avon, OH 44011

certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified herein meets the airworthiness requirements of Part 3* of the Civil Air
* effective May 15, 1956 (refer to Type Certificate Data Sheet
Regulations: No. 3A25 for complete certification basis).

Original Product — Type Certificate Number 3A25
Make Cessna
Model 340, 340A

Description of Type Design Change:
Install Cleveland Conversion Kit P/N 199-76, revision E, in accordance with
Installation Drawing 50-47, revision E, dated February 25, 1983, or later
FAA approved revisions.

Limitations and Conditions
This approval should not be extended to other aircraft of these models on which
other previously approved modifications are incorporated unless it is determined
by the installer that the interrelationship between this change and any of those
other previously approved modifications will introduce no adverse effect upon
the airworthiness of the aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until sur-
rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.

Date of application December 21, 1982
Date issued
Date of issuance February 24, 1983
Date amended

[Signature]
W. F. Horn
Manager, Chicago Aircraft Certification Office
Central Region, ACE-115C

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21-97