

# CONDOR2 ASSEMBLY AND MAINTENANCE NOTES

Thank you for purchasing our Condor2 pneumatic tailwheel assembly. A pneumatic tailwheel should be a big improvement in the way your tailwheel rides on the ground, but it is worth noting that there are extra considerations that are required to keep your tailwheel running.

Most notably, the feedback we have received from other customers indicates that you will get the best service life out of your tire and tube if you run them at 50psi. Check the tire pressure often to make sure the pressure does not drop. We have done everything in our power to source the best quality tires and tubes available for this application, but we cannot be responsible for flat or damaged tires. Once you install the tire and tube, they belong to you.

If you are checking the tire regularly and find the pressure dropping over time, you may try adding a tube sealant product ("Slime" is easy to use and available at Walmart and other retailers for less than \$10).

If you're flying cross-country, we suggest that you carry some provision for a tire repair or spare tire. Spare tubes are available on our website, or you can carry and use a solid tire spare (you likely already have one from the tailwheel this unit replaces). Make sure that if you're using a solid tire spare that you carry an appropriate stack of washers or axle spacers to use with the spare tire (our Lightweight Tire is the same hub width as the Condor2 hubs and can be used with the same spacers).

Install the tube in the tire the same way you would on the mains. During installation, take special care not to pinch the tube between the two wheel halves, and apply talc to the tube to aid installation and prevent abrasion.

## **Torque Specs**

- For the AN3 bolts that hold the wheel halves together, the torque spec should be 20-25 inch-pounds... in other words, just snug the nut down by hand with an appropriately sized wrench. No need to over-tighten.
- The axle bolt is a special case and you should take care not to over-tighten this bolt. The bearings used in our hub do not require any kind of pre-load and can be damaged if you over-tighten the bolt. Tighten the bolt just enough to arrest movement of the inner race of the bearing. This can usually be accomplished by finger-tightening the bolt.