

Behotec C36, C36/2, C50 Retracts Instruction manual

Safety precaution

Please handle these retract units with care. The retract actuators are operated by powerful cylinders.

Instruction manual

This manual is suitable to all Behotec retract systems. Air tank pressure does not need to be in excess of 100PSI (7bar). The maximum operating pressure of the tanks is 145PSI (10bar). Fill the tank using the supplied valve. The valve is equipped with a Festo fitting. Screw the valve onto the air tank (picture 18).

Picture 1:

Slide the 3mm air tube provided over the nipple. The left side fitting causes the retract strut to drop on C36-2 and C50 models, and the right side fitting retracts the strut. These nipple fittings ensure a very tight leak free hook-up. Be patient removing the tube and do not use a knife to cut through otherwise a leak might occur upon re-insertion of the air tube.

Picture 2:

The piston rod should stay clean and without scratches to avoid air loss.

Picture 3:

Use Loctite to fix the 6mm axle in the strut.

Picture 4 and 19:

Use the two worm screws to fix the brake calliper. Make sure there is enough clearance between the brass fitting and the strut when it is compressed. Use the 3x20mm worm screw to stop the brake calliper from rotating (picture 19).

Picture 5:

Assemble the two rims and rubber with the countersunk screws. Tighten the screws that are opposite to one another to ensure an even grip all around.

Picture 6:

Use the aluminium 5.5mm spacer sleeve between the rim and the brake calliper. Also refer to picture 20 and use a 3x16-20mm worm screw to fix the brake calliper to stop it from rotating.

Picture 7:

Slide the wheel over the axel and secure with collar.

Picture 8:

Attach the strut using the 6x40mm steel pin and secure with worm screws. Grinding a flat on the face of the steel pin ensures a tight and rotation free method of attachment.

Picture 9:

To assemble the front strut, use a 6mm brass axle, two spacers and screws. Ensure the wheel is positioned in the centre using two spacers.

Picture 10 & 11:

Use the same method to connect the nose wheel strut as you did for the main strut. However a 6x55mm steel pin is used along with two 5mm grub screws and black knuckle pins. Insert the steel pin in the retract unit and use the collar to stop it from sliding out (picture 11). Grinding a flat on the face of the steel pin ensure a tight and rotation free method of attachment.

Picture 12:

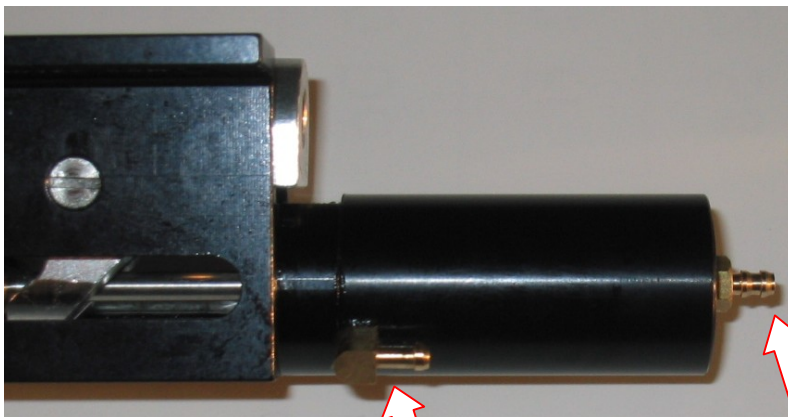
Use 4mm screw to enure the retract strut does not twist or turn. Grinding a flat on the face of the steel pin ensure a tight and rotation free method of attachment.

Picture 13 & 14:

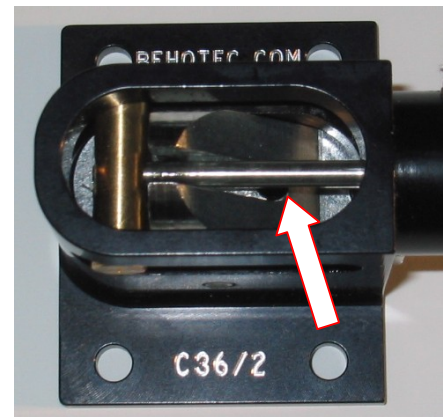
You can use a pull-pull cable to turn the nose wheel. Use rubber bands or springs to pull the cable away during retraction.

Picture 15-17:

Here is another very simple way to turn the nose wheel. Please refer to picture 15-17 for details. When the gear is retracted, this marks the end position of the rods where two collars are secured.



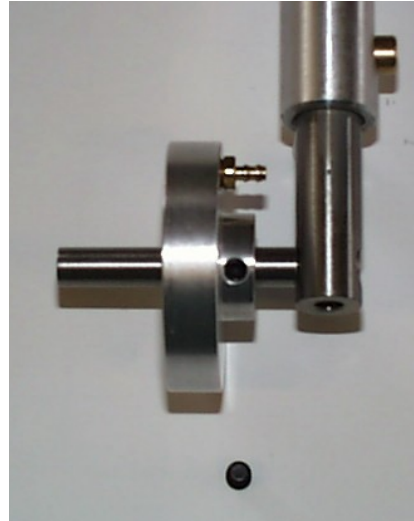
picture 1



picture 2



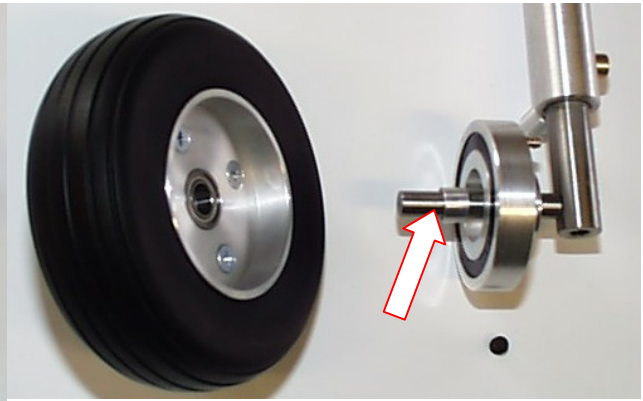
picture 3



picture 4



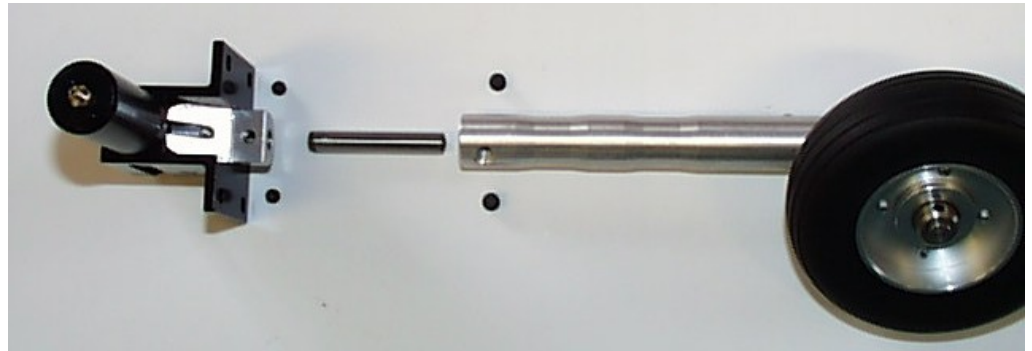
picture 5



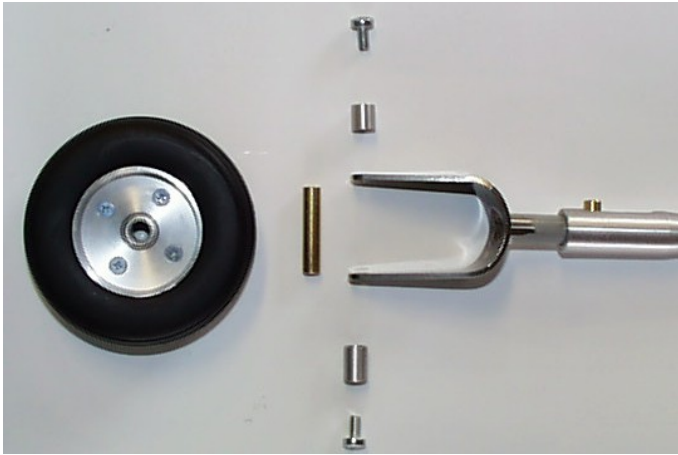
picture 6



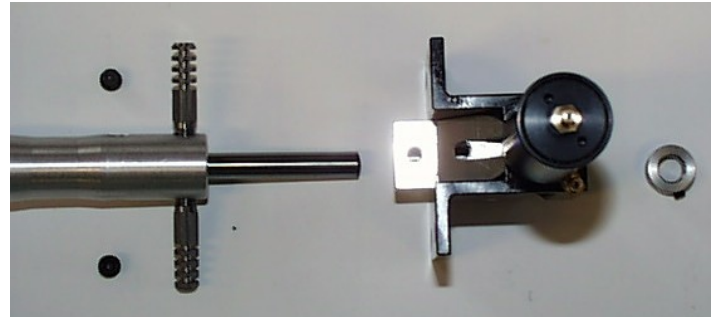
picture 7



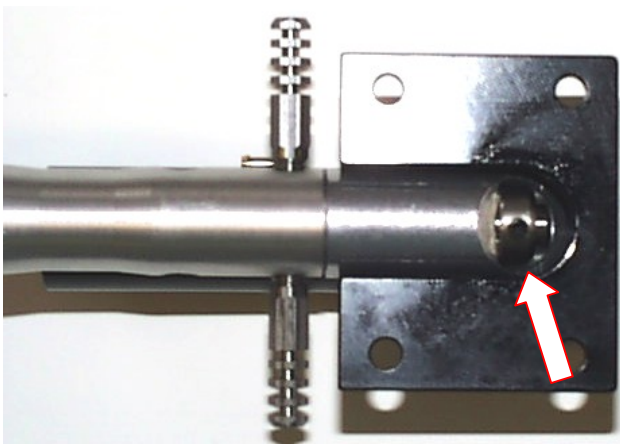
picture 8



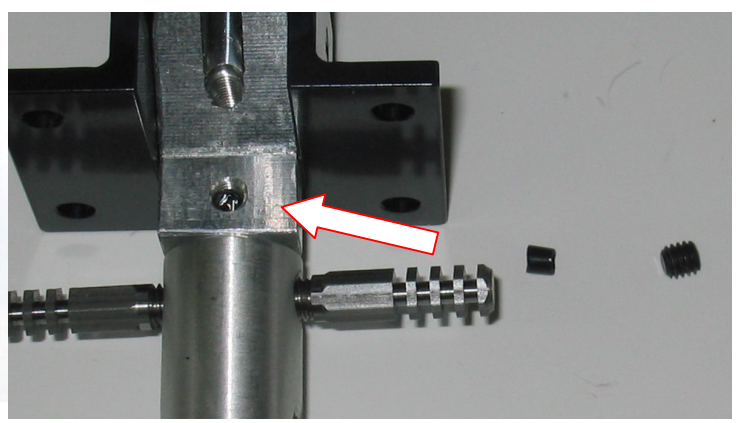
picture 9



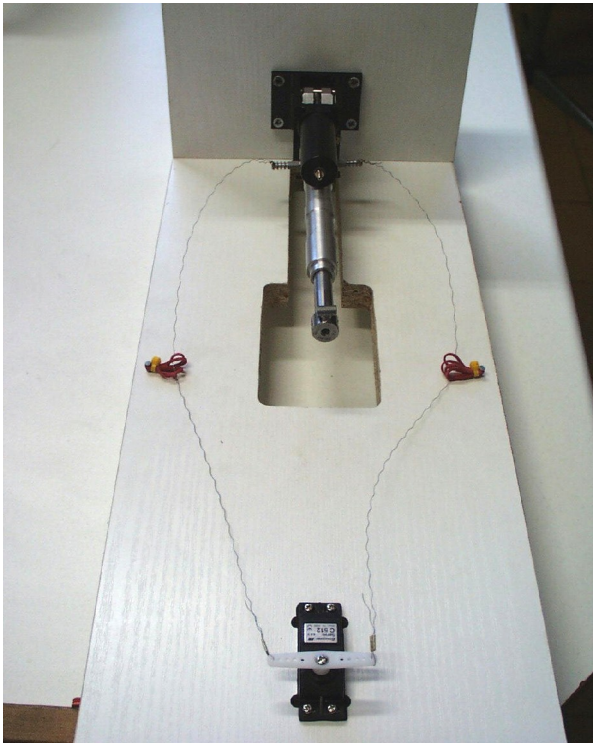
picture 10



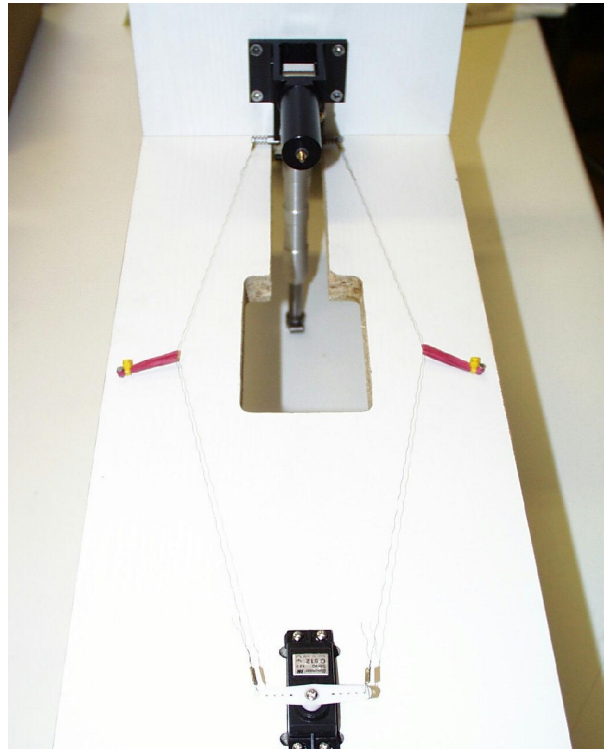
picture 11



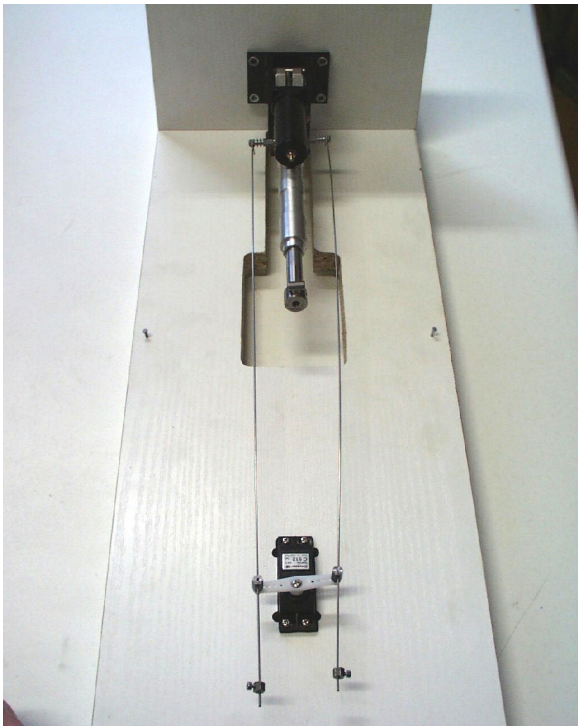
picture 12



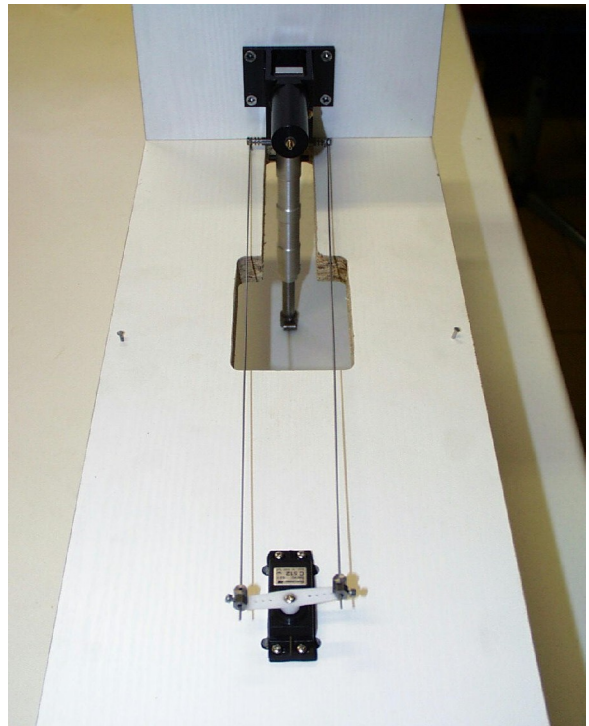
picture 13



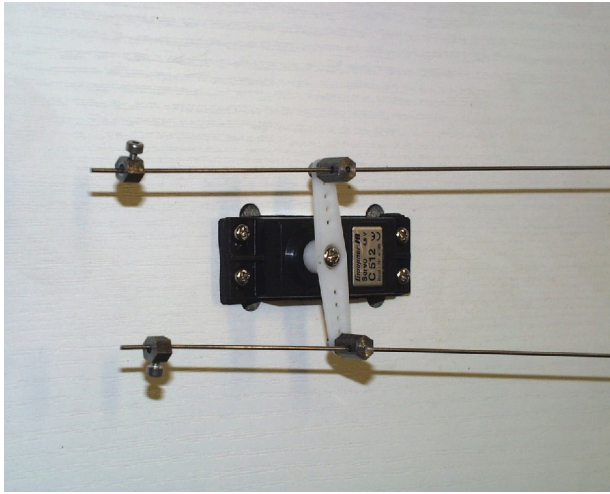
picture 14



picture 15



picture 16



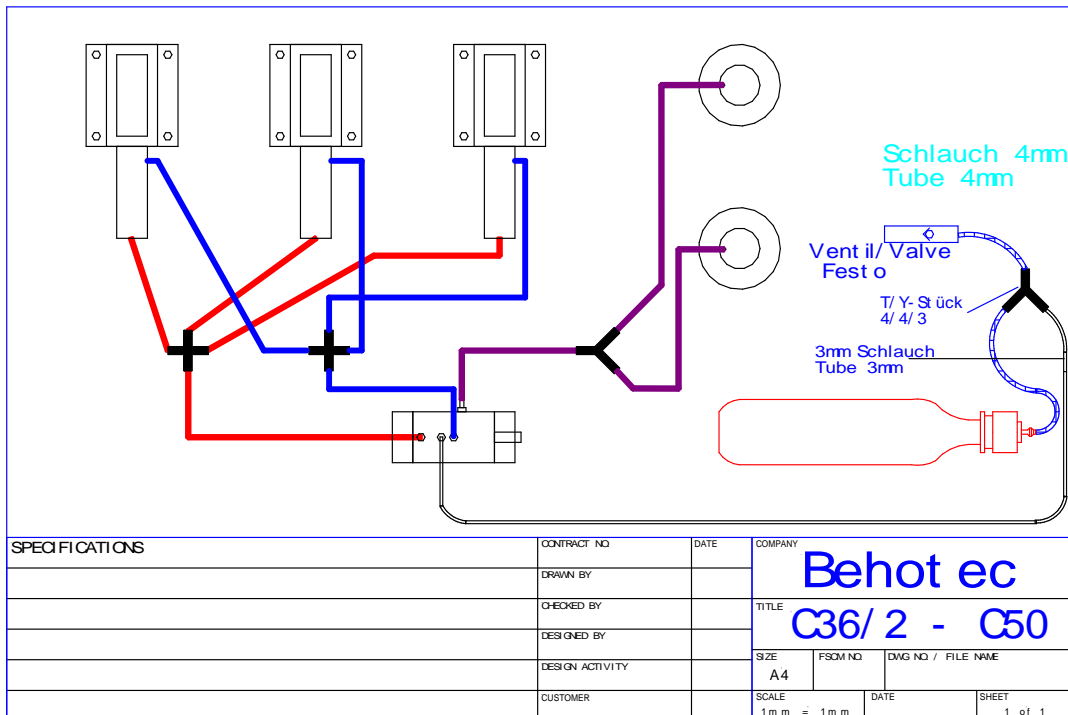
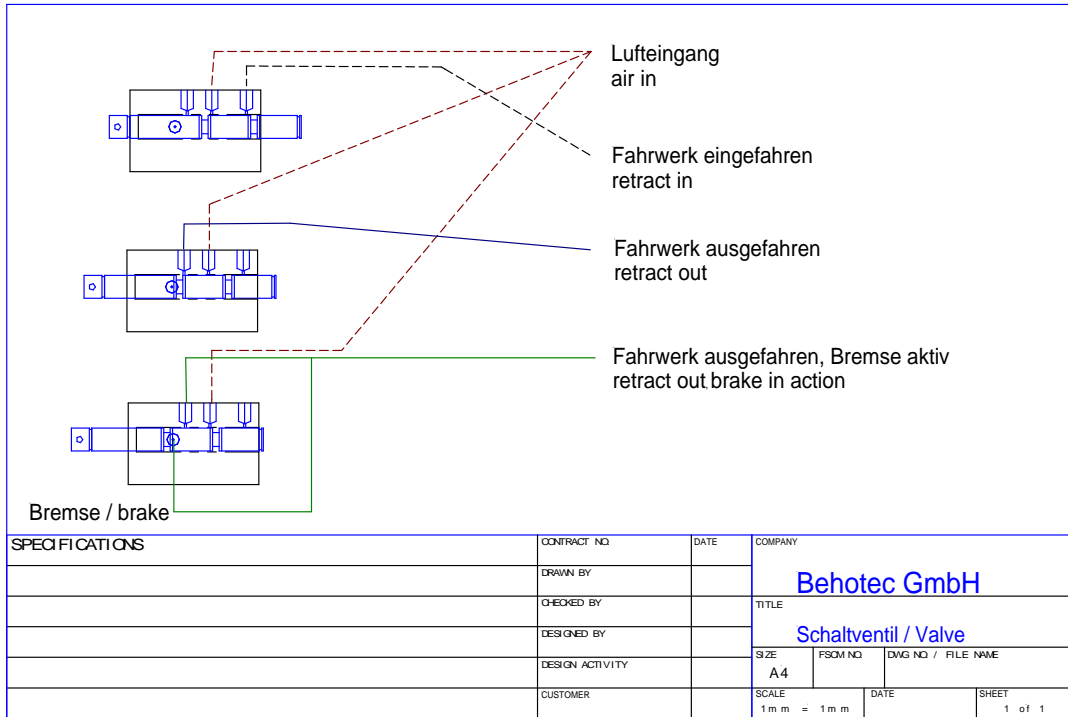
picture 17

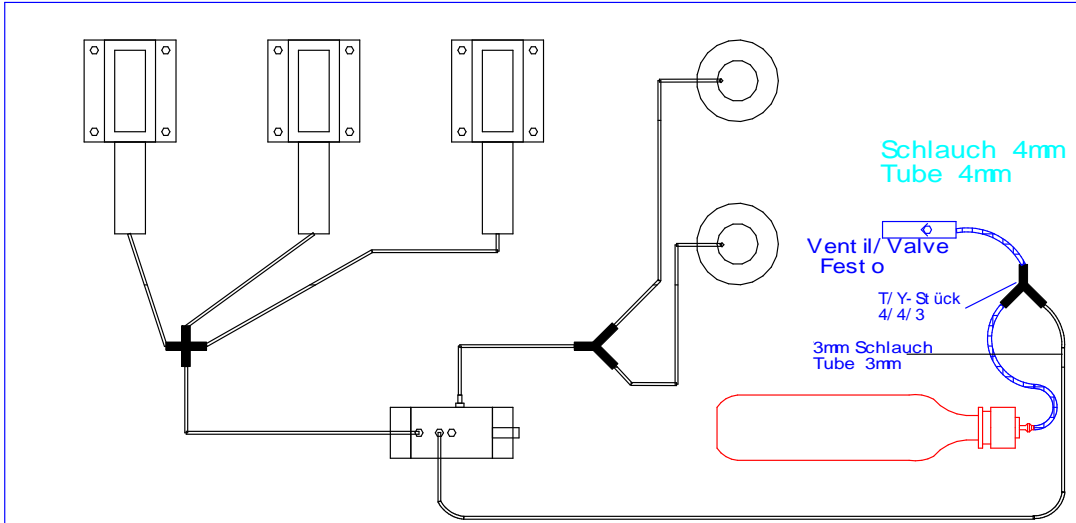


picture 18



picture 19





SPECIFICATIONS	CONTRACT NO.	DATE	COMPANY		
	DRAWN BY		Behotec		
	CHECKED BY		TITLE		
	DESIGNED BY		C36		
	DESIGN ACTIVITY		SIZE	FSDM NO.	DWG NO. / FILE NAME
CUSTOMER		A4			
		SCALE	DATE	SHEET	
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