

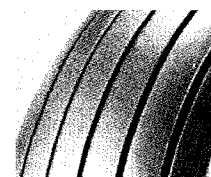
MANUFACTURING QUALITY TIRES IN THE USA SINCE 1915

# **Aircraft Tires and Tubes**

**Craftsmanship In Rubber Since 1915**

# AIR TRAC<sup>®</sup> - MAX SPEED 120 MPH

**Narrow Ribbed, Economy Tire.  
Ideal For Soft Field Applications.**



## TYPE III NYLON TUBE TYPE TIRES

PRODUCT CODE	SIZE	PLY RATING	MAX. LOAD	INFL. PRESS.	WEIGHT
AA1D2	5.00-5	4	800	31	4.4
AA1D4	5.00-5	6	1285	50	4.4
AA1E2	6.00-6	4	1150	29	6.2
AA1E4	6.00-6	6	1750	42	6.5
AA1E6	6.00-6	8	2350	55	6.5
AA1H4	7.00-6	6	1900	38	9.5
AA1H6	7.00-6	8	2550	54	9.4
AA1J2	8.00-6	4	1350	23	10.0
AA1J4	8.00-6	6	2050	35	10.3
AA1K4	8.50-6	6	2275	30	16.0
AA1L4	6.50-8	6	2300	51	9.3
AA1L6	6.50-8	8	3150	75	9.4
AA1M4	6.50-10	6	2770	60	10.9
AA1M6	6.50-10	8	3750	80	11.3
AA1M8	6.50-10	10	4750	100	15.2
AA1P4	7.50-10	6	3000	46	14.3
AA1N4	8.50-10	6	3250	41	17.6
AA1N6	8.50-10	8	4400	55	21.0
AA1F2	15 x 6.00-6	4	1250	45	6.3
AA1F4	15 x 6.00-6	6	1950	68	6.4

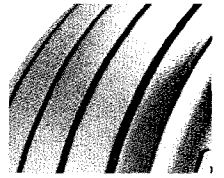
## TAIL WHEEL TIRES

AD1A2	2.80/2.50-4	4	395	60	2.3
AD1B2	10 x 3.50-4	4	460	60	2.5
AD2W8	12.5 x 4.5	10	1800	75	5.6
AD2Y6	14.50	8	1450	50	6.5

## TUBES

PRODUCT CODE	SIZE	VALVE	TUBE WEIGHT
XA1AC	5.00-5	TR67A	1.2
XA1AD	6.00-6	TR20	1.8
XA1AF	7.00/8.00-6	TR20	2.3
XA1AH	8.50-6	TR20	3.1
XA1AJ	6.50/7.00-8	TR15	2.5
XA1AK	6.50-10	TR25	2.8
XA1AL	7.50-10	TR25	3.5
XA1AM	8.50-10	TR25	4.3
XA1AE	15 x 6.00-6	TR20	1.5
XA1AA	2.80/2.50-4	TR87A	.4
XA1AB	4.10-4	TR110	.6
XA1AX	12.5 x 4.5	TR67A	1.0
XA1BA	14.50	TR20	1.2
XA1AN	29 x 11	TR193	7.0

# AIR HAWK® MAX SPEED 120 MPH

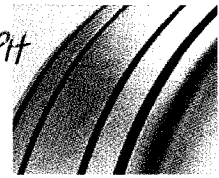


Low Cost, Wide Rib, Square Shoulder Tire  
For All Light Aircraft Applications.

TYPE III NYLON TUBE TYPE TIRES					
PRODUCT CODE	SIZE	PLY RATING	MAX. LOAD	INFL. PRESS.	WEIGHT
AB3D2	5.00-5	4	800	31	4.4
AB3D4	5.00-5	6	1285	50	4.4
AB3D8	5.00-5	10	2150	80	5.4
AB3E2	6.00-6	4	1150	29	7.5
AB3E4	6.00-6	6	1750	42	7.8
AB3E6	6.00-6	8	2350	55	7.8
AB3H4	7.00-6	6	1900	38	9.5
AB3H6	7.00-6	8	2550	54	9.4
AB3J2	8.00-6	4	1350	23	10.4
AB3J4	8.00-6	6	2050	35	10.7
AB3J6	8.00-6	8	2800	48	11.8
AB3L4	6.50-8	6	2300	51	10.5
AB3L6	6.50-8	8	3150	75	10.5
AB3M4	6.50-10	6	2770	60	11.5
AB3M6	6.50-10	8	3750	80	11.8
AB3M8	6.50-10	10	4750	100	16.2
AB3N4	8.50-10	6	3250	41	19.9
AB3N6	8.50-10	8	4400	55	23.3
AB2A6	18 x 5.5	8	3050	105	8.5
AB2B4	22 x 8.0-8	6	2500	40	14.1
AB3C8	29 x 11.0-10	10	7070	60	37.3
AB2D8	17.5 x 6.25-6 (6.00-6)	10	3750	90	9.6
AB5F4	15 x 600-6	6	1950	68	7.0

TYPE III NYLON TUBELESS TIRES					
PRODUCT CODE	SIZE	PLY RATING	MAX. LOAD	INFL. PRESS.	WEIGHT
AB3D3	5.00-5	6	1285	50	5.7
AB3E3	6.00-6	6	1750	42	9.5
AB3H3	7.00-6	6	1900	38	11.4
AB3L5	6.50-8	8	3150	75	12.9
AB3M5	6.50-10	8	3750	80	14.7
AB3N5	8.50-10	8	4400	55	28.1
AB3N7	8.50-10	10	5500	70	28.6
AA5P5	7.50-10	8	3000	46	19.1

# SUPER HAWK® MAX SPEED - 120 MPH



Premium Tire. Nylon Belted, Heavy Duty Construction. Tested and Approved to TS0 C 62d

TYPE III NYLON TUBE TYPE TIRES					
PRODUCT CODE	SIZE	PLY RATING	MAX. LOAD	INFL. PRESS.	WEIGHT
AJ1D4	5.00-5	6	800	31	6.0
AJ1E4	6.00-6	6	1750	42	9.7
AJ1E6	6.00-6	8	2350	55	9.8
AJ1H4	7.00-6	6	1900	38	11.7
AJ1H6	7.00-6	8	2550	54	11.8
AJ1L4	6.50-8	6	2300	51	11.7
AJ1L6	6.50-8	8	3150	75	11.8
AJ1M6	6.50-10	8	3750	80	14.5
AJ1M8	6.50-10	10	4750	100	18.9

# AERO CLASSIC MAX SPEED - 120 MPH

NYLON TUBELESS TIRES					
PRODUCT CODE	SIZE	PLY RATING	MAX. LOAD	INFL. PRESS.	WEIGHT
AA227	27" S.C.*	10	5500	50	32
AA427	27" RIB	10	5500	50	32
AA313	890 x 1250 S.C.*	6	4300	50	27
AA413	890 x 1250 RIB	6	4300	50	27
AA487	11.00 x 12	10	8200	70	47

\*Diamond Tread

NYLON TUBE TYPE TIRES					
PRODUCT CODE	SIZE	PLY RATING	MAX. LOAD	INFL. PRESS.	WEIGHT
AA4AA	380-150-5 (15 x 600-5)	6	1600	45	5.7
AA4AB	420 x 150 (600 x 6.5)	4	1750	45	6.9
AA494	800 x 260	4	4840	50	36.0
AA444	500 x 150	6	1500	47	9.1
AA454	400 x 150	6	1000	33	5.5
AA47A	1700 x 16	12	16000	60	97.3
AF1E6	30" S.C.	8	4400	45	27.5



## MOUNTING TUBE TYPE TIRES ON SPLIT WHEELS

- 1 Wipe inside of tire to make sure it is clean.
- 2 Inflate tube until it is rounded.
- 3 Dust inside of tire with the correct talc.
- 4 Insert innertube into tire with the "arrow" on the tube next to the red dot on the tire.
- 5 Put the tire and tube on the outside wheel half with the valve stem through the valve hole.
- 6 Put inside half of wheel into tire. Match up bolt holes.
- 7 Insert wheel bolts, washers and nuts and tighten

to correct torque, as set by manufacturer. Work in a criss-cross pattern when tightening.

- 8 Follow safety rules when inflating. Inflate tire to correct rated inflation pressure. Deflate tire to let tube adjust to proper position. Reinflate to correct pressure and install valve stem locking nut. Tire will have to have pressure adjusted in 12 to 24 hours. Check carefully for leaks. When tire is correctly inflated and leak-free it can be installed on aircraft.

## MOUNTING TUBELESS TYPE TIRES ON SPLIT WHEELS

- 1 Inspect inside and bead area to be sure tire is clean. Wipe bead area with clean cloth and denatured alcohol.
- 2 Wipe bead seat and O-ring grooves with clean cloth and denatured alcohol.
- 3 Put a light coat of grease (MIL-G-7711 or equivalent) on O-ring seal. If there is any question of damage or defect, replace the O-ring seal.
- 4 Put O-ring seal in groove. Do not stretch or twist.
- 5 Put tire on inside half of wheel. Put the red dot either by the wheel valve or by the heavy point shown on the wheel.
- 6 Put outside wheel half inside tire. Line up bolt holes.

- 7 Insert bolts, washers and nuts. Tighten in a criss-cross pattern to correct torque.
- 8 Inflate tire to correct rated inflation pressure. Follow all safety precautions. Inspect for leaks and adjust pressure if necessary in 12 to 24 hours. If tire is free of leaks, install on aircraft.

**NOTE:** Lubricating the inner edges of the beads on either tubeless or tube type tires will ease mounting and seating. Use soapstone or talcum powder.

## DEMOUNTING TIRES ON SPLIT WHEELS

- 1 Jack up aircraft at specified point.
- 2 Completely deflate tire.
- 3 Remove wheel from axle.
- 4 Release tire beads from both flanges.
- 5 Remove nuts, washers and bolts to separate wheel halves.
- 6 Remove tire when wheel halves are separated.

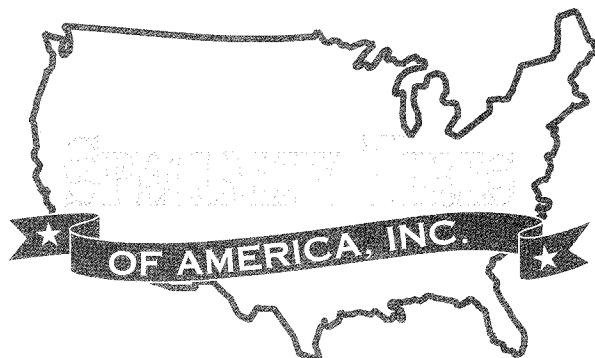
- 7 Always check valves on tubeless tire wheels. If there is any question of wear or leaking, replace valve.
- 8 Take care not to damage O-ring seal or adjacent surfaces when working on tubeless tire wheels.

**Be sure to read and follow the maintenance manual furnished by aircraft or wheel manufacturer.**

## USED AIRCRAFT TUBES

Aircraft tubes are made of natural rubber and are made slightly undersize, so they fill fit easily into a new tire. Aircraft-tire plies are made of nylon, and tires will "grow" slightly, in service. The tube will also grow, and will eventually take a permanent set to the (now) larger inside-tire dimension. If this now-larger tube is later put into a new tire, it may be too large for the inside-tire cavity, with the result that the tube may have folds in it. In service, these folds may eventually wear through and

destroy the tube's ability to hold air. A slow wearing through will result in a slow leakage of air, and the pilot will be alerted to the problem before it becomes too serious. However, if the tube is torn in a particular takeoff, the tire will probably go flat in mid-air, without the pilot having realized what is wrong. Considering the risks in reinstalling a used innertube, we recommend a new tube be installed in a new tire.



1600 WASHINGTON ST., BOX 749, INDIANA, PA 15701  
PHONE 724-349-9010 • 800-622-7327 • FAX 724-349-8192