

JACKING

1. DESCRIPTION

Three jack points, located at each wing tiedown and tail tiedown, are provided to perform maintenance operations. Tie-down rings must be removed and replaced with jack points prior to lifting. Jack points are stowed in the baggage compartment. The airplane may be jacked using two standard aircraft hydraulic jacks at the wing jacking points and a weighted tailstand attached to the aft tail tiedown.

For leveling procedures, the airplane may be jacked using an aircraft hydraulic jack positioned at the aft tail tiedown. ([Refer to 08-10](#))

2. MAINTENANCE PRACTICES

A. Jacking the Airplane at All Ground Contacts (See Figure 07-101)

- (1) Raise Airplane
 - (a) Acquire necessary tools, equipment, and supplies.

Description	P/N or Spec.	Supplier	Purpose
Aircraft Hydraulic Jacks	-	Any Source	Support
Jack Points	-	Cirrus Design Duluth, MN 55811 218-727-2737	Support
Tailstand	300 pounds (136 kg) minimum weight	Any Source	Support
Clevis	(See Figure 07-102)	Any Source	Support
Hitch Pin	(See Figure 07-102)	Any Source	Support

CAUTION: Do not jack the aircraft outside or in open hanger with winds in excess of 10 m.p.h.

The empty CG is forward of the wing jacking points. To prevent airplane from tipping forward during jacking, use a weighted tailstand (300-lb minimum) attached to the tail tiedown.

Jacks must be used in pairs. Do not attempt to jack only one side of aircraft. Keep the airplane as level as possible when jacking.

- (b) Position airplane on a hard, flat, level surface.
- (c) Remove main gear fairings. (Refer to 32-10)
- (d) Remove and stow tie-down rings from wings.

Note: Figure 7-102 demonstrates one possible way of securing weighted tailstand to tail tiedown ring. (See Figure 07-102)

- (e) Attach a weighted tailstand to tail tiedown ring.
- (f) Position jacks and jack points for jacking. Insert jack point into wing tiedown receptacle. Holding the jack point in place, position the jack under the point and raise the jack to firmly contact the jack point. Repeat for opposite jacking point.

Note: Raise airplane no more than required for maintenance being performed.

- (g) Raise the airplane keeping the airplane as level as possible.
- (h) Secure jack locks.
- (2) Lower Airplane
 - (a) Release pressure on all jacks simultaneously to keep airplane as level as possible.
 - (b) Remove jacks, jack points, and tailstand. Stow points in baggage compartment.
 - (c) Install tiedown rings.
 - (d) Install main gear fairings. (Refer to 32-10)

B. Jacking the Airplane at Aft Tail Tiedown Only (See Figure 07-101)**(1) Raise Airplane**

- (a) Acquire necessary tools, equipment, and supplies.

Description	P/N or Spec.	Supplier	Purpose
Aircraft Hydraulic Jack	-	Any Source	Support
Nose Wheel Block	-	Any Source	Support

CAUTION: Do not jack the aircraft outside or in open hanger with winds in excess of 10 m.p.h.

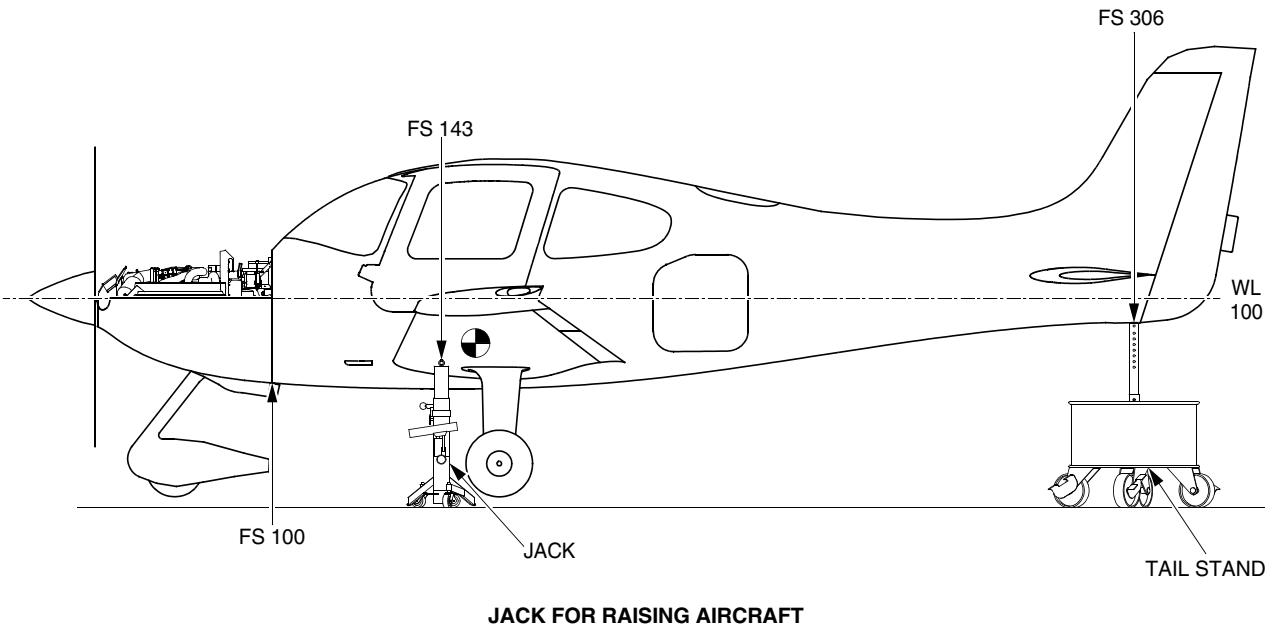
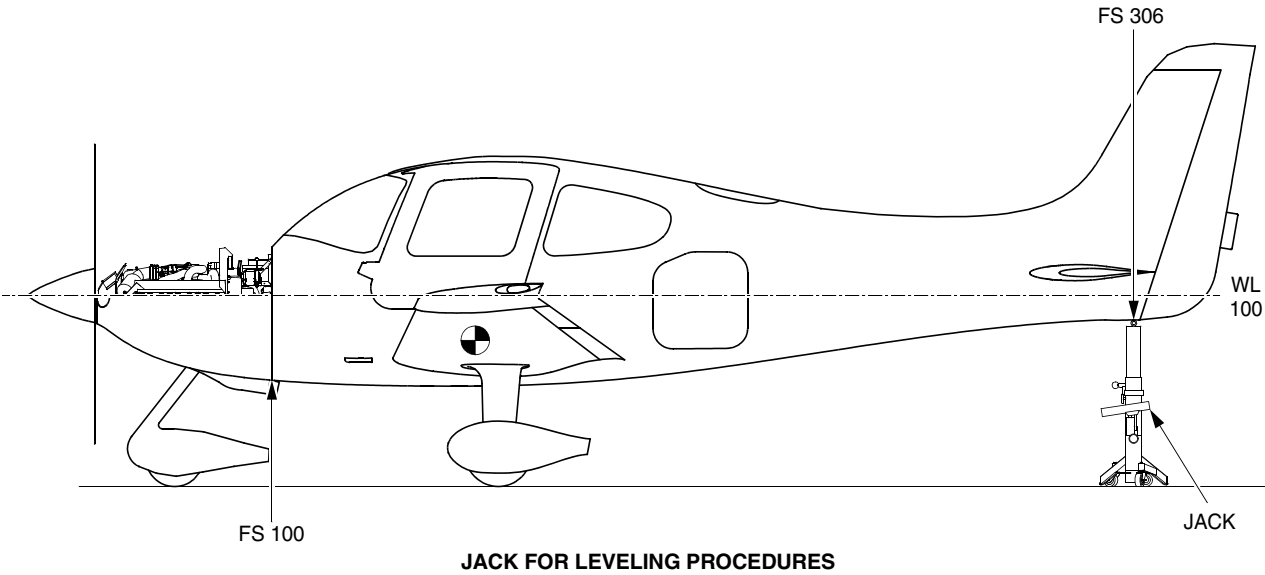
- (b) Position airplane on a hard, flat, level surface.
(c) Position nose wheel block at nose landing gear to prevent airplane movement.
(d) Position jack under the aft tail tiedown and raise the jack to firmly contact the aft tail tiedown.

Note: Raise airplane no more than required for maintenance being performed.

- (e) Raise the airplane as required.
(f) Secure jack lock.

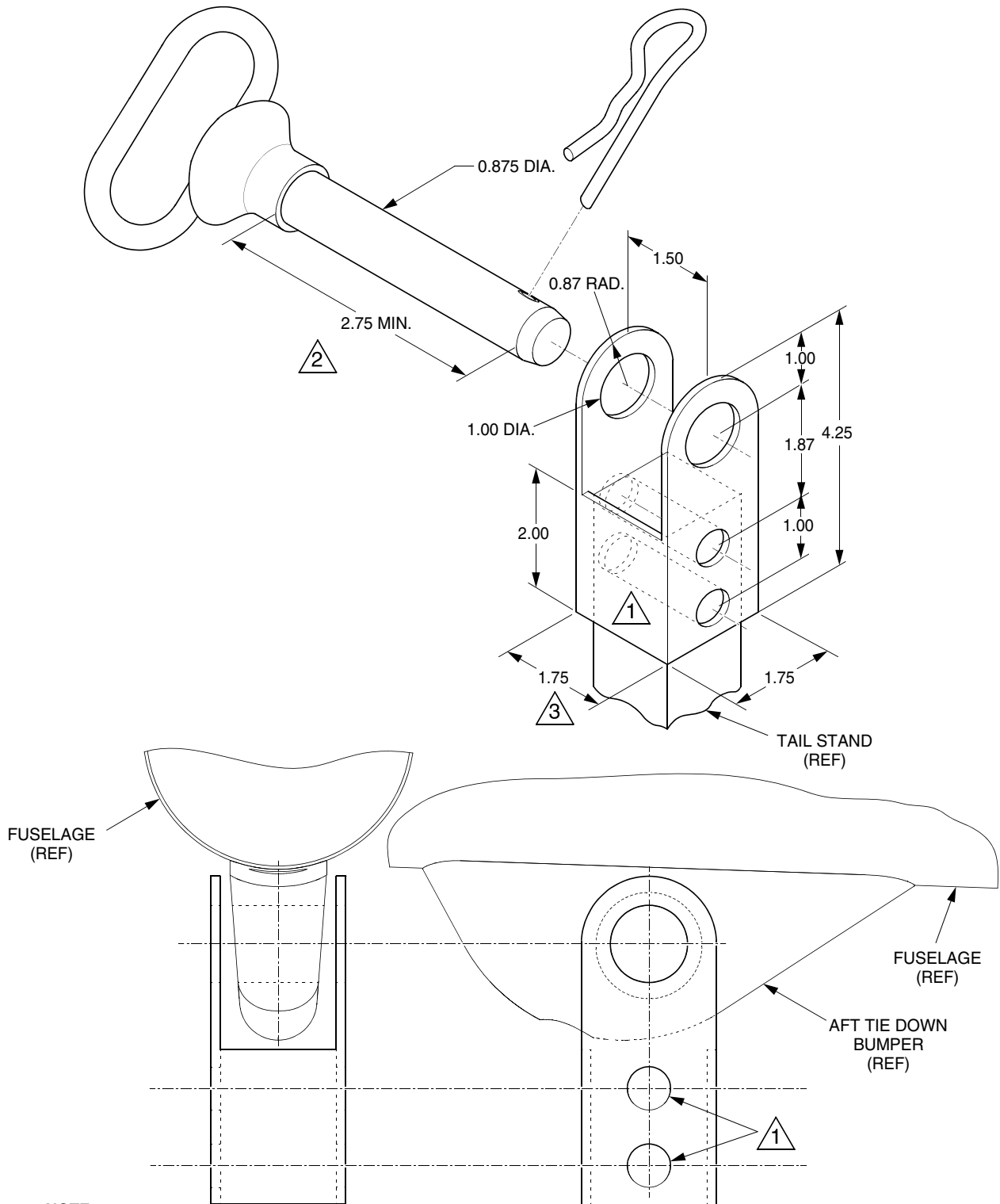
(2) Lower Airplane

- (a) Release pressure on jack slowly.
(b) Remove jack.



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Figure 07-101
Jacking Points



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Figure 07-102
Tail Stand Clevis and Hitch Pin

EFFECTIVITY:
All

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