

**Attachment to Airworthiness Directive No. 1994-001/2**  
**L'Hotellier ball and socket connector, type 45 - ratchet -**  
Attachment page 1 of 2

**Section I**

**L'Hotellier ball and socket connectors**

Prior to installation everyone should familiarize with the functioning of Hotellier ball and socket connectors.

The socket is to be slid completely over the ball on the rod with the locking cam pulled back. During locking the locking cam moves back slightly so that in a correct connection the hole on the averted edge of the locking cam becomes visible.

The safety pin is to be inserted in this hole thus securing the ball and socket connector.

Attention:  
By loading the connection full engagement of the ball is to be verified!



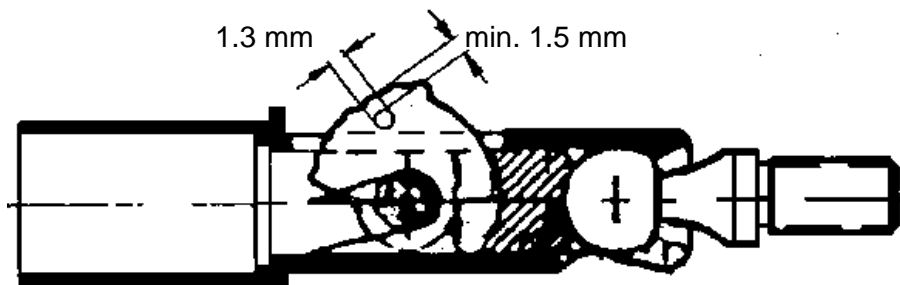
Warning:  
Unsecured ball and socket connectors may open automatically in flight.

**Section II**

**Working instruction for drilling the hole:**

For fitting the hole proceed as follows:

Drill the hole  $\varnothing$  1.3 mm with the ball correctly inserted so that one edge of the hole is level with the main body of the connector and on the other side at least 1.5 mm of material is left (see also the following sketch).



Warning:  
When working on the connector, please see to it that no borings get in between the ball and the socket.

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**Section III**

**Installation instruction for Uerlings type sleeves by means of the example of the locking cam**

*(for the ratchet type connector, the installation is to be accomplished analogously)*

For installation, the sleeves have to be slid axially onto the L'Hotellier ball and socket connectors.

They may by no means be clipped radially onto the L'Hotellier ball and socket connector. Radial clipping (excessive opening of the sleeve) may lead to cracks or ruptures due to overstressing so that the sleeve cannot function properly any more.

