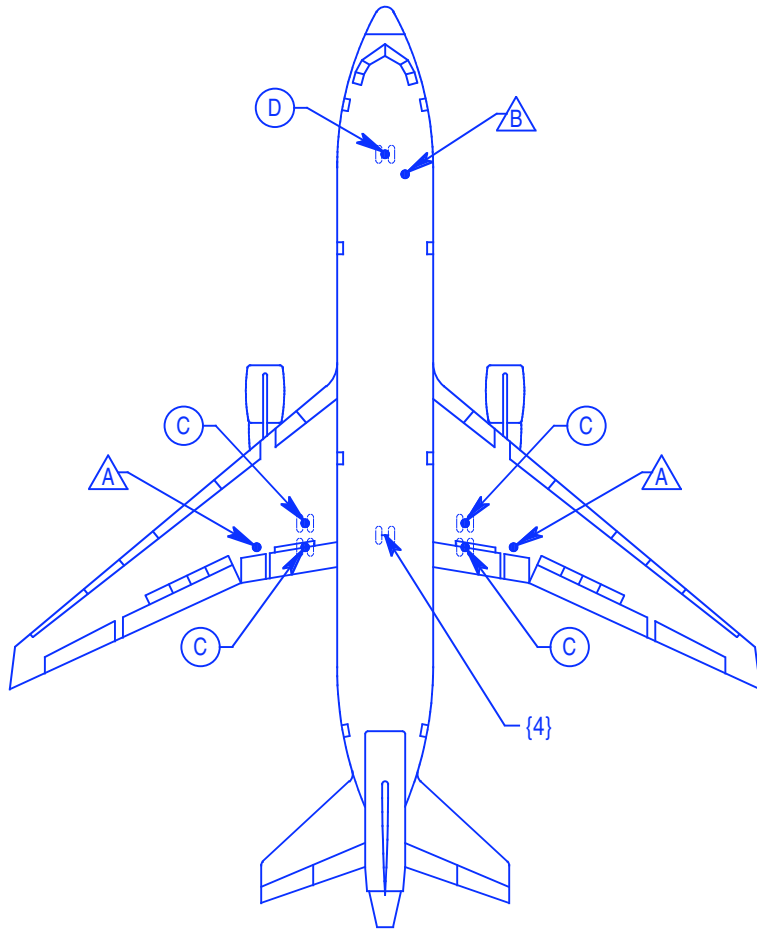


- Legend:   
 △ Aircraft primary tripod jack location   
 □ Aircraft auxiliary tripod jack location   
 ○ Aircraft axle jack location



**FOR ALTERNATE JACK SELECTIONS, REFER TO  
 "RECOMMENDED MALABAR AIRCRAFT JACK MODELS" CHART**

| AIRCRAFT DATA |                         |                  |                  |                  |                        | MALABAR JACK MODELS AND DATA |                |                |                |               |               |
|---------------|-------------------------|------------------|------------------|------------------|------------------------|------------------------------|----------------|----------------|----------------|---------------|---------------|
| REF.          | LOCATION & SERVICE      | MAX. JACK LOAD   | MIN. HT.         | MAX. HT.         | DISTANCE BETWEEN TIRES | MODEL                        | CAP.           | MIN. HT.       | HYD. LIFT      | SCR. EXT.     | MAX. HT.      |
| A             | Main Wing: Gear Swing   | 118.1<br>(107.1) | 145.30<br>(3691) | 182.80<br>(4643) |                        | 8811B {2}                    | 120<br>(108.9) | 116<br>(2946)  | 76<br>(1930)   | 28<br>(711)   | 220<br>(5588) |
|               | Main Wing: Oleo Removal | {1}              |                  | 206.50<br>(5245) |                        |                              |                |                |                |               |               |
| B             | Forward: Gear Swing     | 36.5<br>(33.1)   | 90.30<br>(2294)  | 123.90<br>(3147) |                        | 733A                         | 40<br>(36.3)   | 87<br>(2210)   | 72<br>(1829)   | 26<br>(660)   | 185<br>(4699) |
|               | Forward: Oleo Removal   |                  |                  | 140.30<br>(3564) |                        |                              |                |                |                |               |               |
| C             | MLG: Routine            | 60.1<br>(54.5)   | 14.10<br>(358)   | 22.50<br>(572)   | 27.60<br>(701)         | 65P10AR                      | 65<br>(59)     | 10.25<br>(260) | 11<br>(279)    | 4.75<br>(121) | 26<br>(660)   |
|               | MLG: Flats              |                  | 7.50<br>(191)    |                  | 11.50<br>(292)         | 65L4.5 {3}                   | 65<br>(59)     | 4.5<br>(114)   | 17.5<br>(445)  | 0             | 22<br>(559)   |
|               | NLG: Routine            |                  | 35.0<br>(30.8)   | 11.80<br>(300)   | 19.00<br>(483)         | 8.90<br>(226)                | 65P10AR        | 65<br>(59)     | 10.25<br>(260) | 11<br>(279)   | 4.75<br>(121) |
| NLG: Flats    | 6.30<br>(160)           | 0                |                  |                  |                        |                              |                |                |                |               |               |

**Notes:**

- **Caution:** Aircraft manufacturer's specifications and instructions must be followed. In the event of contradiction between aircraft manufacturer's specifications and Malabar's, aircraft manufacturer's specifications will prevail.
- Capacities shown in tons and (metric tons). Dimensions shown in inches and (millimeters).
- Tripod jack point heights are based on:
  - Main & nose landing gear strut oleos fully deflated.
  - Main gear tires H54 x 20-20.
  - Nose gear tires 37 x 14-14.
  - All tires at normal inflation pressure.

{1} DC10-30/40 maximum load shown. For DC10-10/15, maximum load is 90 tons (81.6 metric tons).

{2} Specify with 116" low height leg kit.

{3} Lift provided by 65P10 or 65P10AR axle jack.

{4} For CLG jacking on DC10-30/40 series, de-pressurize strut prior to jacking and use axle jack models 65P10 or 65P10AR.

MALABAR INTERNATIONAL, A TRONAIR COMPANY  
 SWANTON, OHIO

**DOUGLAS DC10  
 AIRCRAFT / JACK DATA**

REVISED DATE: APRIL 2, 2013