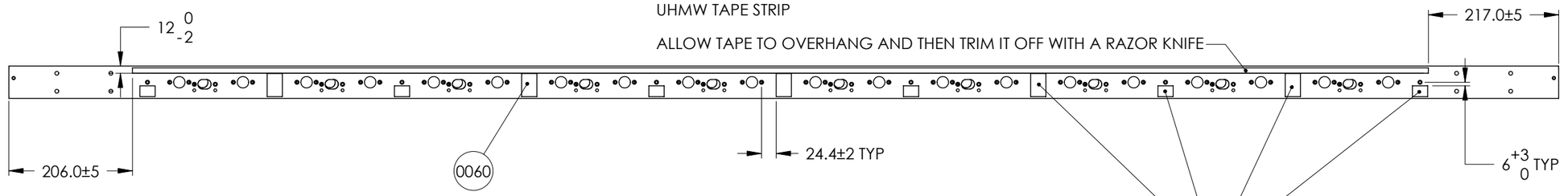
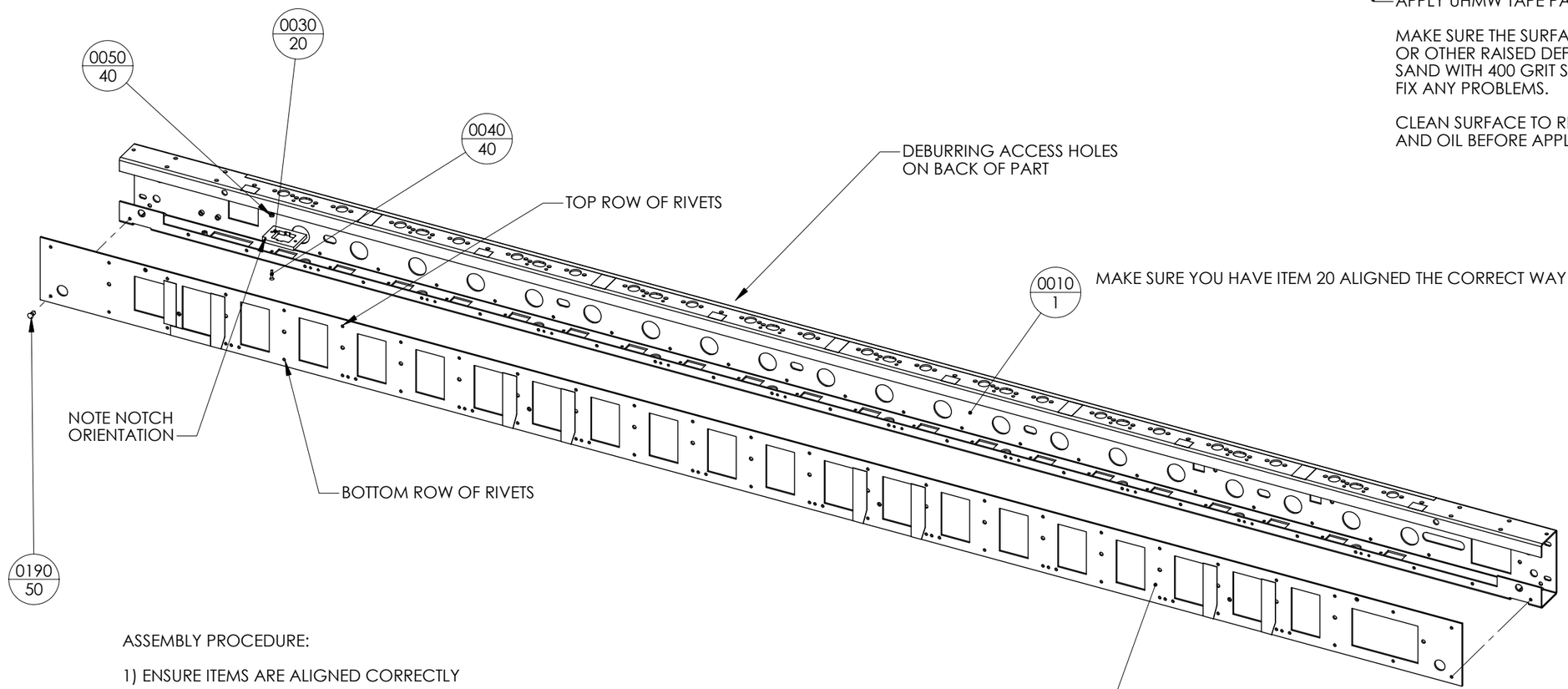
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ASSEMBLY PROCEDURE:

1) ENSURE ITEMS ARE ALIGNED CORRECTLY

2) LOOSLY INSTALL A FEW OF THE BOTTOM ROW OF RIVETS (DO NOT RIVET YET!!)

3) DRILL THE TOP ROW OF RIVETS WITH A SHARP 3/16" DRILL (25 HOLES)

4) DEBURR THE BACKS OF THE HOLES USING ABOUT A 6.2MM DRILL BIT THROUGH THE ACCESS HOLES

5) INSTALL PLASTIC GUIDE PIECES

6) APPLY UHMW TAPE TO TOP OF BEAM AS SHOWN IN TOP VIEW

7) DO NOT RIVET TOGTHER YET!!!

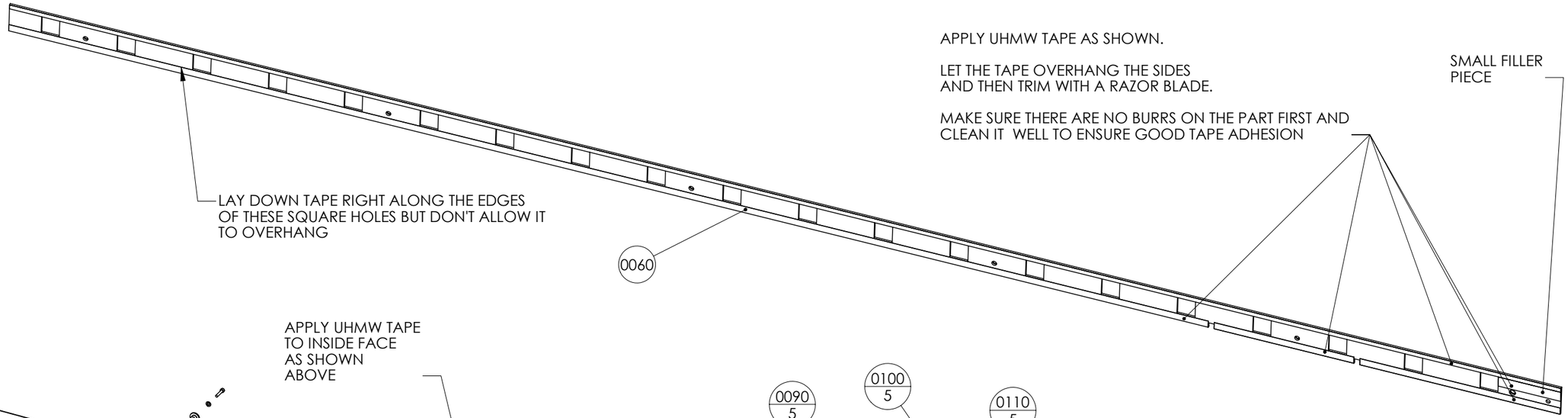
F CHANGES ON SHEET #4 ONLY.

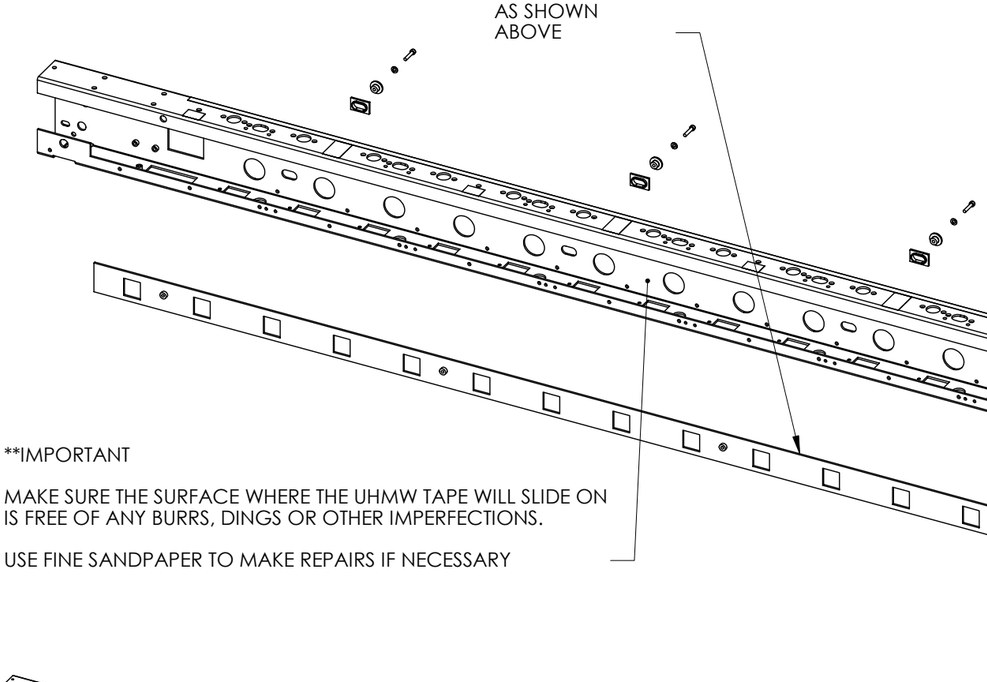
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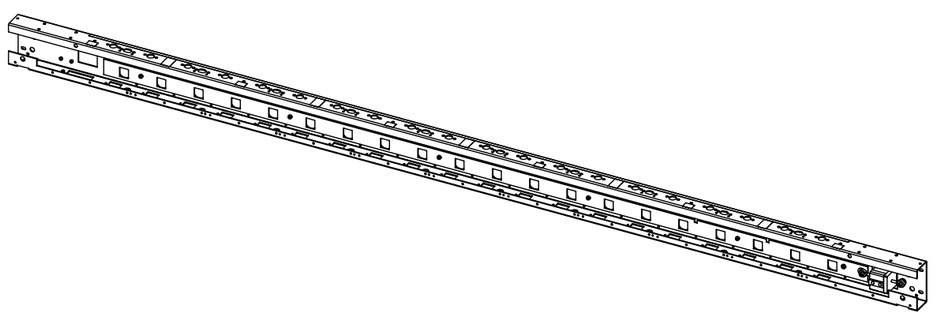


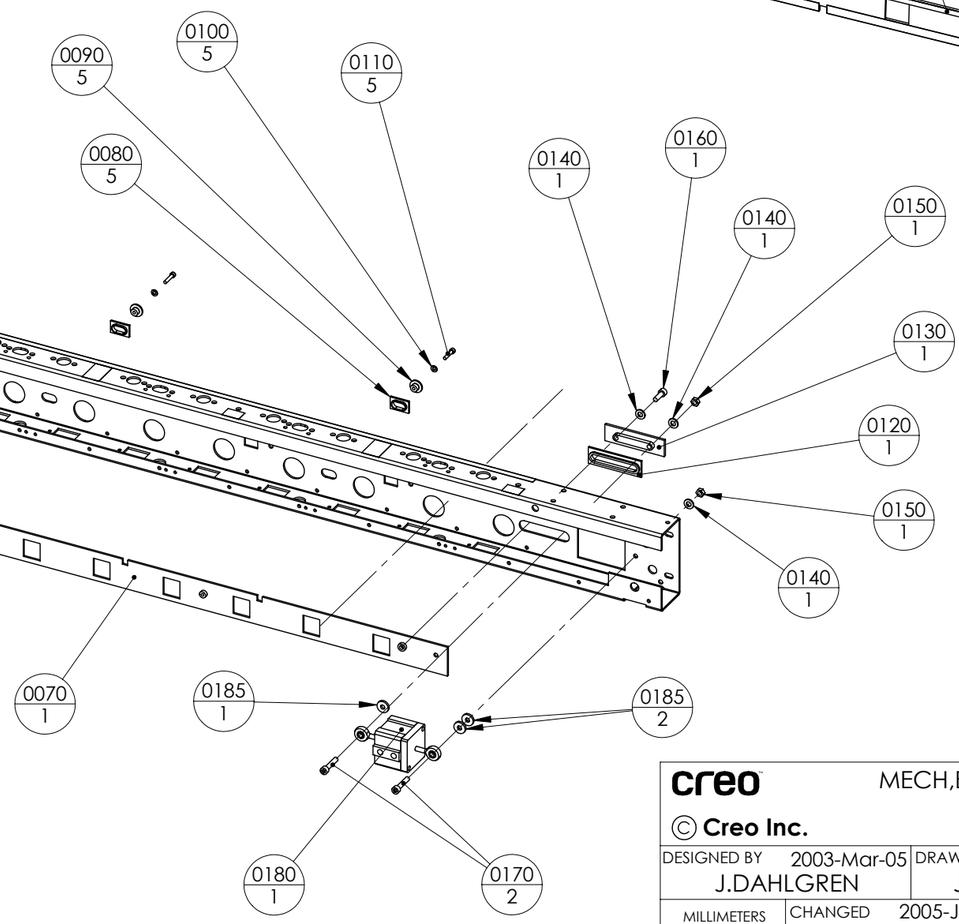


**IMPORTANT

MAKE SURE THE SURFACE WHERE THE UHMW TAPE WILL SLIDE ON IS FREE OF ANY BURRS, DINGS OR OTHER IMPERFECTIONS.

USE FINE SANDPAPER TO MAKE REPAIRS IF NECESSARY





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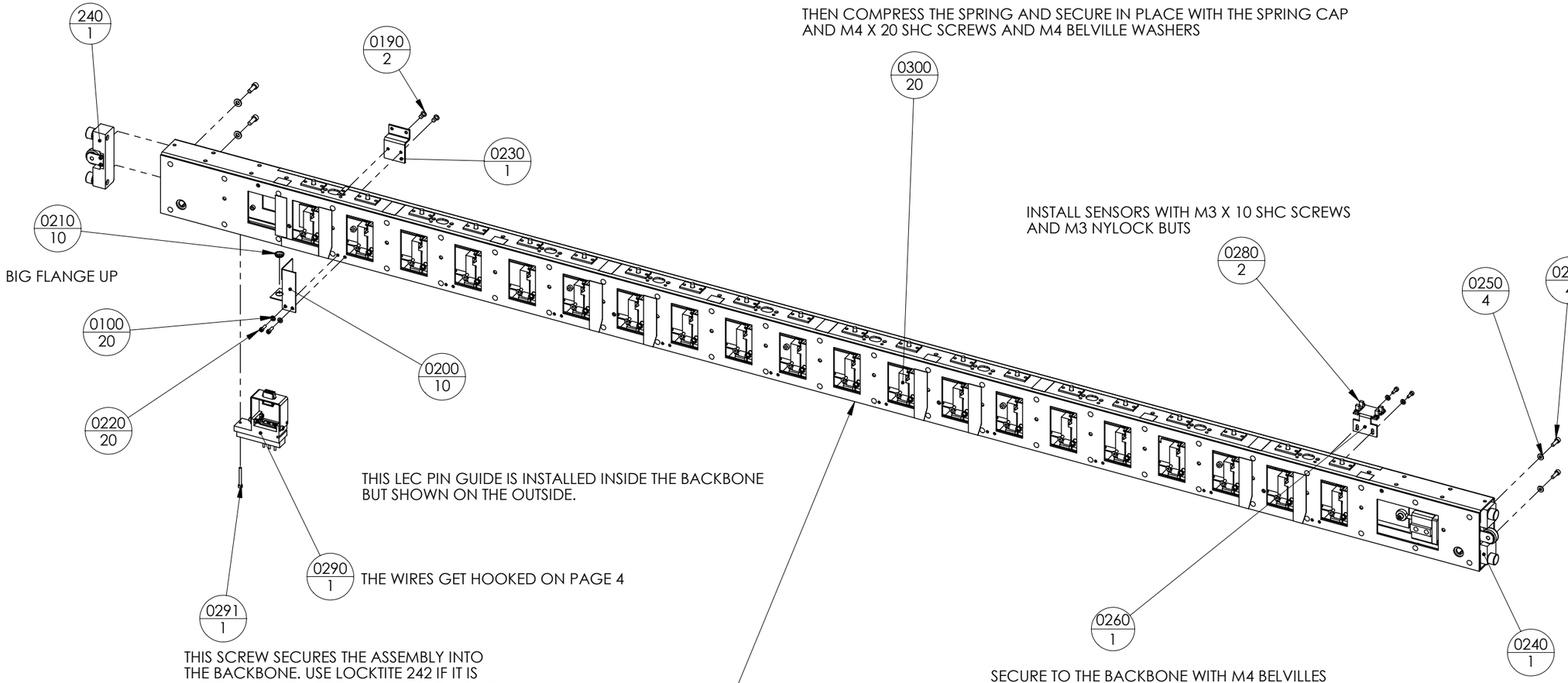
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INSTALL EACH PUSHER ASSEMBLY THROUGH THE ACCESS HOLE.

THEN COMPRESS THE SPRING AND SECURE IN PLACE WITH THE SPRING CAP AND M4 X 20 SHC SCREWS AND M4 BELVILLE WASHERS

INSTALL SENSORS WITH M3 X 10 SHC SCREWS AND M3 NYLOCK BUTS

THIS LEC PIN GUIDE IS INSTALLED INSIDE THE BACKBONE BUT SHOWN ON THE OUTSIDE.

THE WIRES GET HOOKED ON PAGE 4

THIS SCREW SECURES THE ASSEMBLY INTO THE BACKBONE. USE LOCKTITE 242 IF IT IS NOT SELF LOCKING PEM IN THE BACKBONE.

SECURE TO THE BACKBONE WITH M4 BELVILLES AND M4 X 12 SHC SCREWS

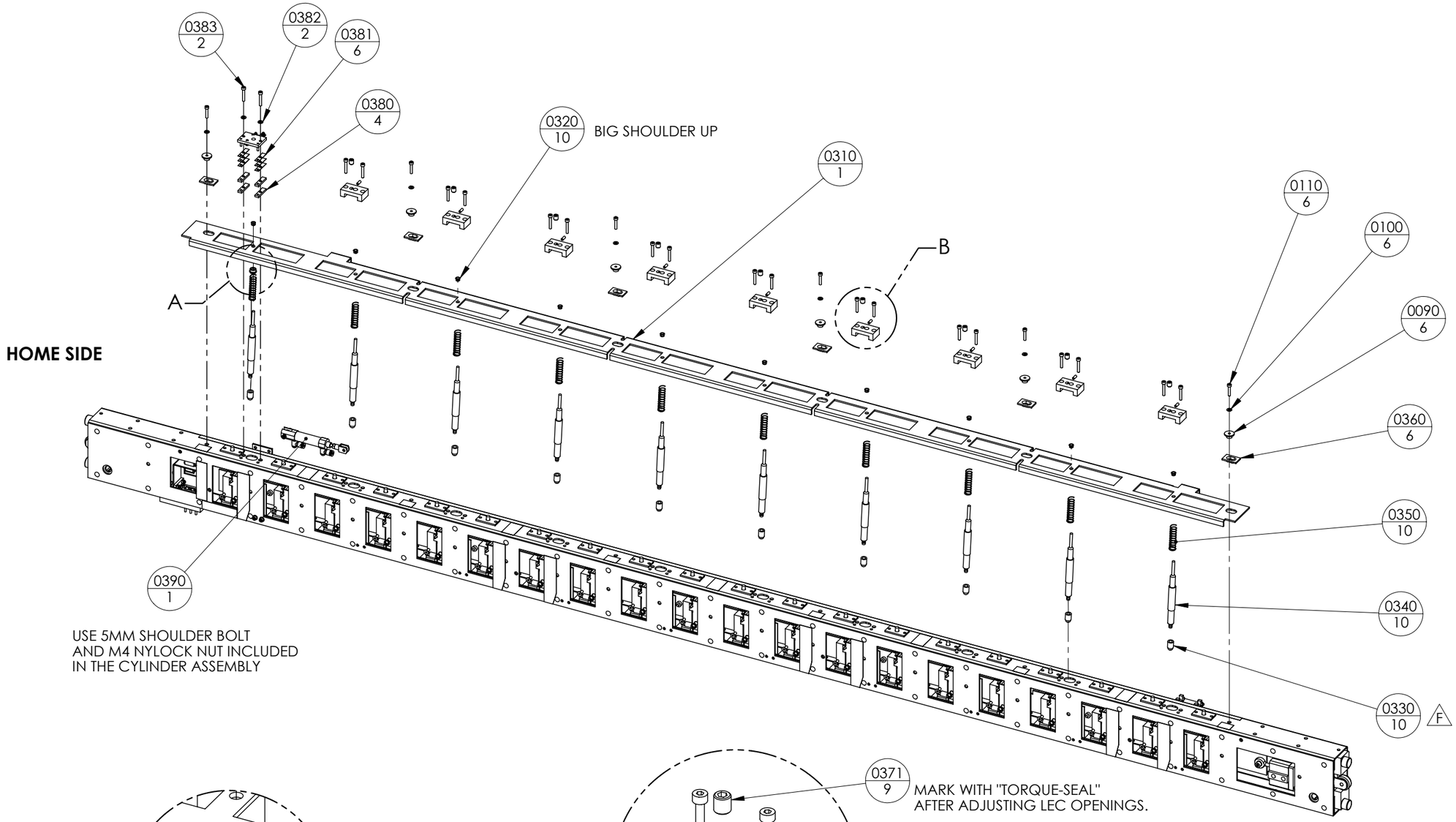
THE BEAM IS RIVETED TOGETHER BEFORE COMPLETING ANY THING ELSE ON THIS PAGE

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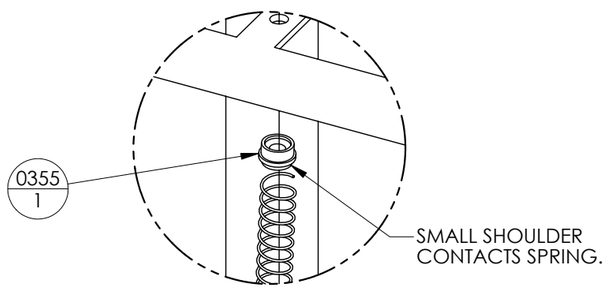
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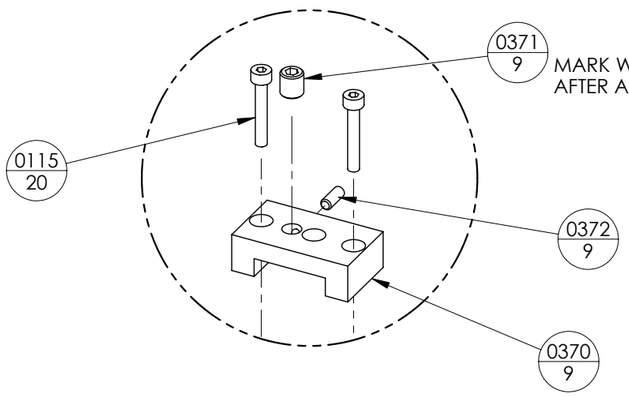
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USE 5MM SHOULDER BOLT
AND M4 NYLOCK NUT INCLUDED
IN THE CYLINDER ASSEMBLY



DETAIL A
SCALE 1 : 2



DETAIL B
SCALE 1 : 2

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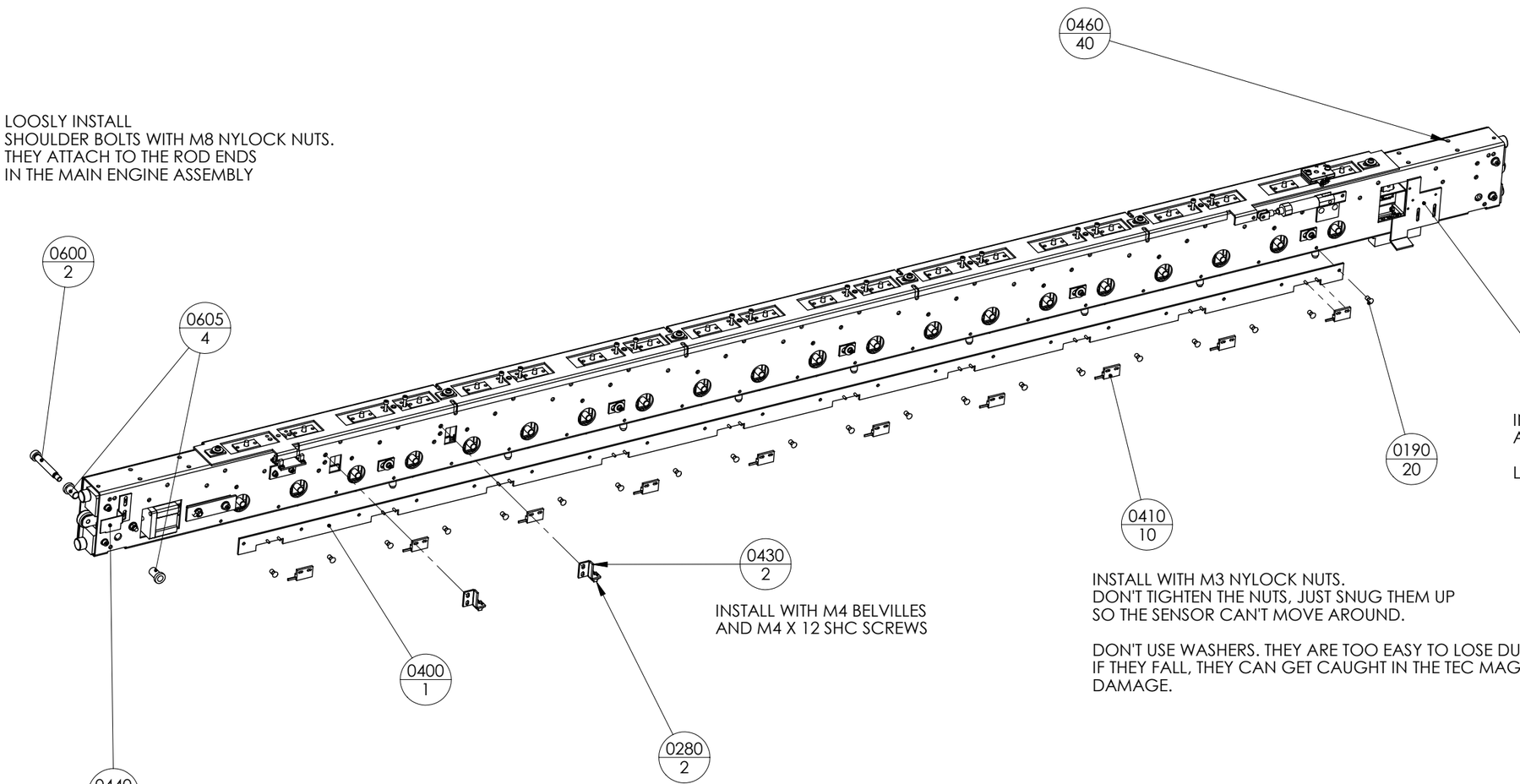
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INSTALL CABLE TIE PLUGS IN 1/4" HOLES AS NEEDED
ALL OVER THE BACKBONE TO ROUTE CABLES

PROPER PICTURES OF CABLE ROUTING WILL BE DONE IN THE FUTURE.

LOOSLY INSTALL
SHOULDER BOLTS WITH M8 NYLOCK NUTS.
THEY ATTACH TO THE ROD ENDS
IN THE MAIN ENGINE ASSEMBLY



INSTALL WITH M4 BELVILLES
AND M4 X 12 SHC SCREWS

LEAVE LOOSE FOR NOW.

INSTALL WITH M4 BELVILLES
AND M4 X 12 SHC SCREWS

LEAVE LOOSE FOR NOW.

INSTALL WITH M3 NYLOCK NUTS.
DON'T TIGHTEN THE NUTS, JUST SNUG THEM UP
SO THE SENSOR CAN'T MOVE AROUND.

DON'T USE WASHERS. THEY ARE TOO EASY TO LOSE DURING REPAIRS AND
IF THEY FALL, THEY CAN GET CAUGHT IN THE TEC MAGNETS AND CAUSE
DAMAGE.

INSTALL WITH M3 X 10 SHC SCREWS
AND M3 NYLOCK NUTS.

DON'T USE WASHERS. THEY ARE TOO EASY TO LOSE DURING REPAIRS AND
IF THEY FALL, THEY CAN GET CAUGHT IN THE TEC MAGNETS AND CAUSE
DAMAGE.

THIS TAB MAY HAVE TO BE BENT IN ORDER TRIP THE
SENSOR PROPERLY. THIS IS DONE AFTER THE ENGINE
TILT CYLINDERS, AND BACKBONES HAVE BEEN ADJUSTED.

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