

## Section D. Tailwheel Installation

14. Trim the tailwheel doubler spring as indicated in Figure 5. The point of the doubler spring should be about  $\frac{1}{2}$  to  $\frac{3}{4}$  inch from the tailwheel casting when the tailwheel is bolted to the main tailwheel spring. Layout and drill the holes in the 33010.000 tailspring clamp as shown. The matching clamp plate on the fuselage will serve as a template for this.

15. Refer to Figure 6. Ream the tailspring mount bushing at the aft end of the fuselage to 0.3125". Ream the holes in the tailspring clamp plate on the fuselage to 0.1875". Bolt the front portion of both tailwheel springs to the tailspring mount bushing in the fuselage. Bolt the tailspring clamp in place underneath the tailsprings, and then attach the tailwheel to the tailspring. Do not bend over any cotter pins at this time since these parts will be removed for fabric covering.

16. If you have left the rudder attached to the fuselage, you can hook up the tailwheel steering chains from the rudder to the tailwheel, as shown in Figure 6. If not, this can just as easily be done after the fabric covering. The tailwheel steering chain should be taut, but not enough so as to put tension on the spring. The spring ends should be collapsed with pliers or vice grips in order to prevent the chain from slipping off should any slack be introduced into this system.

Completion Date \_\_\_\_\_

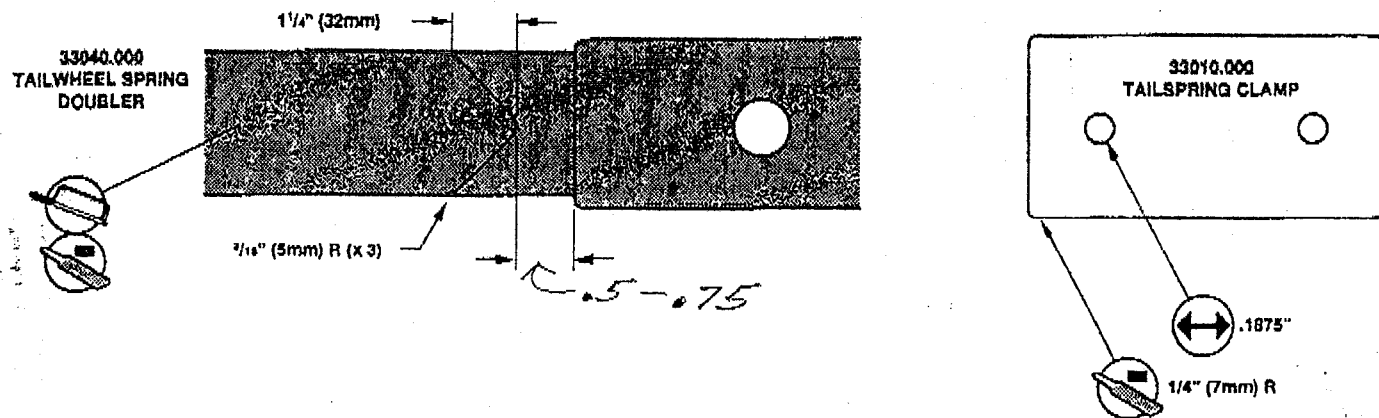


Figure 5  
Tailwheel Spring Details

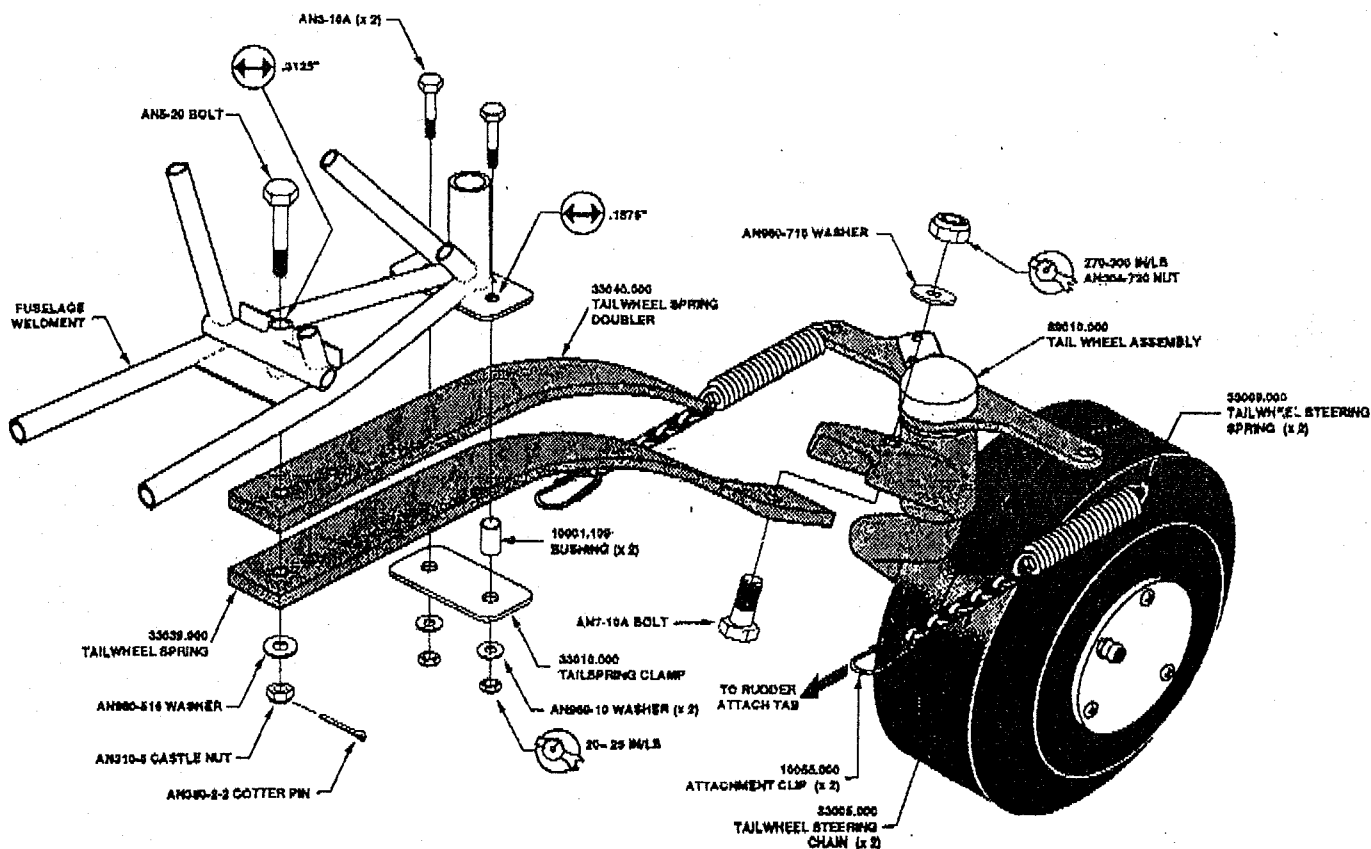


Figure 6  
Tailwheel Installation