

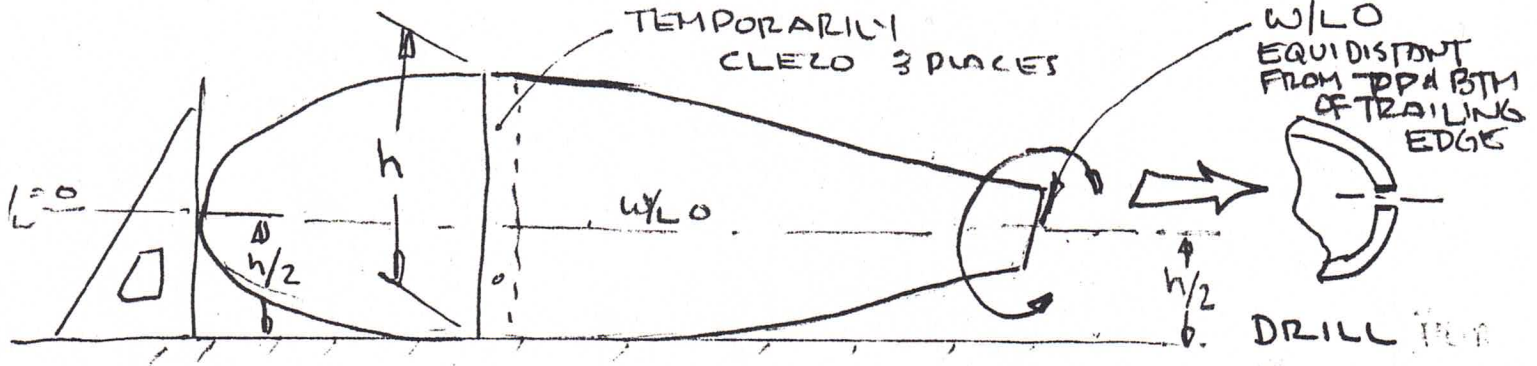
WHEEL PAINT INSTALLATION

(BE PREPARED FOR A 25-30 HOUR JOB)

MANY IDEAS PRESENTED WERE DEVELOPED BY SAM KRIEDEL

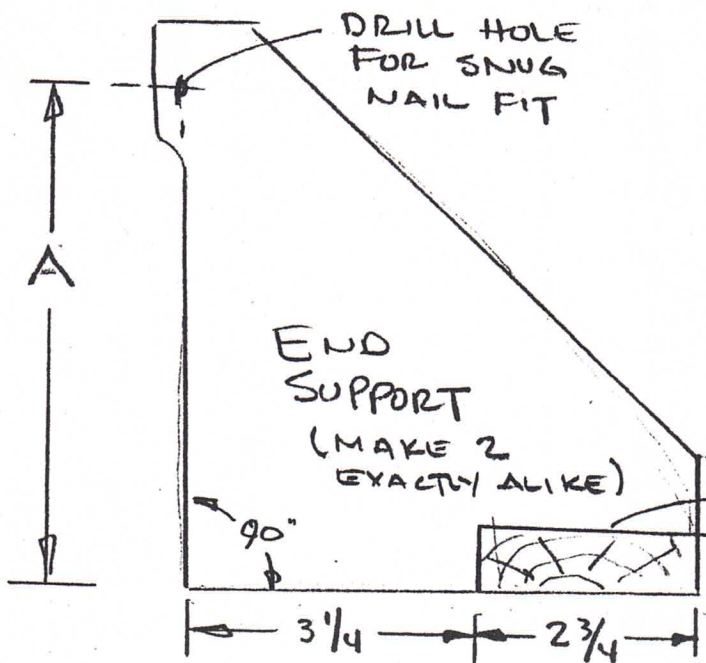
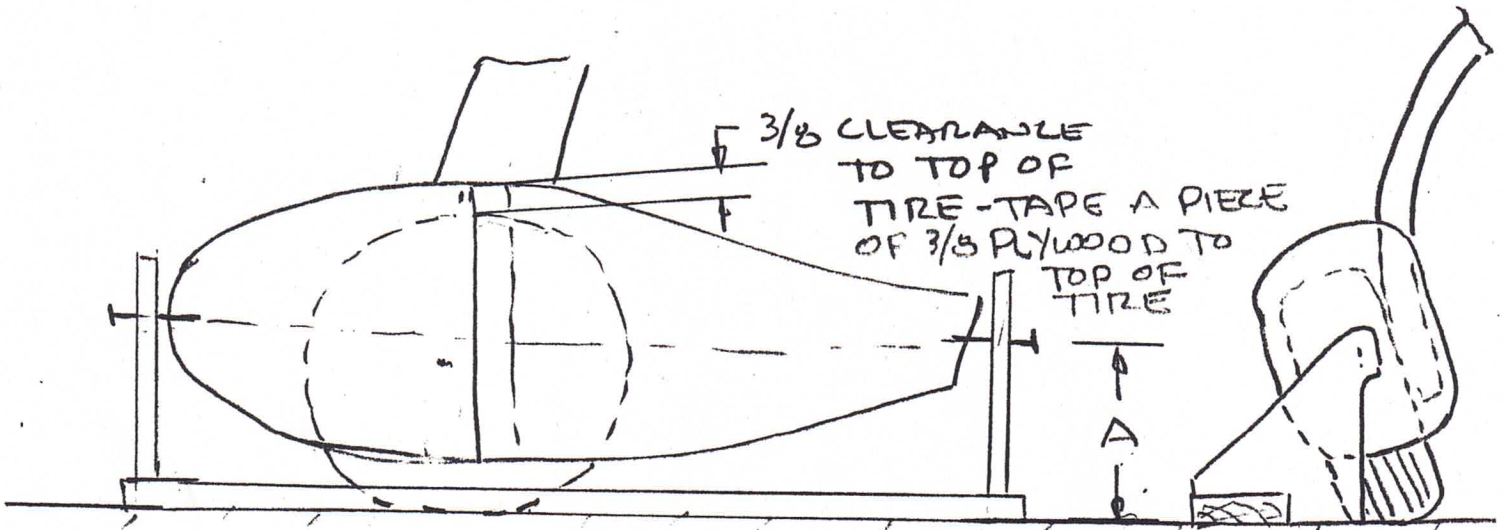
GARY HERTZLER

① FIND CENTERS



DRILL FOR
SNUG FIT FOR
LARGE NAIL
2 PLACES

② CONSTRUCT HOLDING JIG



NOTE:

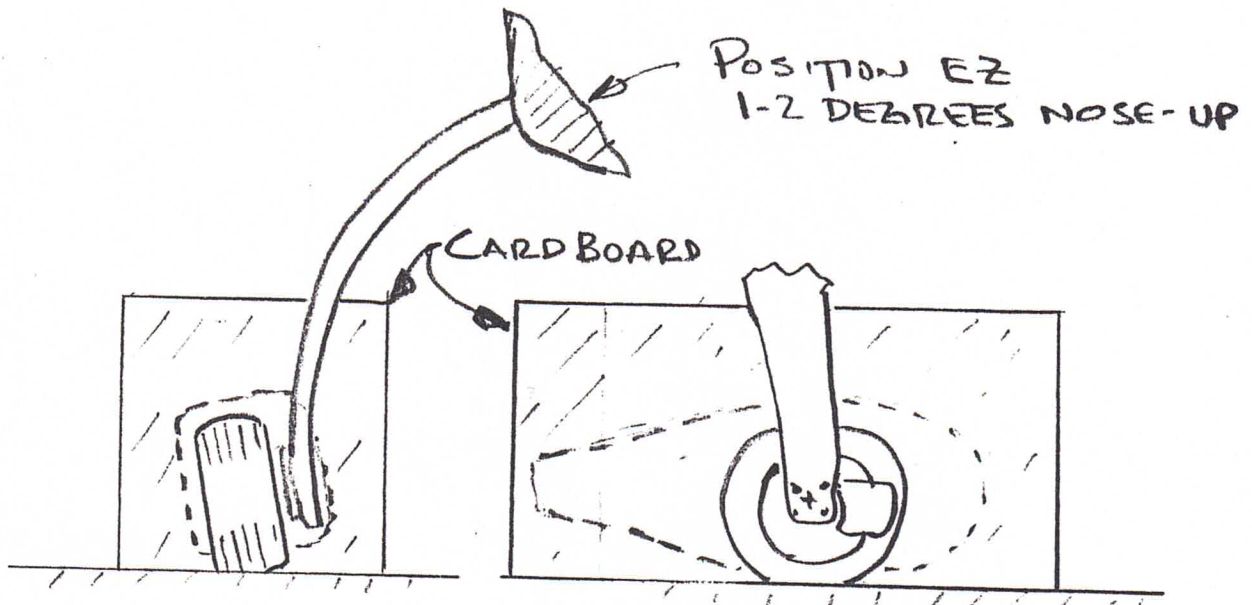
DETERMINE "A" DIMENSION BY MEASURING TOP OF FULLY INFLATED TIRE ABOVE THE FLOOR, ADDING 3/8" TIRE CLEARANCE AND SUBTRACTING h/2 (FROM STEP 1).

③ CUTOUT WHEEL & STRUT OPENING

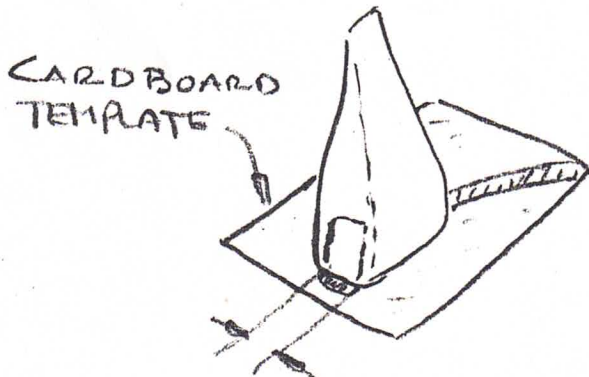
WHEEL PANT POSITIONING GUIDELINES

1. WHEEL PANT SIDE SHOULD BE PARALLEL TO SIDE OF TIRE
2. AXLE CENTER LINE POSITIONED $1\frac{1}{2}$ " IN FRONT OF VERTICAL WHEEL PANT SPLIT LINE.
3. CLEARANCE FROM INSIDE OF WHEEL PANT TO TOP OF TIRE - $\frac{3}{8}$ "
4. THE HORIZONTAL CENTERLINE OF WHEEL PANT (LOOKING FROM SIDE) IS $1-2^\circ$ NOSE DOWN RELATIVE TO FUSELAGE LONGITUDINAL.
5. CENTER LINE OF WHEEL PANT WHEN LOOKING FROM THE TOP IS PARALLEL WITH THE AIRCRAFT CENTERLINE (GEAR SHOULD BE EITHER SET OR ALL LOAD TAKEN OFF GEAR)
6. BEFORE STARTING THE INSTALLATION BE SURE THE WHEEL ALIGNMENT MEETS PUBLISHED SPECIFICATIONS.

③ CONT.



TRACE AROUND TIRE & STRUT IN BOTH PLANES - EYEBALL AS BEST AS YOU CAN



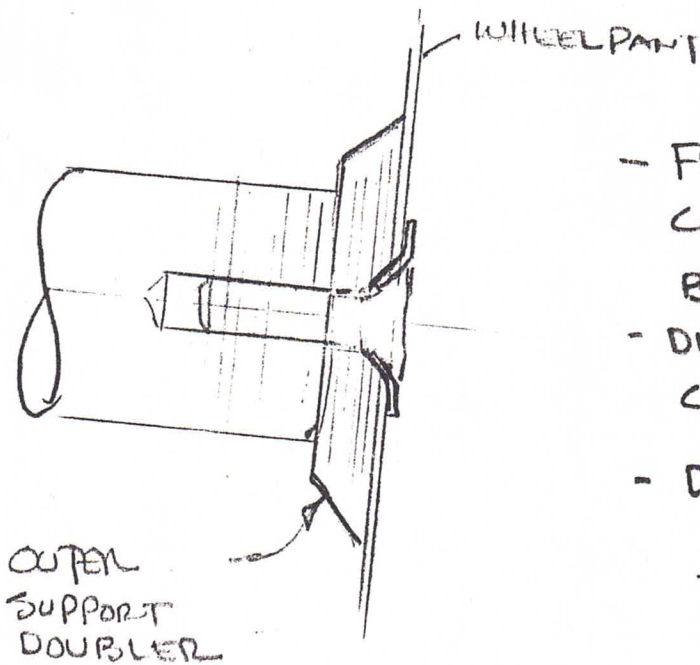
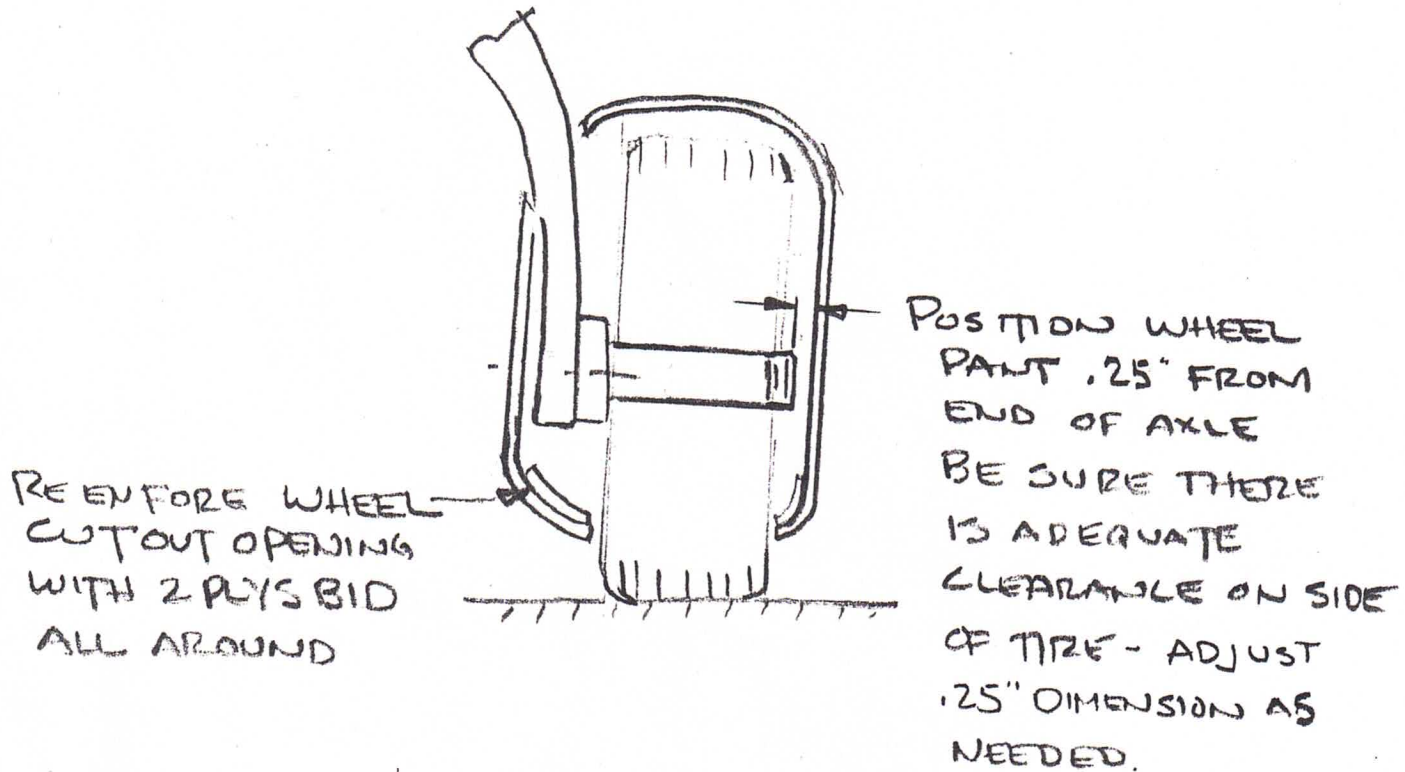
TIRE WIDTH PLUS $\frac{1}{4}$ " CLEARANCE BOTH SIDES



$\frac{1}{2} - \frac{5}{8}$ " TIRE CLEAR IN REAR
 $\frac{1}{4} - \frac{3}{8}$ " TIRE CLEAR IN FRONT

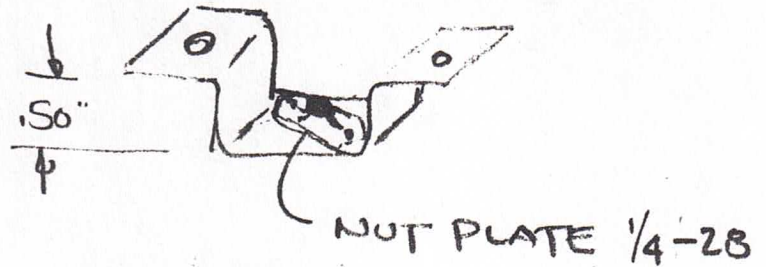
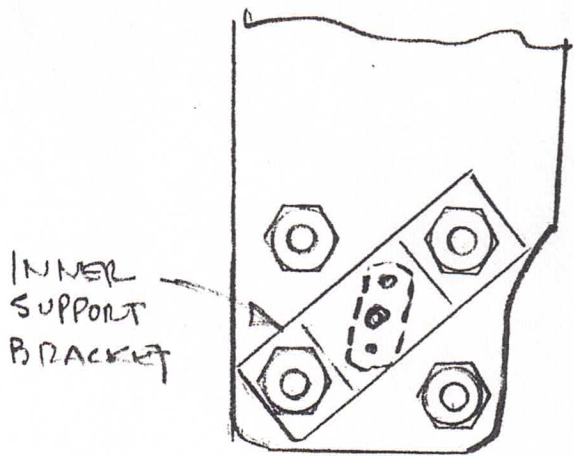
PLACE WHEELPANT ON CARD BOARD TEMPLATE AND MARK TIRE & STRUT CUTOUT.

④ WHEEL PANT ATTACHMENT



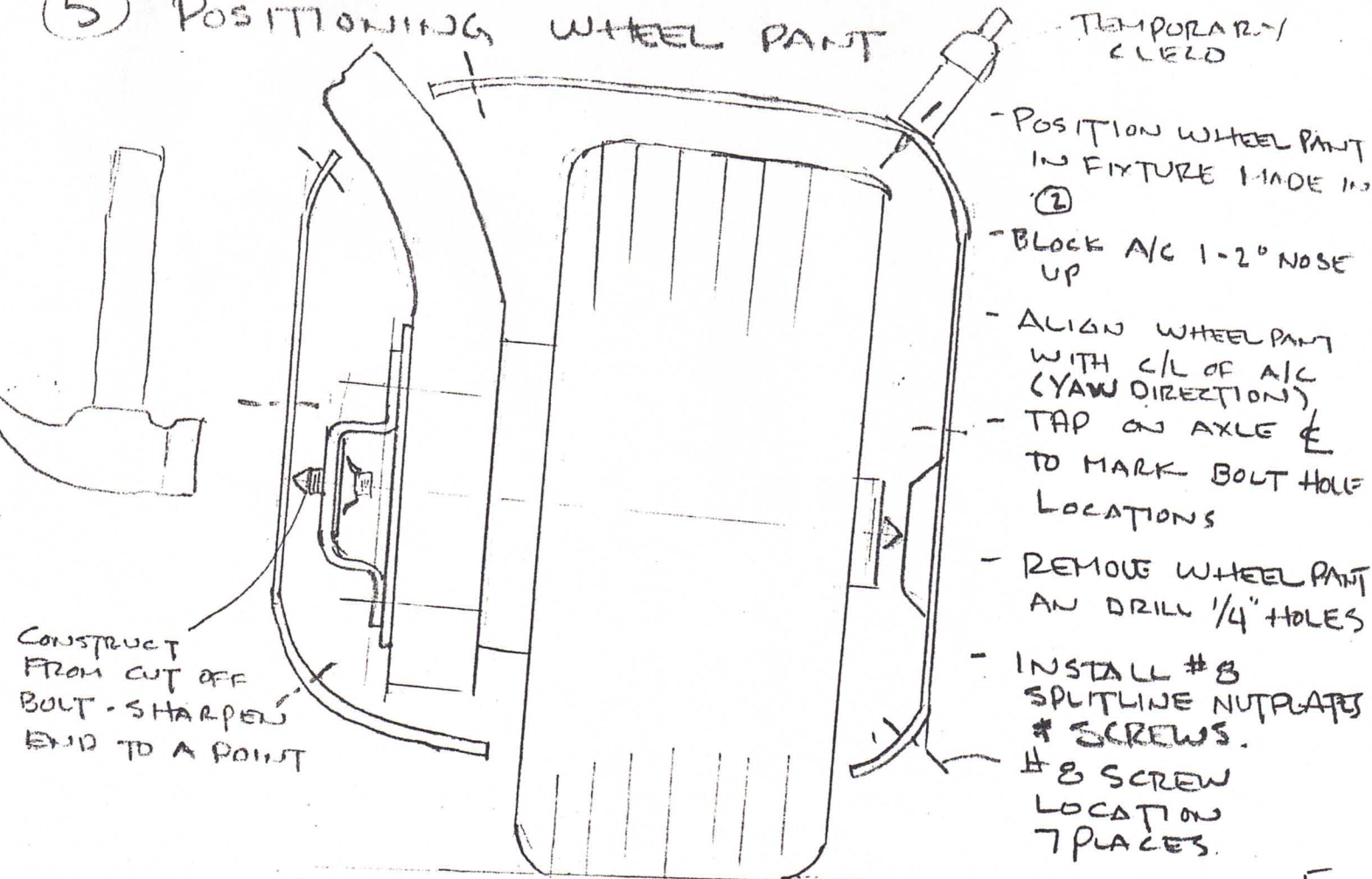
- FLOX IN 1/4" PLYWOOD PAD & COVER WITH 1 LAYER OF BID
- DRILL & TAP AXLE FOR 1/4-28 COUNTER SUNK SCREW
- DON'T DRILL HOLE FOR SCREW IN WHEEL PANT AT THIS TIME THIS WILL BE DONE IN STEP 5

4) CONT.



BEND UP .06" STEEL HAT SECTION, RIVET NUT PLATE AND FASTEN BRACKET USING 2 DIAGONAL AXLE BOLTS.

5) POSITIONING WHEEL PANT



⑥ INNER SUPPORT DOUBLER

INSTALL WHEEL PAINT FRONT HALF
USING OUTER AXLE SCREW ONLY

MEASURE BETWEEN INNER SUPPORT BRACKET
AND INSIDE OF WHEEL PAINT. FASHION A
PLYWOOD SHIM OF THE CORRECT THICKNESS,
FLOX INTO PLACE WITH 1 PLY OF BID.

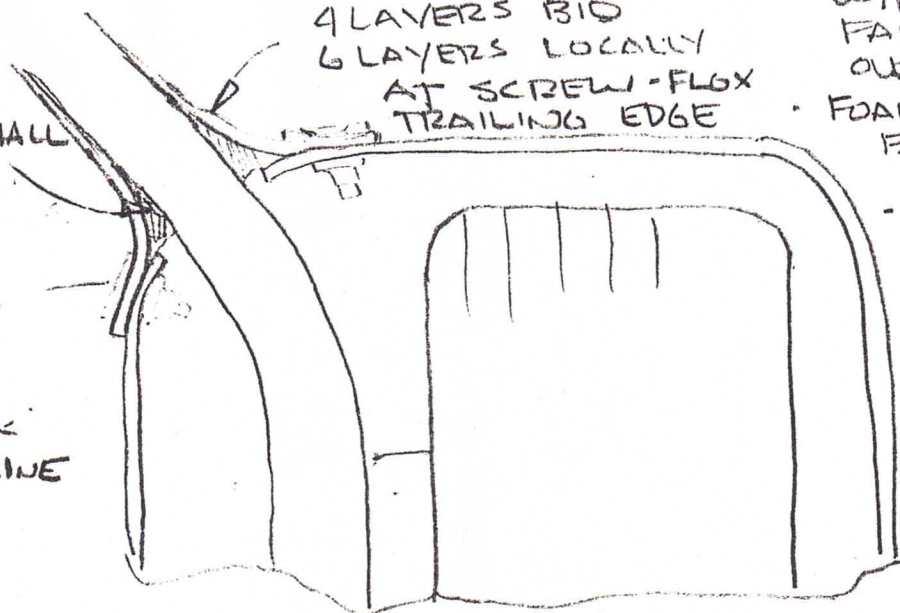
AFTER SET UP, LIGHTLY SAND THE FIBERGLASS
WHERE IT MEETS WITH THE SUPPORT BRACKET
AND AXLE. APPLY GREASE TO THESE METAL
SURFACES AND FLOX TO THE FIBERGLASS.

REINSTALL THE FRONT WHEEL PAINT CAREFULLY AND
INSTALL THE 2 AXLE SCREWS, ALSO GREASED. VERY
LIGHTLY TIGHTEN THE SCREWS JUST ENOUGH
TO SQUEEZE OUT THE EXCESS FLOX BUT NOT
ENOUGH TO DISTORT THE WHEEL PAINT SHAPE
LET THE FLOX CURE - THIS WILL ENSURE A GOOD
SQUARE CONTACT SURFACE.

⑦ GEAR LEG FAIRING

CLAY OR FOAM
FAIRING - KEEP
FILLET RADIUS SMALL
FORWARD OF
STRUT MAX
THICKNESS

#8 SCREWS
WITH HERRMAN
WASHERS THRU
BOTH FRONT & BACK
PIECES AT SPLINE



4 LAYERS BID
6 LAYERS LOCALLY
AT SCREW - FLOX
TRAILING EDGE

- APPLY DUCT TAPE
W/P WHERE
FAIRING WILL
OVERLAP

- FOAM OR CLAY
FAIRING FORM

- LAY UP 4 LAYERS
BID WITH
2 ADDITIONAL
LAYERS AT
SCREWS

- BEFORE
REMOVAL
DRILL SCR
HOLES

- FINISH PER
STD METHOD