WHEREVER POSSIBLE, ATTACH SHOCK CORD AND SAFETY CABLE TO SEPARATE POINTS ON FUSELAGE OR LANDING GEAR.

DETAILS OF ATTACHMENT FRONT CABLES

SHOCK CORD TO BE RIGGED TO PROVIDE TENSION AGAINST REAR CABLE WITH GEAR FULLY EXTENDED

NOTE: REAR CABLE IS TO BE RIGGED TO ALLOW A PLUS (1) 4° ANGLE OF INCIDENCE, MEASURED ON 1/2 OF THE CHANNEL, WHEN AIRPLANE IS FULLY EXTENDED (NO WEIGHT ON THE GEAR, AS IN FLIGHT).

APPROX 4° POSITIVE INCIDENCE

APPROX 25° NEGATIVE INCIDENCE

LENGTH OF SAFETY CABLE SHOULD PERMIT TAIL SKI TO TURN APPROX. 35° TO EITHER SIDE, WITH WEIGHT OF AIRPLANE ON TAIL SKI.

LENGTH OF TAIL SKI SHOCK CORD SHOULD HOLD TAIL SKI PARALLEL TO THRUST OR FLIGHT LINE.

NOTE: FRONT CABLE IS TO BE RIGGED TO ALLOW 25° NEGATIVE (+) ANGLE OF INCIDENCE, WITH GEAR FULLY EXTENDED AND AIRPLANE IN FLYING POSITION.

AIRPLANE IN FLIGHT GROUND LINE PARALLEL TO THRUST LINE.

 THESE INSTALLATION INSTRUCTIONS DO NOT CONSTITUTE AUTOMATIC APPROVAL OF THE SKI INSTALLATION. APPROVAL OF FINAL INSTALLATION MUST BE OBTAINED FROM THE C.A.A. INSPECTOR.
PLACE HALF PARTS ON CABLE

PLACE THIMBLE IN LOOP

CLAMP HALF PARTS TIGHT WITH PLIERS

START NUTS 2 OR 3 TURNS
CAUTION: DO NOT CROSS THREADS
DRAW CABLE TIGHT ABOUT THIMBLE
AND THIMBLE TIGHT AGAINST SHORT NUT.

USE 2 WRENCHES PULLING
AGAINST EACH OTHER FOR LAST FEW TURNS

ON 5/32 CLAMP USE 12" WRENCHES 40# PRESSURE
ON 3/16 CLAMP USE 12" WRENCHES 60# PRESSURE
ON 1/4 CLAMP USE 18" WRENCHES 80# PRESSURE

THE ABOVE TABLE IS THE LEAST PRESSURE
RECOMMENDED TO APPLY THE NUTS. DO NOT
FEAR THAT YOU WILL MAKE THE NUTS TOO
TIGHT. "GIVE IT AN EXTRA TURN".

WARNING
KEEP HALF PARTS AS ORIGINALLY PAIRED
AS THEY ARE NOT INTERCHANGEABLE

ALL NUTS ON THE CLAMP ARE INTERCHANGEABLE