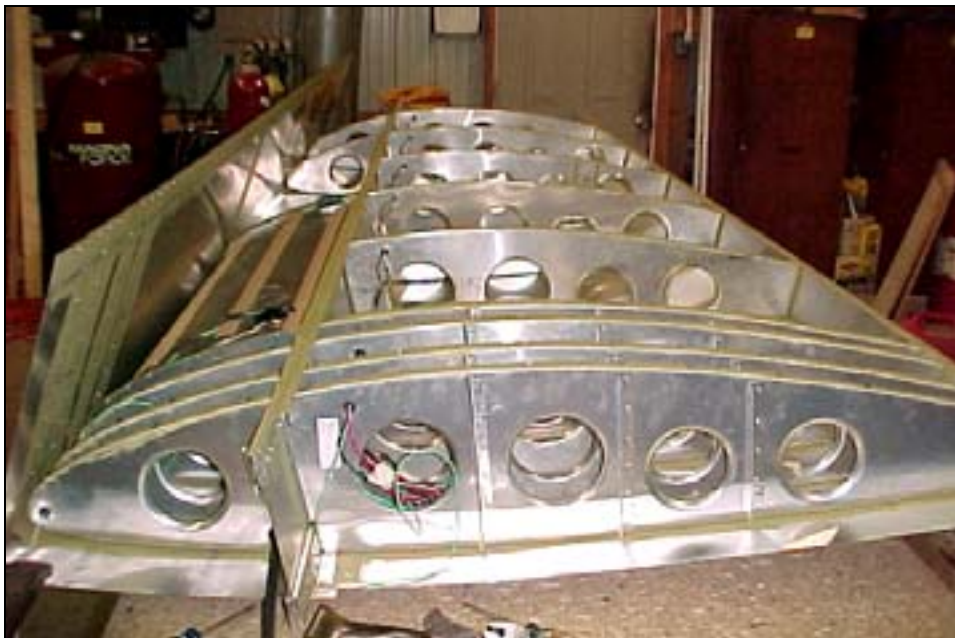




LE Tanks
Installed on the front side of
the spar between NR #4 & #5

The tank is held in place by the Leading Edge skin.



Right wing assembly

Remove the rear top skin and open the leading edge skin to install the wing tank.



Welded aluminum Tank
With flush non-vented fuel
cap

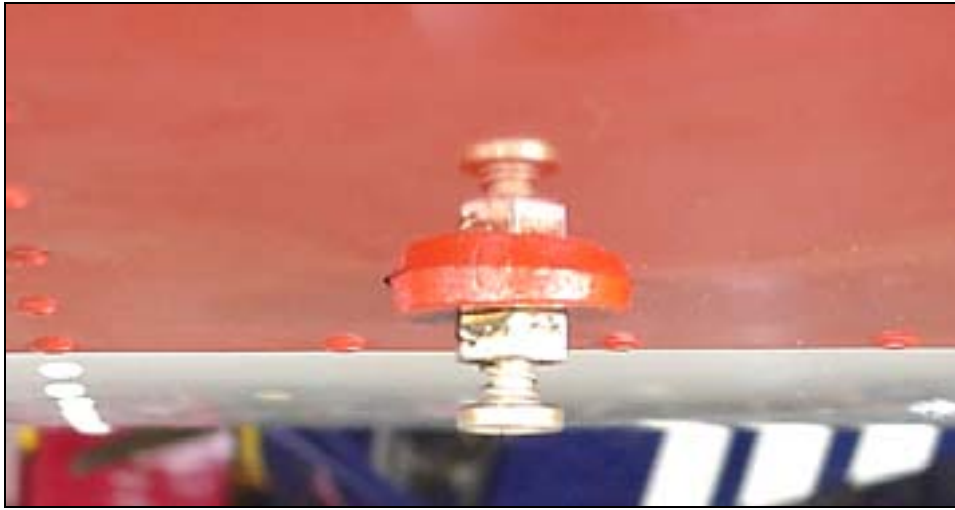
Right tank
(Filler cap on O/D end)

Installation of fuel sender
unit.

The fuel senders are generally installed on the top of the tank where there is maximum distance between the top of the tanks and the Leading Edge Nose skin (by the main spar).
To improve clearance to the leading edge skin, remove the small nut and cut the threaded portion. Cut the hole in the tank for the sending unit with a hole saw or fly cutter.



Glue cork strips on the tank to prevent direct contact of the tank with the airframe. Except for the cork strips, the tank would rest directly on the bottom skin.



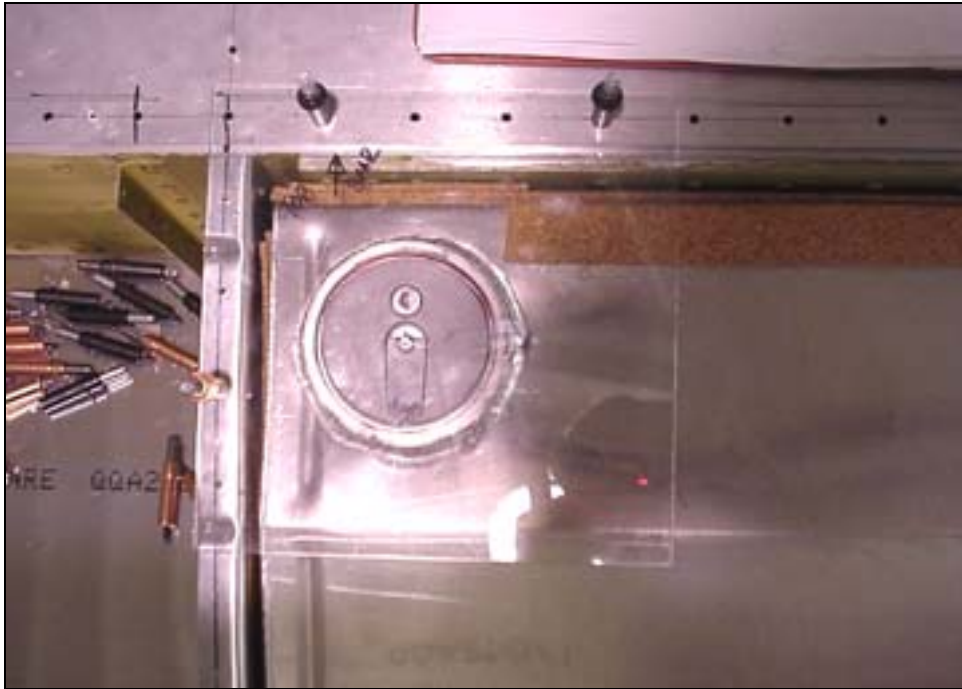
Hole in the bottom of the wing
the
Quick Drain

Locate and mark the hole for the fuel drain (above) and vent line (below)
on the bottom side of the Leading Edge Skin.



Hole in the bottom of the
Leading Edge Skin for the
Vent tube

File the front of the tube on a 45-degree angle.



Location of the hole for the filler cap through the Leading Edge Skin

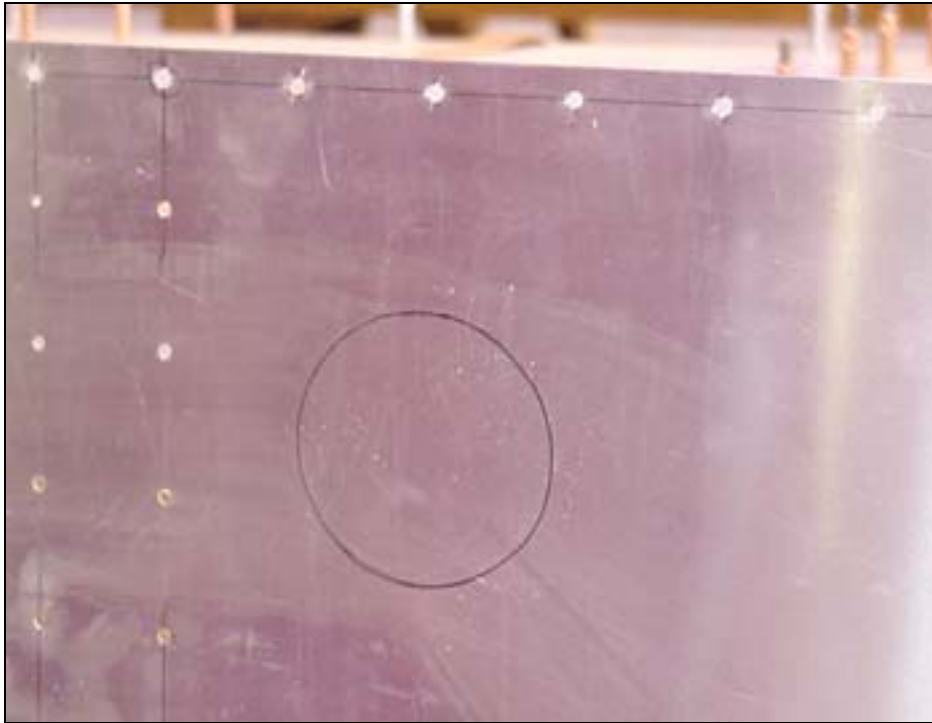
Template shown on wing tank option drawings 6-WKO-1

The tanks fits snugly between the nose ribs, the back of the tank is against the Hat Stiffeners 6W3-6 riveted on the Spar web.
REFERENCE: 6-WKO-1. Cleco a piece of clear Plexiglas through the holes in the spar angle (the edge of the Plexiglas is along the edge of NR#5). With a compass locate the center and draw a circle on the Plexiglas (diameter approximately 76mm)

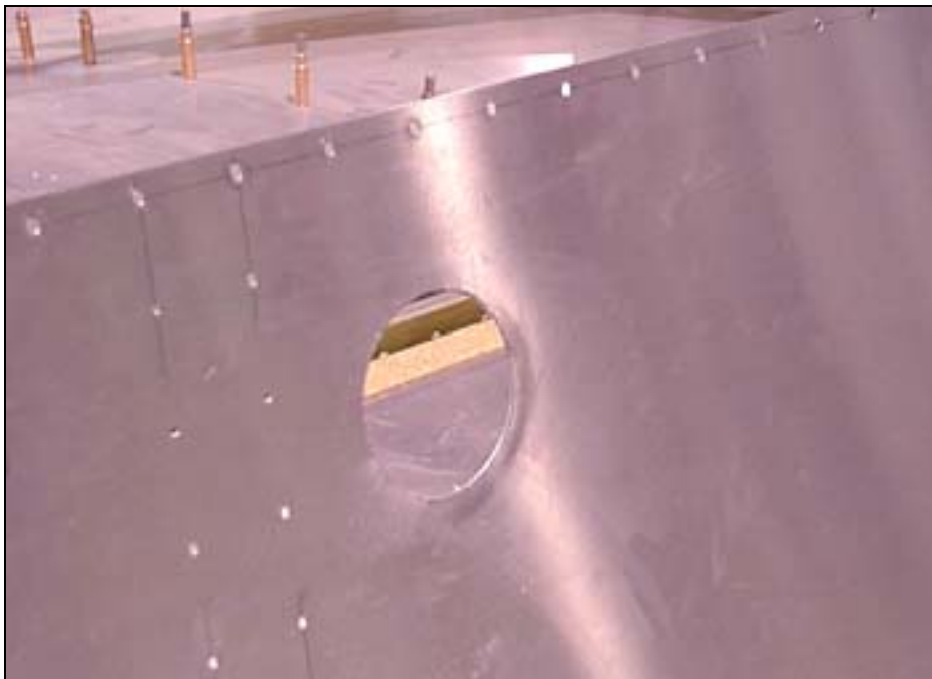


How to locate the position of the filler cap on the LE skin.

Remove the Plexiglas from the spar and Cleco it through the corresponding holes in the skin. Drill or center punch the center.



Drill the center hole, set the diameter on the fly cutter and cut the hole. It may take a little longer to turn the fly cutter by hand but it will prevent grabbing commonly associated with a more powerful drill.



Hole in the topside of the leading edge for the filler cap.



Rudder Grommets
AN931-8-13
AN931-4-7

Grommets for the fuel line through NR#1 to NR#3 AN931-8-13 (1/2" I/D), located on tooling hole "C"(see drawing 6-W-5). NOTE: 13/16" diameter hole required in rib.

NR#4, drill a 1-1/4" hole centered on the tooling hole "C", (grommet for this hole is not required).

Grommet for electric sender unit: NR#1 to NR#4 AN931-4-7 (1/4" I/D) located at tooling hole "A" see drawing 6-W-5 Requires a 7/16" diameter hole drilled in the rib.



Flush filler cap

Aircraft Spruce & Specialty Co.
P/N 05-28663
<http://www.aircraftspruce.com>