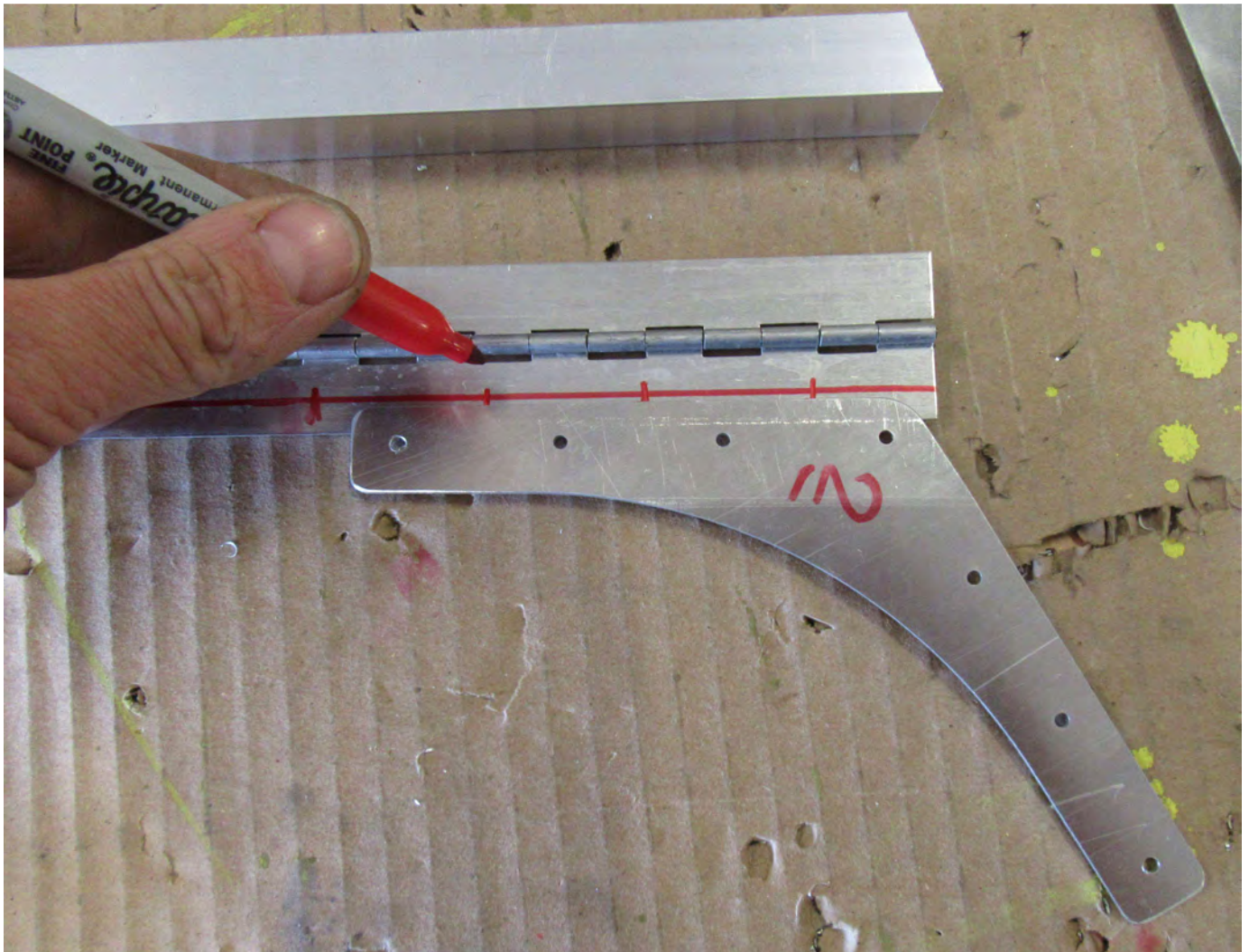


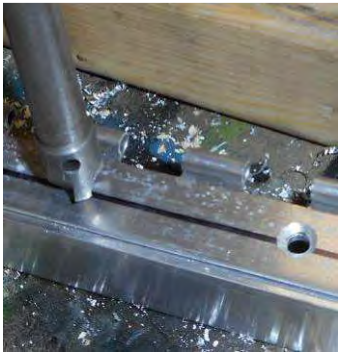
Cut the top tube, allow a 5mm clearance at each end to the airframe.



The hinge is installed to the top tube with flush counter sunk rivets. Layout the countersunk rivets between the pre-drilled holes in the gussets #1 and #2, pitch 40 between the gussets.



Frist predrill the hinge, then back drill into the tube.



Countersink the holes and use a flat nose piece on the riveter to rivet the piano hinge to the top.

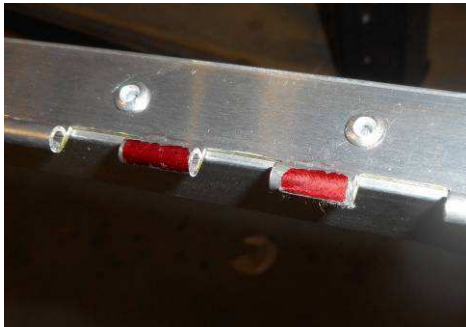


Drill and cleco the hinge to the door sill.



**TWO PIECE HINGE PIN**  
 To make it easier to remove and install the doors when the length of the pin is shorter.

Mark the middle and the 2 loops on the door frame - remove the pin



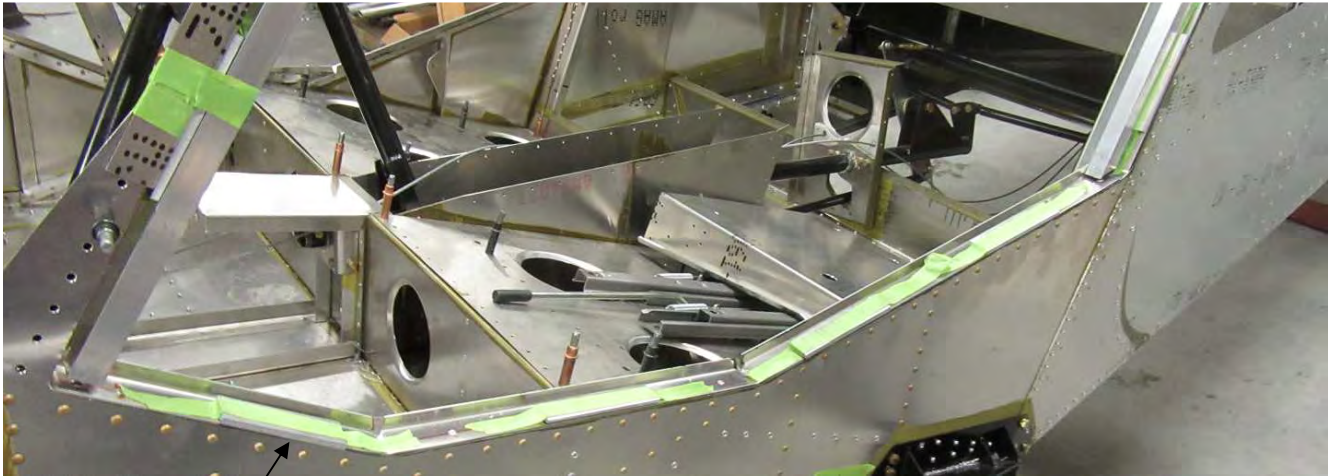
Use end cutters to remove the middle loop and file the corners.



Bend both ends of the pin 90 degrees, then up and cut in the middle. File the ends.



Scotch bright to clean the pin, dip the end in lithium grease, insert the pins from the middle.



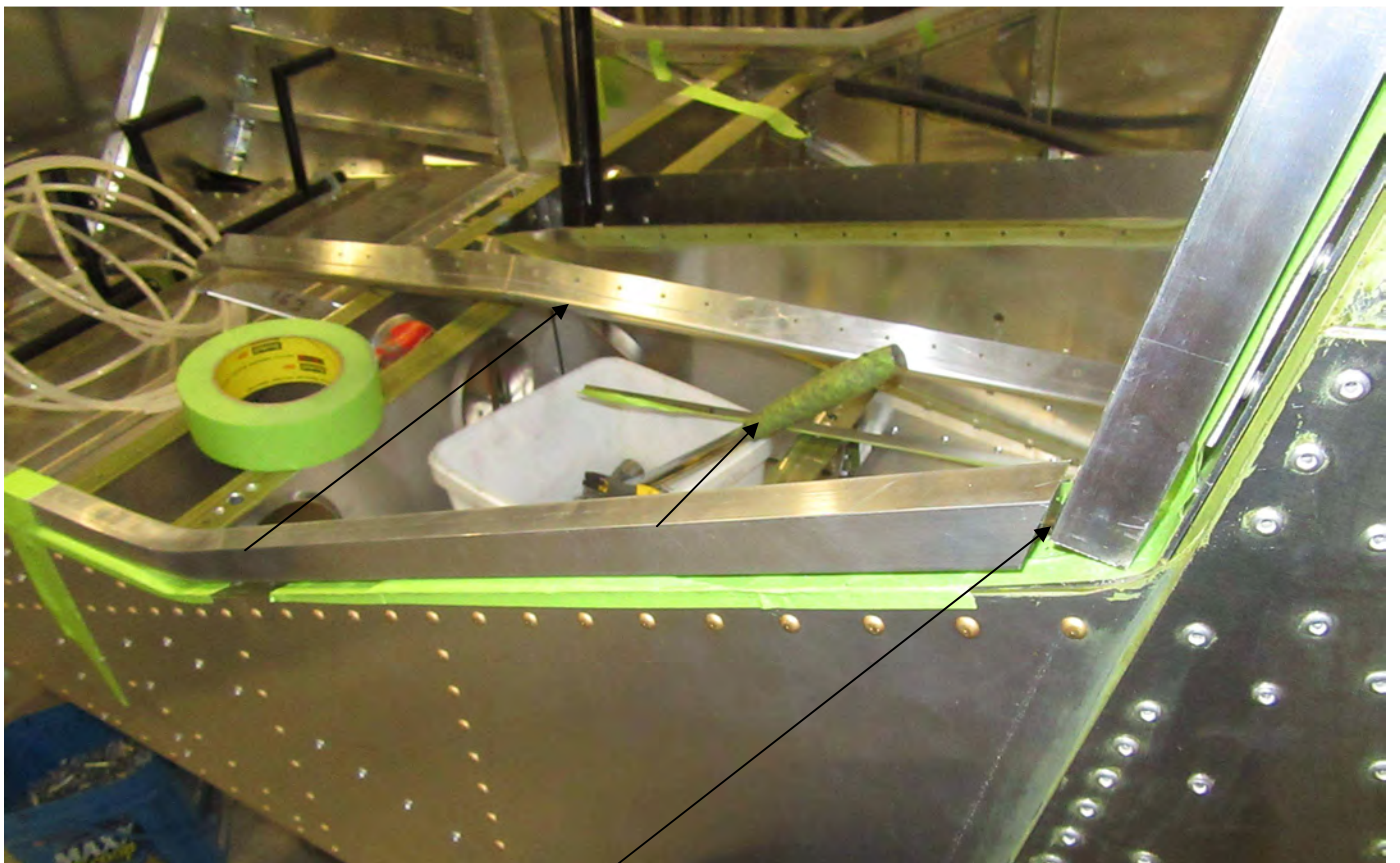
Tape 3/16" spacers on the fuselage (total of 6 pieces)



Cut the front and rear tubes to fit below the top tube. Use tape to hold the tubes on top of the spacers.

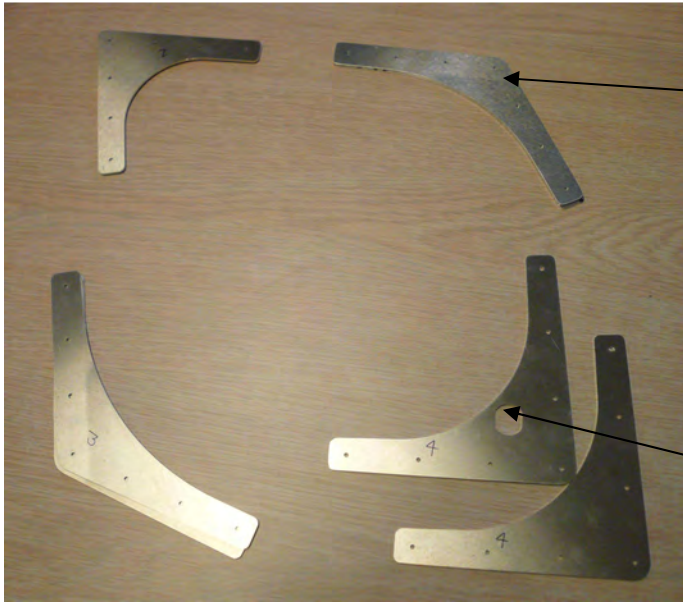


The bottom tube between the front and rear.



Allow a small gap between the tubes.

Tape the tubes flush to the edge of the fuselage.



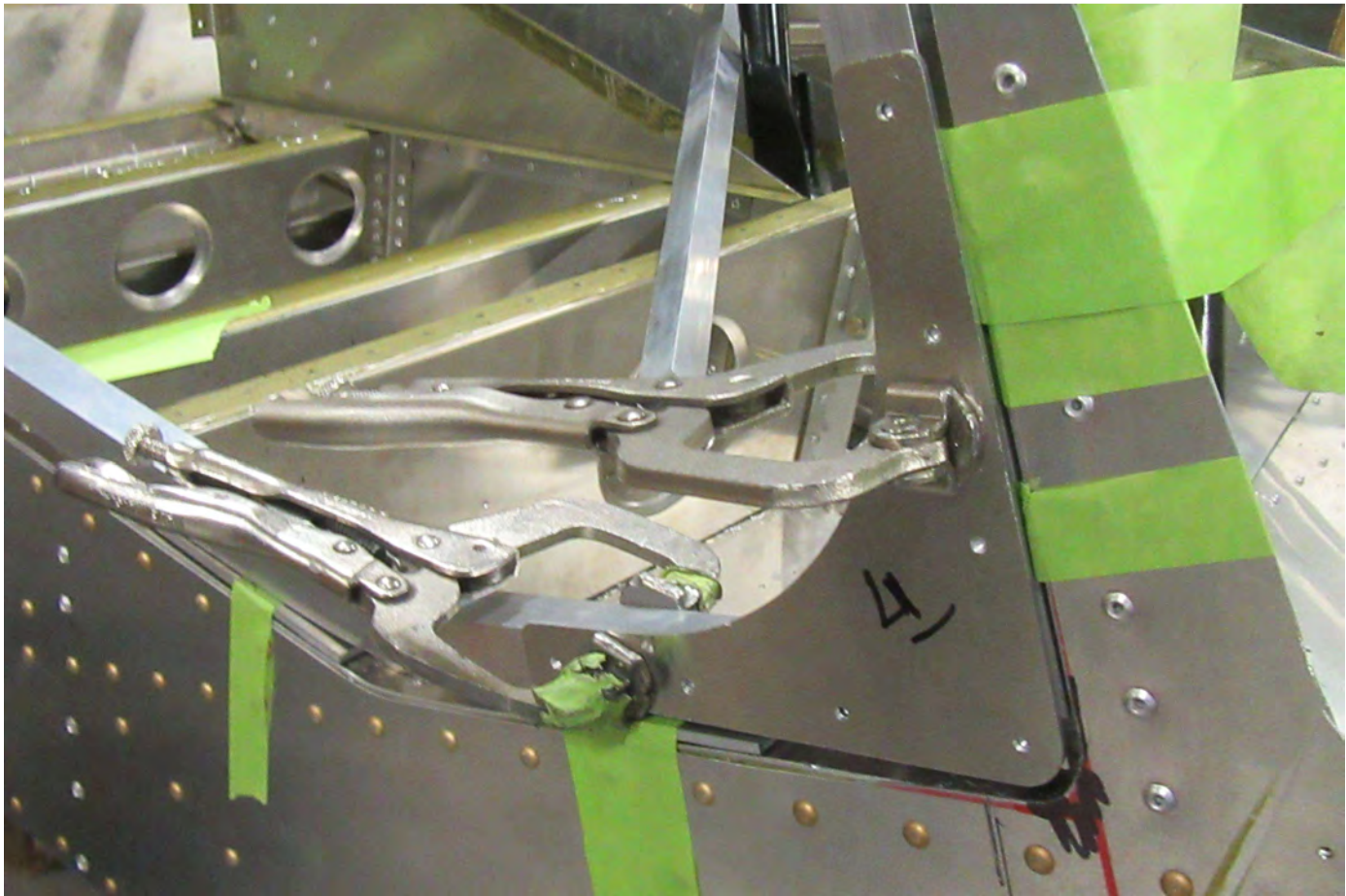
Gussets #2

The bend is along the top. Lay the left and right gussets on top of each other. The top gusset is the O/B gusset.

Gussets #4

The I/B gusset has the hole for the front latch.

Gusset #3, the bend is along the rear tube.  
Pick the four O/B gusset



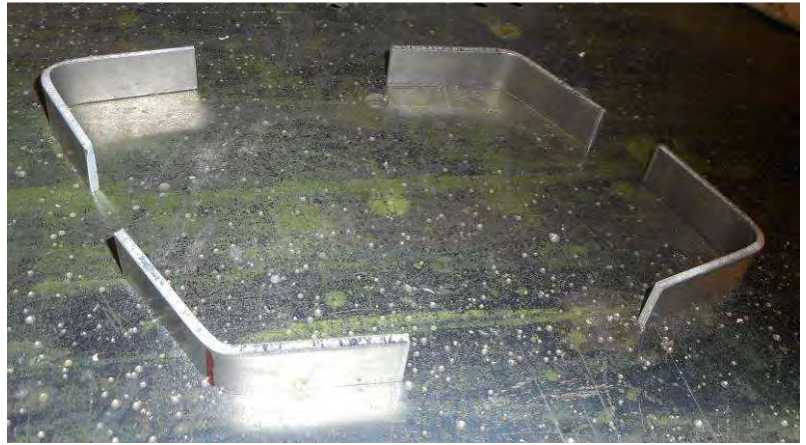
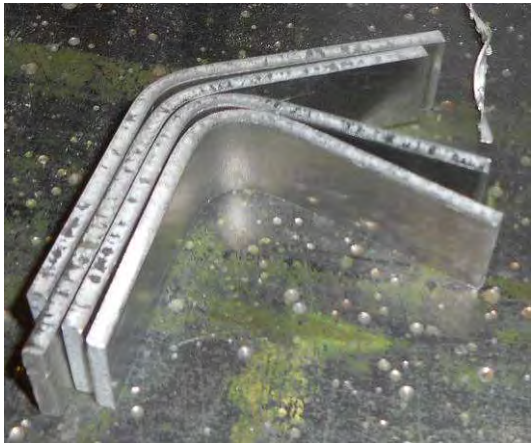
Clamp all four O/B gusset to the door frame.



Drill & cleco #30



The 4 O/B gussets are now clecoed to the frame



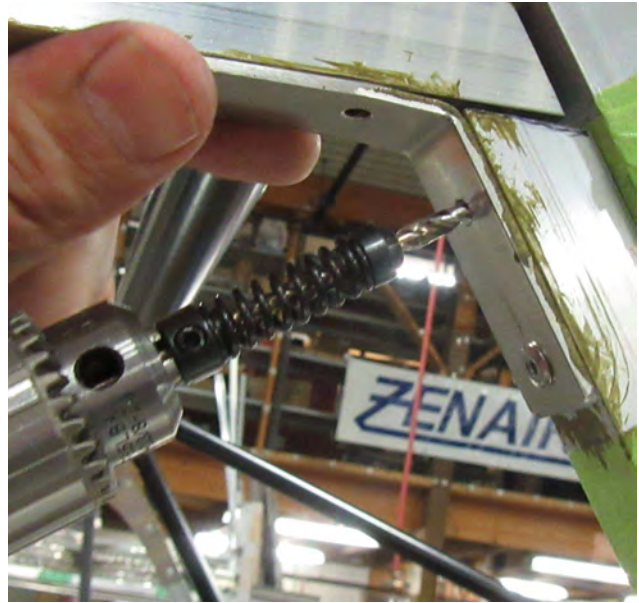
Pre-drill 2 holes in each leg of the four braces



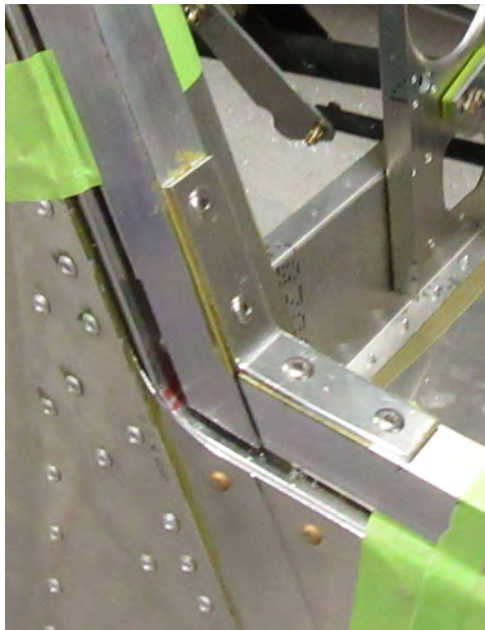
Adjust the angle of the braces for an exact fit to the door frame

Install the Braces with the tube taped to the fuselage and with the O/B gusset clecoes in place





Drill and rivet the gussets in place.



Pneumatic riveter with flat head nose piece to pull the SS-5 rivets.



Remove the door from the fuselage and turn it with the clecos on the workbench. It is normal for the door frame not to sit flap on the workbench.



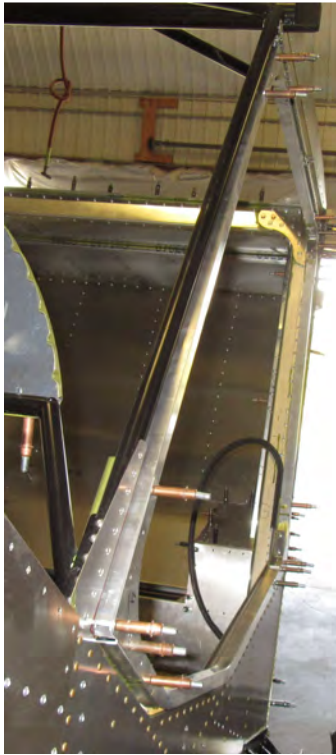
Rivet the inside gussets.

**C75-NA-1**

**Door frame**

Revision 1.0 (09/12/2016)  
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**Cabin doors**  
**Section 2- Page 10 of 12**



Check that the door frame is flush at the front. If adjustment is required, first, remove the top front and rear bottom gussets and check the alignment with the fuselage. If necessary, remove the door and use a crescent wrench to add a little more bend to the inside gusset #1 and #3.

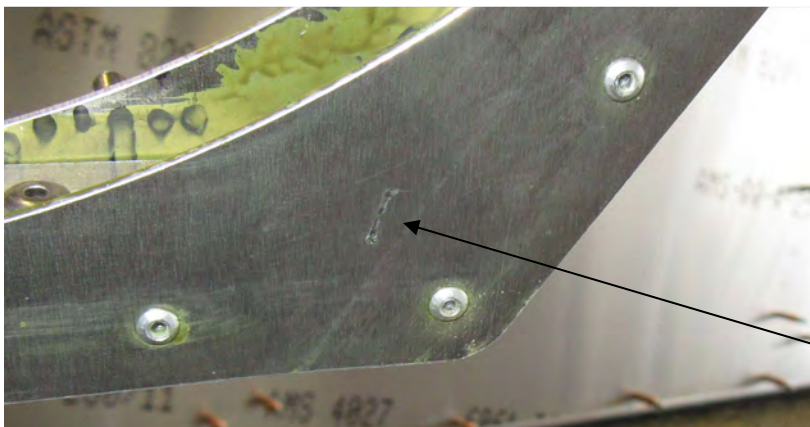


30mm spacer block  
Under the front top  
corner

In general, the door lines up with the fuselage when a 30mm spacer block is positioned under the front top corner – the other 3 corners lay flat on the workbench without any wobble.



If there is a little wobble, further adjust can be made to the bends in gussets #1 and #3 until the door frame rests evenly on the workbench with the 30mm spacer under the front top corner.



**CAUTION:**  
Mark left on I/B gusset from  
Using crescent wrench.