

**FLAPERON CONTROL BEARING  
7F6-3**

**7 RIVETS A4**

The Bearing fits on the inboard side of the 'L' angles; ref. drawing 7-F-6. First drill the 3/4" hole in the Bearing. Then radius the corner opposite the 3/4" hole to make room for the radius of the 'L' angle. Clamp the Bearing to the 'L' angle to mark the rivet line. Drill & Cleco.



**FLAPERON CONTROL MOUNT  
7C3-1**

Ref. Right middle diagram on 7-C-1

Drill 3/32" hole through the tube. Total 4 holes.

Layout the holes for the cotter pins to hold the Flaperon Bellcrank assembly 7C1-4 & 5.



First drill a pilot hole.



Drill a 1/4" hole at the bottom of the Mount 7C1-1

Hole is located approximately 10mm from the bottom of the Flaperon Control Mount 7C1-1 to bolt the Flaperon Control Lever 7C3-2.



**COTTER PIN  
AN380-3-6**

Photo shows the cotter pin on the front side of the Flaperon Bellcrank assembly.



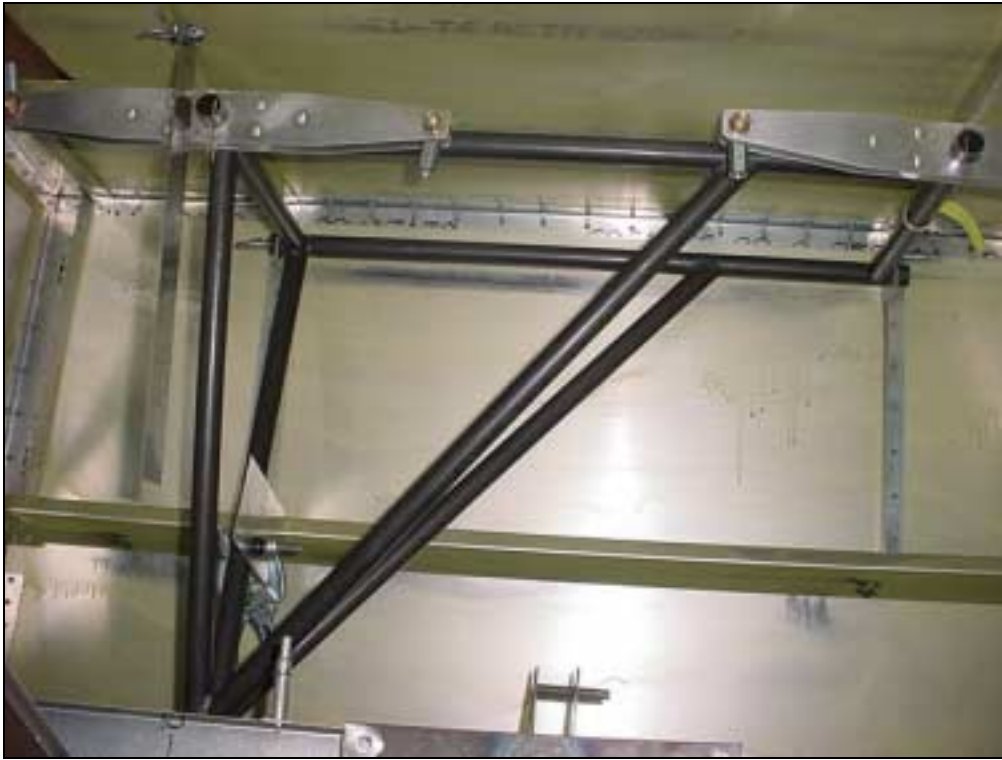
The Flaperon Bellcrank assemblies can be installed on the Flaperon Control Mount before the mount is installed in the Fuselage.

Photo shows cotter pin on the aft side of the Flaperon Bellcrank.



Detail of left side.

Photo of right side.  
Position the Flaperon Control Bearing 7F6-3 at the ends of the Flaperon Control Mount 7C3-1, then cleco the assembly inside the Fuselage.



Set the Flaperon Control Mount 7C3-4 parallel to the baggage floor.



50mm from the baggage floor to the center of the Flaperon Control Mount (Ref 7F6-3).



TIP: Clamp a ruler to the 'L' angle.



TIP: Clamp a plate to control mount.

Clamp a temporary support to Control Mount keeps from moving.



CHECK: The Flaperon Control Lever 7C3-2 is in the aft position on the Flap Stop 7C3-3 (flaps up).

Insert a spacer block (approximately 3/8" piece of plywood) between the top of the Bottom Channel 7F10-1 and the underside of the Control Lever 7C3-2.



In this photo a transfer punch was used through the hole in the Control Mount.



Remove the Lever to drill the hole in the middle of the tube. Cut end of the tube (edge distance = 10)

Mark the side of the Flaperon Control Lever 7C3-2 in line with the hole at the bottom of the Control Mount 7C3-1.



Re-assemble and bolt together.  
1 washer under the head  
1 washer under the nut  
1 cotter pin AN380-2-2



The Bellcrank assemblies' 7C1 are level with the top of the Horn 7C2-3.



CHECK: 5mm clearance between the head of the bolt and the aft flange of the Channel 7F6-1.



2 washers: one under the nut, 1 washer on the aft side of the rod end and the bellcrank. File a notch in the aft Bellcrank to make room for the Rod End when the Flaperons are down.



NOTE: The Rod is visible through 1/16" hole.



**IMPORTANT:** Tighten the Jam Nut against the Rod End.

Check: There is sufficient clearance between the head of the bolt and the aft edge of the top flange of the Channel 7F6-1.



**CHECK:** The Aileron Rod Horn 7C2-3 is parallel to the aft edge of the Channel 7F6-1.



**Trial deflection:** The bottom edge of the horn is a few degrees past level. In the above photo not the positions of the stops.

If the Horn is not parallel to the Channel (as shown in the above photo) there may be insufficient clearance between the bolt AN5 and aft edge of the Top Flange.