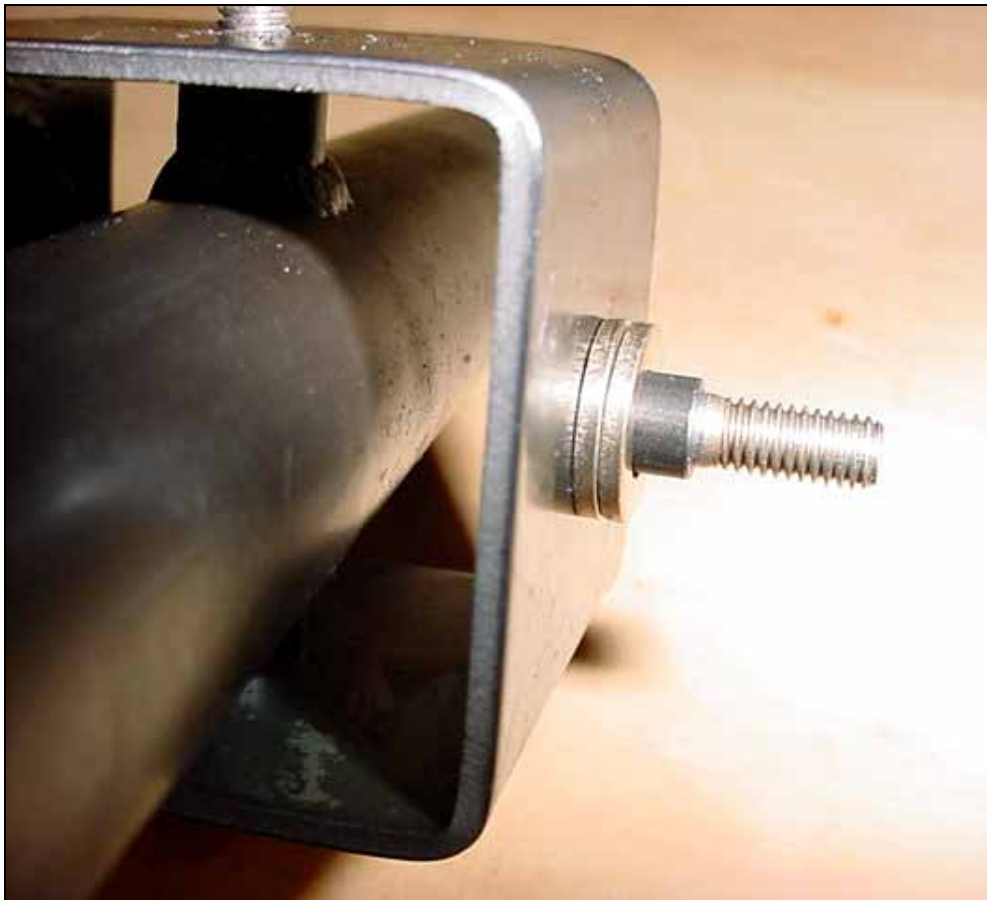




**6DS2-4  
CONTROL BUSHING  
Qty=2**

Inspect the bushing for burrs, care has been taken to assure minimize burr.

All the supplied bushings were cut to length on a lathe to assure accuracy and to guarantee that the ends are square to the sides.



Insert 2 washers over the bushing.

Insert the Bushing 6DS2-4 on the AN3 bolts welded on the ends of the Control Connection 6DS2-2



**AN365-1032 SL NUTS**  
Add 2 washers under the nut.

COMMENT: The left and right movement of the stick is greater than what is required by the control deflections. The aileron control stops is not the side to side contact with the edge of the ends welded on the control connection 6DS2-2. See 6W10-2



CAUTION: the bolt welded at the end of the Control Column 6DS3-1 will hit the spar when the stick is moved full forward.

CHECK: There is no interference between the horn welded on the Control Connection 6DS2-2 and the top corner of the Aileron Control Horn 6DS1-4



Detail of the 3/8" OD tube welded on the torque tube 6DS1-5

The hole has already been drilled and reamed with a 6.5mm reamer after the tube was welded.



**6DS1-6  
HT BUSHING  
Qty=1**



Before final assembly remember to lubricate all moving parts.

Insert the bushing in the torque tube.



Detail of HT Bushing 6DS1-6 inside the 3/8" tube welded on the Torque tube 6DS1-5

The end of the bushing is approximately 0.2mm longer than the welded tube.



Photo does not show the Horn, remember to add the Horn 6DS1-3 under the head of the AN3 bolt.

Photo shows washers on each end of the bushing.

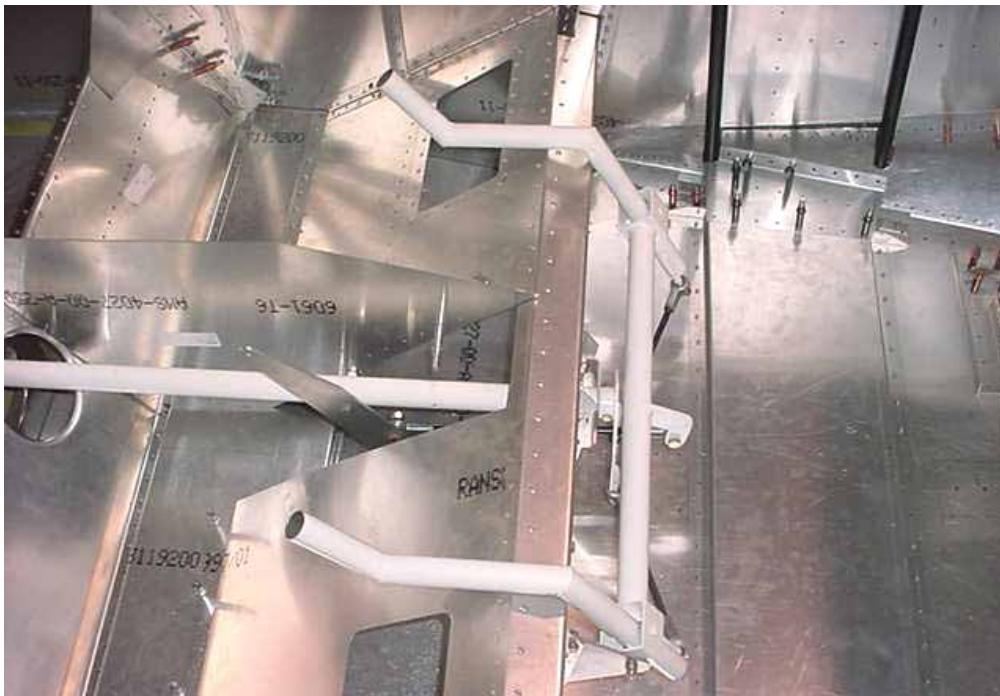


**6DS1-3  
H.T. BELLCRANK**

**AN3-21A BOLT**  
Qty=1  
Through bushing  
6DS1-6

**CHECK:** The bolt clamps down on the washers and bushing, the washers do not rub or restrict the rotation of the Bellcrank.

Insert the AN3 bolt the 3/16" pivot hole in the Bellcrank, insert a 3/6" washer and continue to insert the bolt through the bushing. Add a washer and the SL nut.



**ORIENTATION:** The Bellcrank is install on the right side of the torque tube.

**NOTE:** Tighten the nut to standard torque for AN3 bolts. The bearing surface is between the outside surface of the bushing and the inside surface of the 3/8" tube welded on the torque tube: The bolts clamps the Bellcrank to the Bushing. **IMPORTANT:** the bolt does not rotate freely inside the bushing.



**6DS1-1 ROD END BUSHINGS**

**CW5-12 ROD ENDS**

**AN316-5R JAM NUT**

**AN5-11A BOLT**

Hardware



**6DS3-3 COLUMN AILERON RODS  
QTY=2**

**6DS3-4 H.T. ROD  
QTY=1**



Screw a Jam Nut AN316-5R on each end of the thread steel rods.

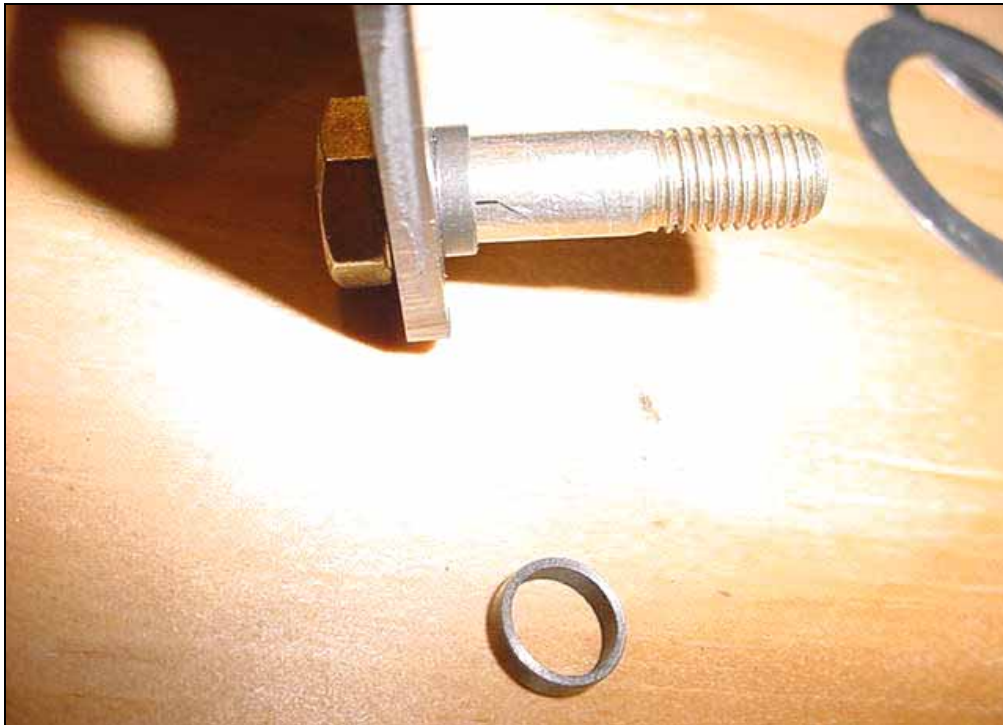
Total 6 Jam nuts.

**SUGGESTION:** File the end of the rod to remove any burr and to help define the first thread.



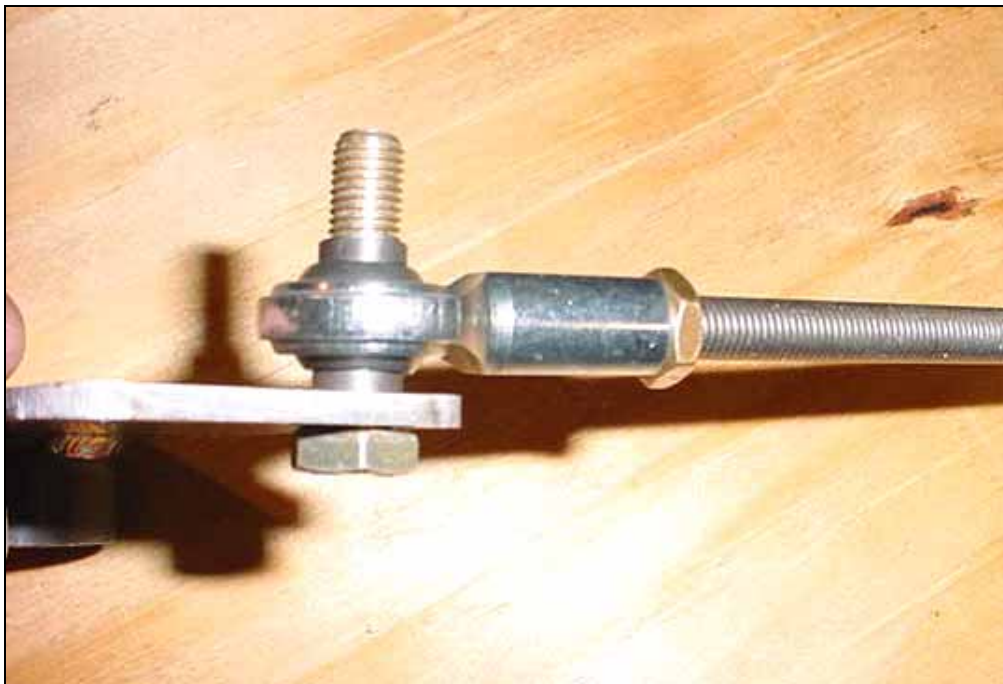
Set the length: measured from the center of the 5/16" hole in each rod end. Ref. bottom middle diagram 6-DS-3

**CHECK:** the rod is visible through the inspection hole in the side of the rod end.



Insert the AN5-11A bolt from the back side of the Aileron Control Horn 6DS1-4

Insert a Rod End Bushing 6DS1-1 through the AN5 bolt.



Insert the Rod end and the second Bushing 6DS1-1

Add a washer and tighten the SL nut.

**TORQUE:** Standard torque for AN5 bolts.  
**IMPORTANT:** The bolt clamps down on the bushings, the bolt is not free to turn.





Add the rod end and bushing at the end of the stick. Insert the washer and tighten the SL nut.

Note: the top bushing is already welded to the welded bolt at the end of the stick.



Rear view

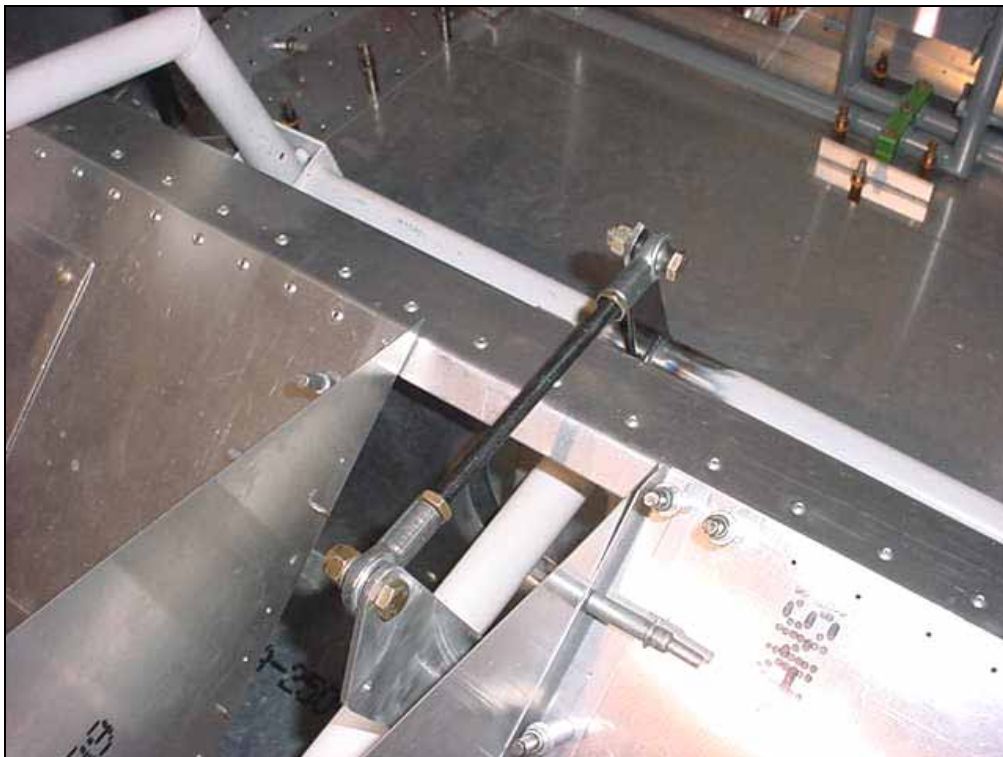


Front view

CHECK: The left and right stick are both vertical when the Horn 6DS1-4 is vertical. If necessary, adjust the length of the rod ends.

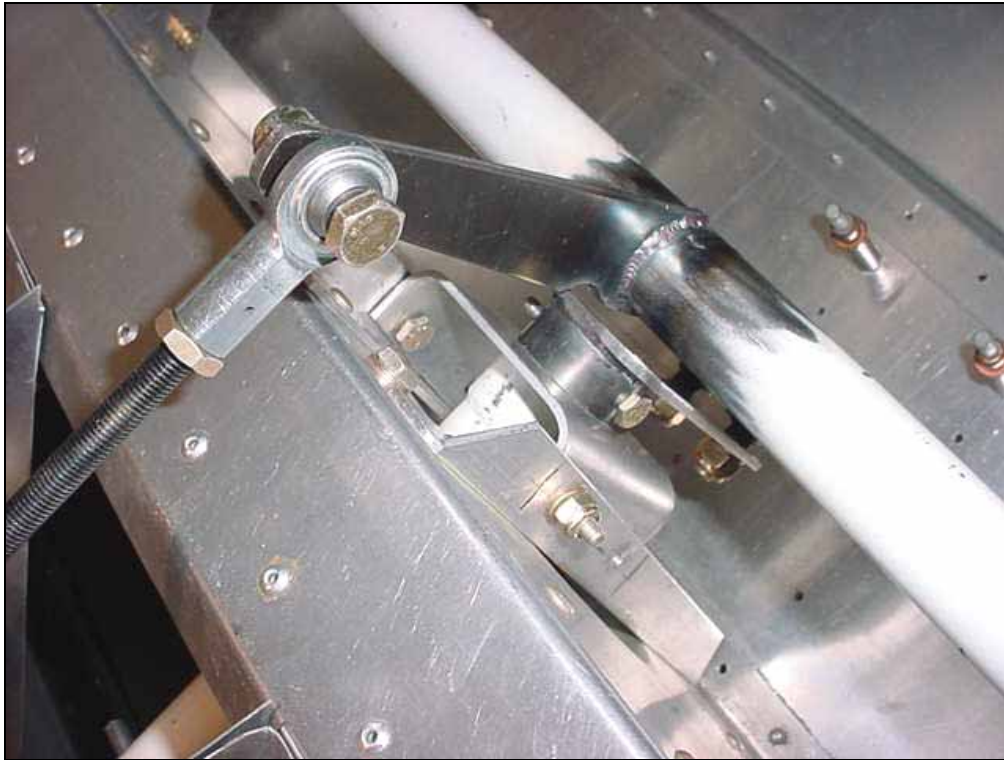


Tighten the Jam nuts against the rod ends (hold the rod end with an open wrench).

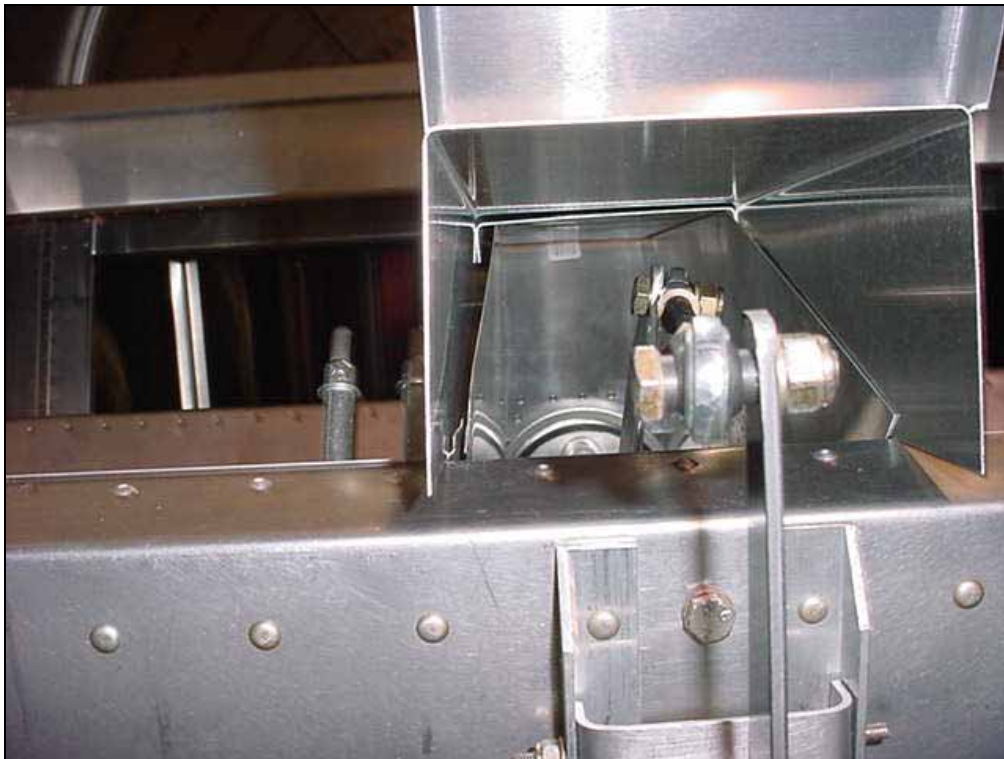


Install the H.T. Rod 6DS3-4

The Rod End is installed on the I/B side of the Bellcrank 6DS1-3 and on the right side of the Horn on the Torque tube 6DS1-5



Note: Only file a notch in the Horn if there is interference with the top of 6DS1-4



Bushing 6DS1-1 on each side of the rod end.

Front view



The top of the move under the instrument panel in full forward deflection.

If adding a custom grip on top of the stick it may be necessary to trim the top of the stick to void interference with the bottom of the instrument panel.



CHECK: Move the stick full forward, check that the Rod 6DS3-4 does not touch the top of the spar, move the stick left and right check there is no interference.