Trial fit of the fairing to make room for the gear and calipers. Keep trimming a little at a time: the exact shape of the cutout is not critical.

Front view.

The top of fairing fits between the gear and the I/B attachment bracket 6-WFO-1-2

Detail of cutout around the caliper.

Check that the caliper does not touch the wheel fairing.

Height of the wheel fairing measured from the floor.

REAR: 220mm approximately (point where aft edge made contact with a square on floor).

FRONT: 220mm approximately (leading edge to point of contact with a square on floor).

Use a square to mark the center of the main wheel axel on the floor.

Mark the front edge of the square on the floor.

Check: distance from leading edge of fairing to center of main wheel axel

390mm approximately

Hole in bracket with nut plate on the back side.

How to mark the location of the screws on the fairings:
Position a square on the floor through the center of the hole. Make a mark on the floor and mark on the side of the square to mark the vertical height of the hole.

Position the wheel fairing, set the height at the rear check the height at the front, check distance from the axel to the leading edge of the fairing. Position the square on the floor with the front edge on the mark, trace a line along the front edge of the square, and mark the center of the hole. Drill a pilot hole. Enlarge the hole as necessary.

Vertical height: Mark a line on the fairing in line with the mark previously marked on the square.

Drill the I/B attachment bracket 6-WFO-1-2
See page 6 section 6-WFO-1A

Trim the bottom edge even along the sides.

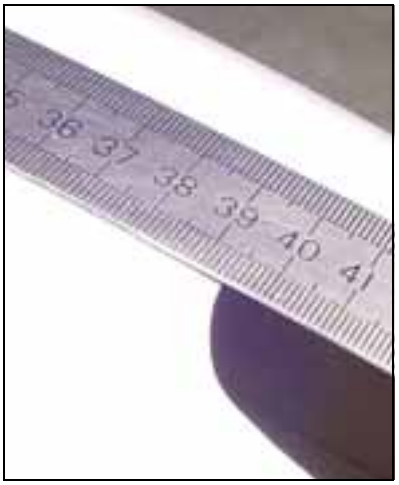
Bottom edge may not even.

Looking inside left wheel fairing.

Distance from the leading edge of the fairing to the front edge of the nose gear leg.

395mm

Mark the location of the 2” hole on top of the nose wheel fairing for the nose gear leg.
Wheel fairing sitting on the floor, square touching leading edge of fairing.
Layout horizontal distance from square to front edge of 2” hole (for the nose gear strut).



420mm to the center of the 2” hole.

420mm TOP

Mark the diagonal cut line, on the left and right side of the wheel fairing.

Draw a line from left to right through the center of the 2” hole.

REMARK: The cutout is tangent to the sides of the 2” hole (in line with the center of the hole).

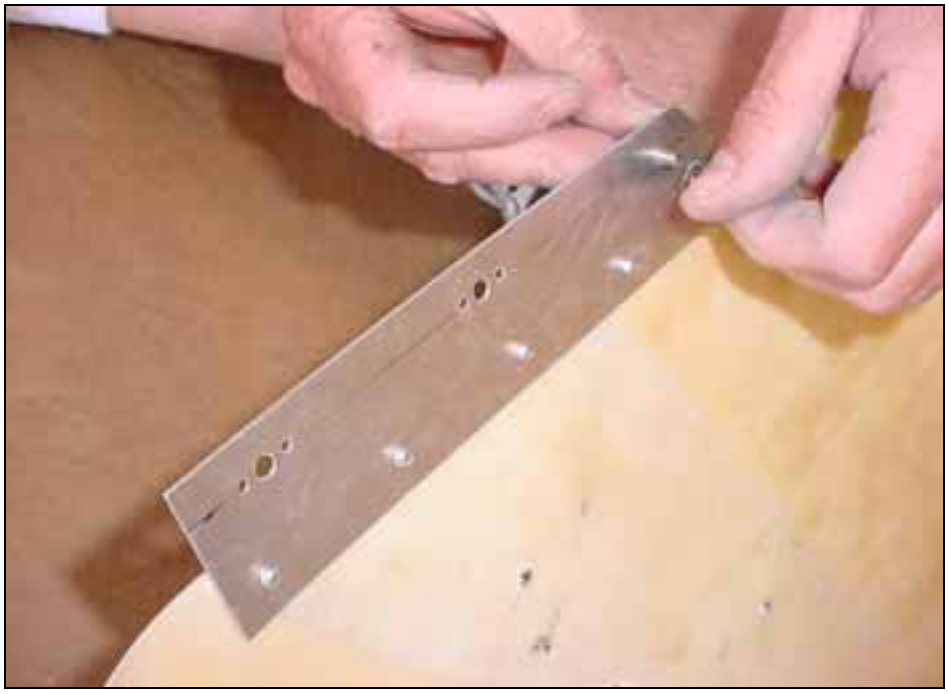
585mm BOTTOM

Distance from leading edge of fairing to aft bottom edge of diagonal cut line.

Note: the diagonal cut is behind the nose wheel attachment bracket 6-WFO-1

Rear portion of the nose wheel fairing.

Use a saw or cutout wheel to cut the wheel fairing in two.



Aluminum strip riveted to the front portion of the wheel fairing with 5 rivets A4 Rivet head is installed directly on the fiberglass side (outboard side) In this application, no special provision is made when riveting through fiberglass

Mark location of the 3 nut plates.

Drill the middle hole to 3/16” Use 3/16” screw to hold the nut plate in place.

With a #40 drill bit, drill and cleco on the 3/32” holes

Drill the second hole. Rivet with A3 rivets

REAR: 250mm approximately (nose wheel fairing)

FRONT 250mm approximately

Drill 1” hole in the side of the wheel fairing for the nose wheel axel.

Use a step drill (uni-bit) to drill a round hole.

¼” hole in bulkhead.

Drill an expansion hole in the rear bulkhead.
Hole can also be dilled on the underside of fairing where it may be less likely to get clogged up with mud.

Penny washer.

Two screws in each attachment bracket.

Some finishing work may be required along the seam where the left and right halves were seamed together.

SPOT FILLER & PRIMER: available from any automotive parts outlet.

Finish with 600 grit sand paper.

Spray spot filler & primer over the seam, then sand with a fine grit sand paper.