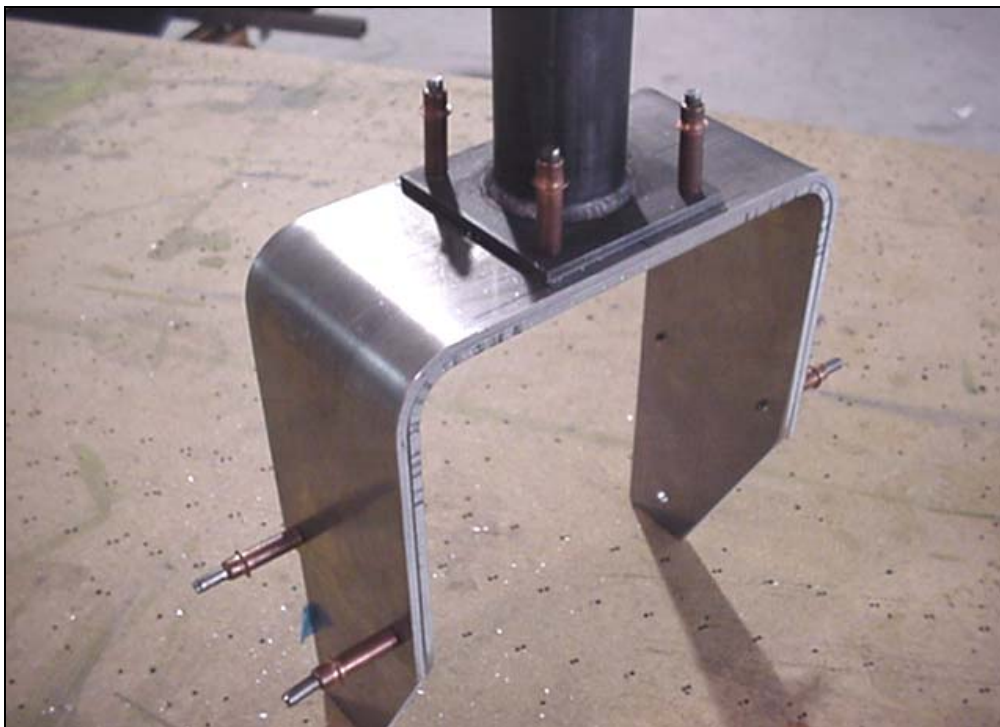


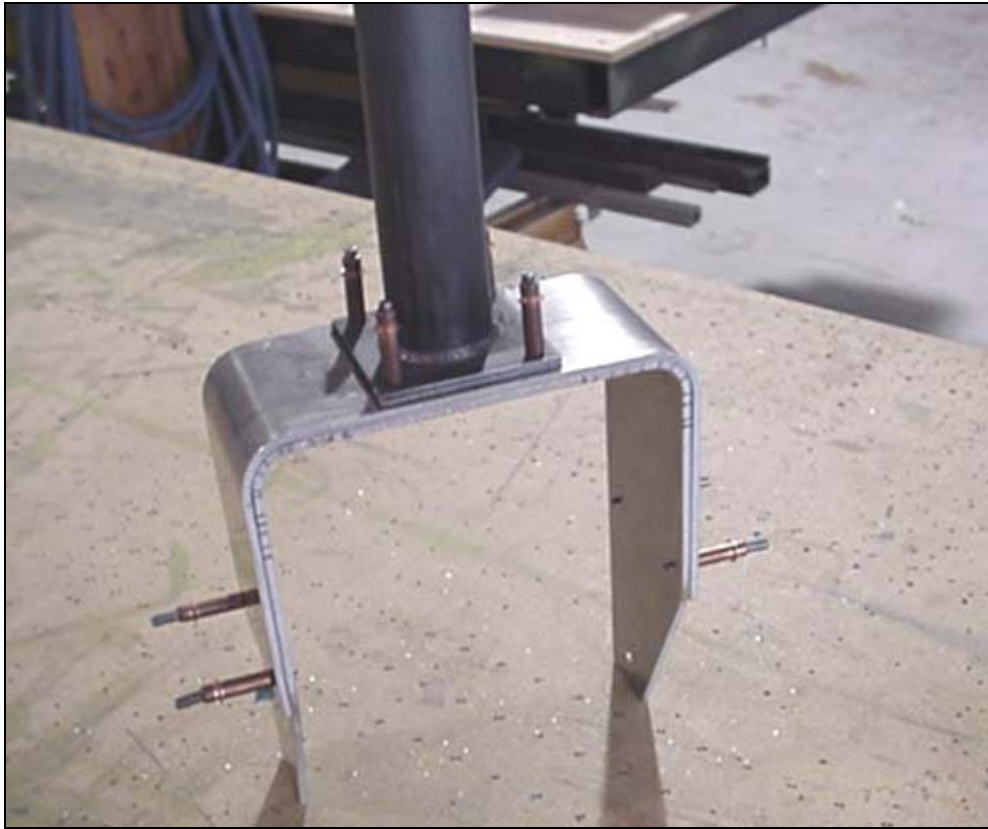
**7L2-4J Nose Wheel Fork  
7L-3L Wheel Fork  
Doubler**

Clamp the Doubler and Wheel Fork together. Layout the four bolt holes and drill with #30 drill. Measure the one predrilled axle hole and lay out the location for the other side. Drill and open to 5/16" hole. File all the edges with a "Body File" to remove rough edges.



**7L2-4J Nose Wheel Fork  
7L2-3J Wheel Fork  
Doubler  
7L1-1J Nose Gear Strut  
Assembly**

Layout the centerline on the Wheel Fork Doubler. Layout the centerline on the Nose Gear Strut Assy. Mark the four bolt holes on the Gear Strut Assy. Pre-drill the Gear Strut Assembly with # 30.



**7L12-4J Nose Wheel Fork**  
**7L2-3J Wheel Fork Doubler**  
**7L1-1J Nose Gear Strut Assembly**

Center the Nose Gear Strut Assembly on the Wheel Fork Doubler and Wheel Fork. Make sure that the Nose Gear Strut is facing forward (7L1 Drawing). Once the Gear is squared and center on the Fork, drill and cleco.



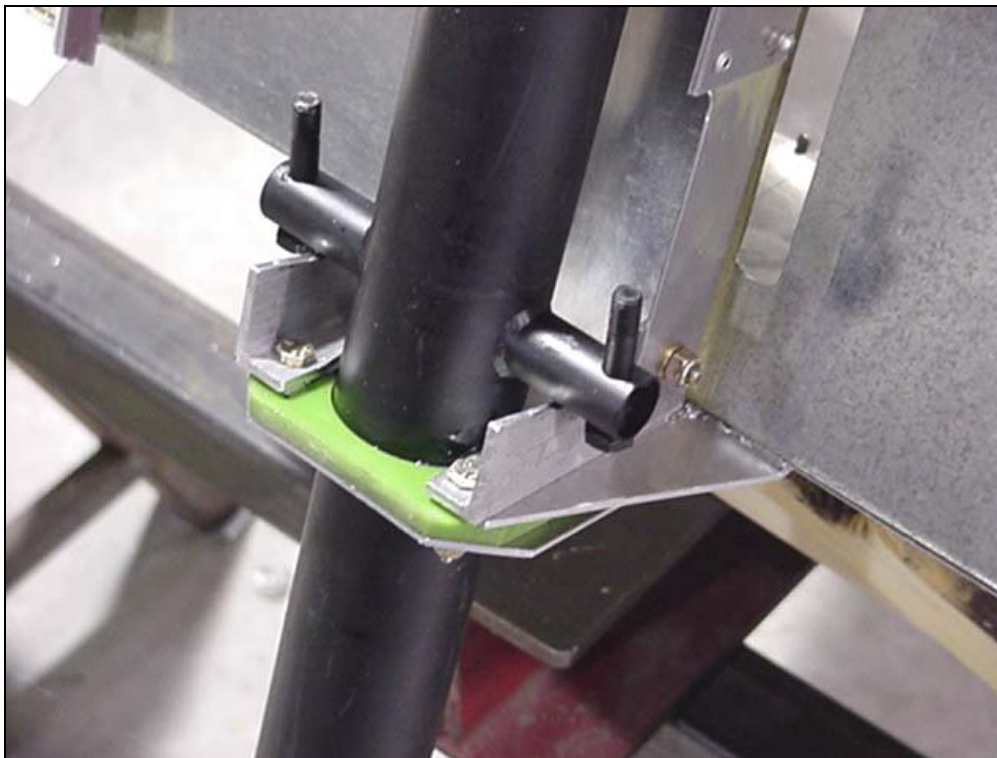
**7L12-4J Nose Wheel Fork**  
**7L2-3J Wheel Fork Doubler**  
**7L1-1J Nose Gear Strut Assembly**

The holes can be opened up to the correct size and bolted together.



**1080 Shock Ring  
Bungee**

Attach the Shock Ring Bungee to the Nose Gear and position on the Firewall (refer to Fuselage Assembly Section 7 Page 9 of 9).



**7L1-1J Nose Gear Strut  
Assembly  
7F8-6 Nose Gear Stop**

Check to make sure that the Nose Gear steering arms are both sitting the same on the Nose Gear Stop 7F8-6.



**7L1-3J Nose Wheel Axle  
Matco Nose Wheel**

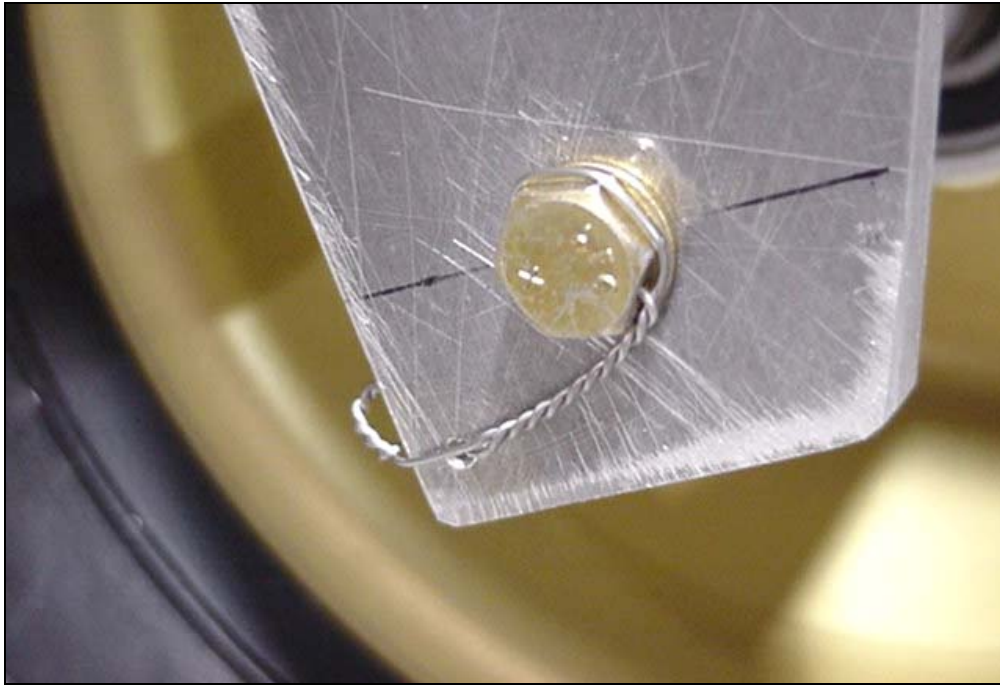
Mount the tires to the rim for the Nose and Main Wheel (refer to the Matco Installation Drawing for Tubeless Kit Installation).



**Nose Wheel Assembly**

**ORIENTATION:** The tapered side is towards the front.

Slide the Axle through the wheel and apply grease to the Axle. Position the Axle Spacers 7L1-4J on the correct side for proper centering of the Nose Wheel. Bolt the Axle to the Nose Fork with AN5H-5A bolts.



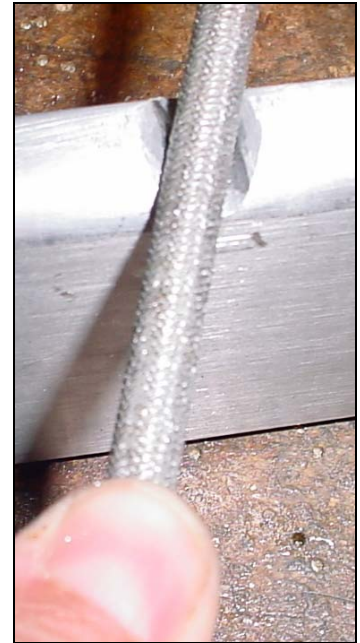
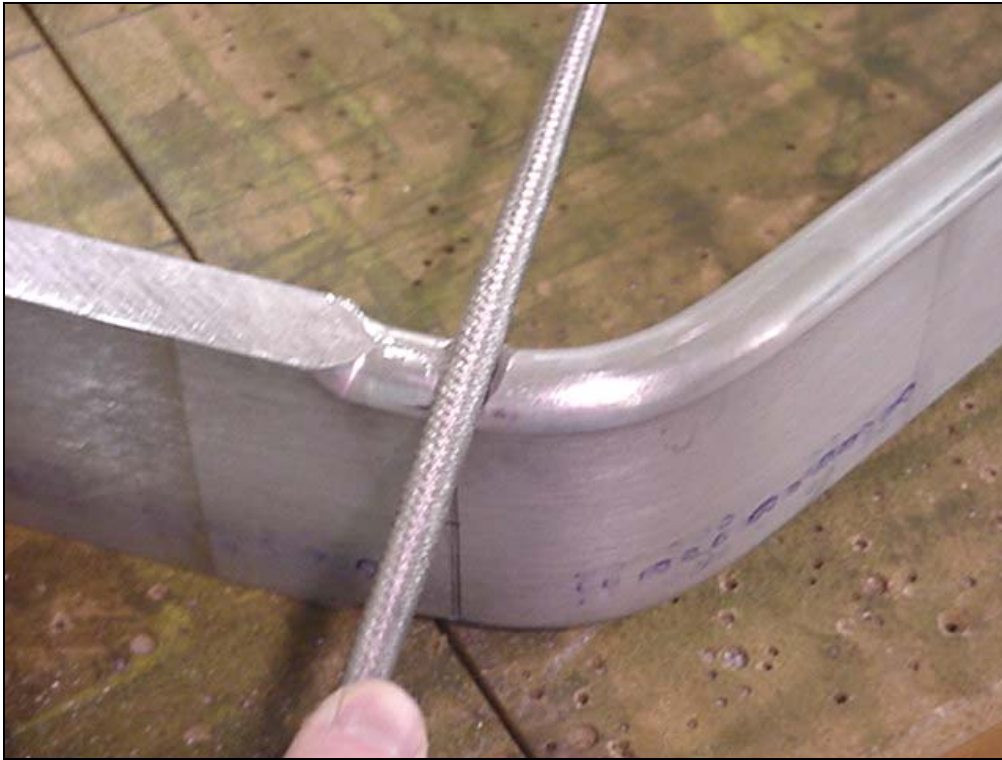
**7L2-4J Nose Wheel Fork**

The Axle bolt will have to be secured to the Fork with Safety Wire. Drill a #40 hole on the rear corner of the Nose Fork. Safety Wire with .025" Wire (see AC43.13 for Safety Wiring).



**7L2-1J Main Gear Spring**

Locate the center of the Main Gear Spring. Measure and mark the location where the Gear/Strut Fitting 7F17-1SP bolt will be positioned on the Main Gear.



**7L2-1J Main Gear Spring**

Once the correct position is determined. Filing a notch is needed to secure the Gear in place from moving side-to-side and front to back. Using a Dremil tool will also work. Make sure not to make the notch too large.



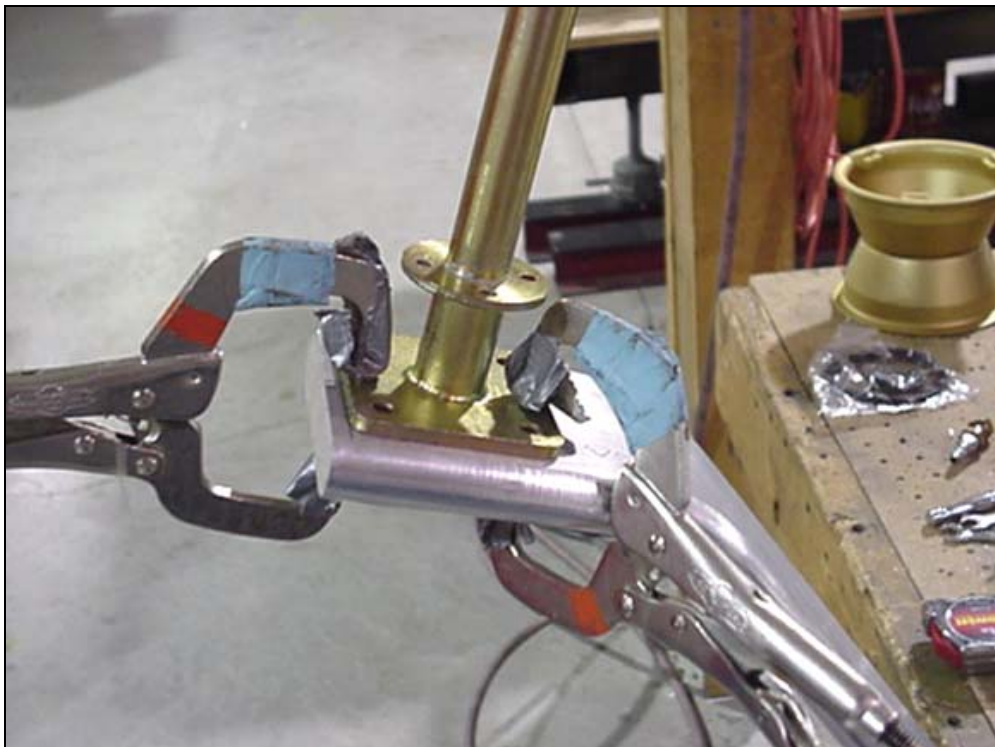
**CHECK:** The notch is not too tight: taper the sides of the notch to allow the gear to flex around the welded gear bolts.

Make sure that all the file marks are removed.



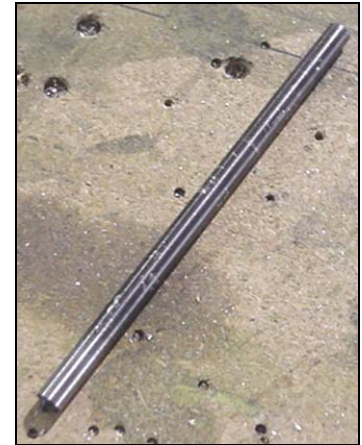
**7L2-1J Main Gear Spring**

Mounting the Main Axle to the Gear is done by locating the center and marking a line 5mm from the bottom edge.



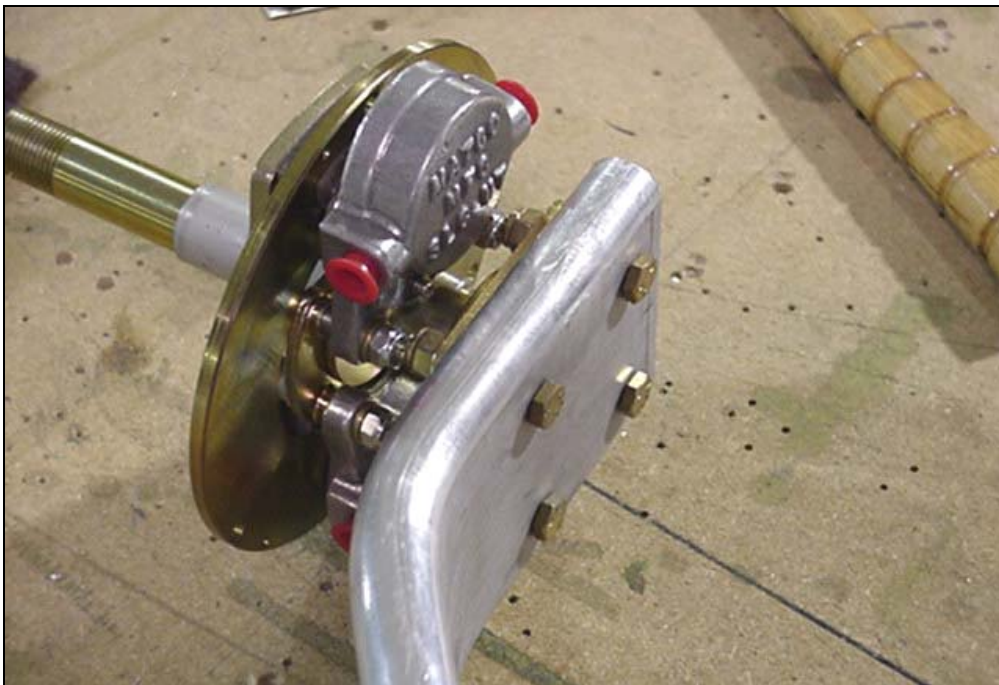
**7L2-1J Main Gear Spring**

Clamp the Main Axle to the Gear on the 5mm line.



Transfer Punch for drilling the Main Axle to the Gear (1/4").

Using a 1/4" Transfer Punch is very helpful in locating the holes. Using a drill press will have the best results. This will keep the holes straight and not at an angle. When drilling it is best to start with a smaller bit and work up to the correct size.



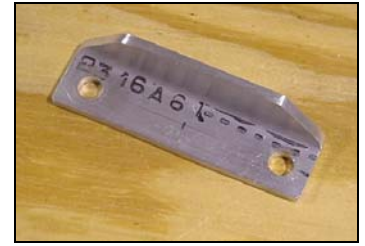
7L2-1J Main Gear Spring

Mount the main Axle to the Gear. The caliper will be in horizontal position from the Main Gear.



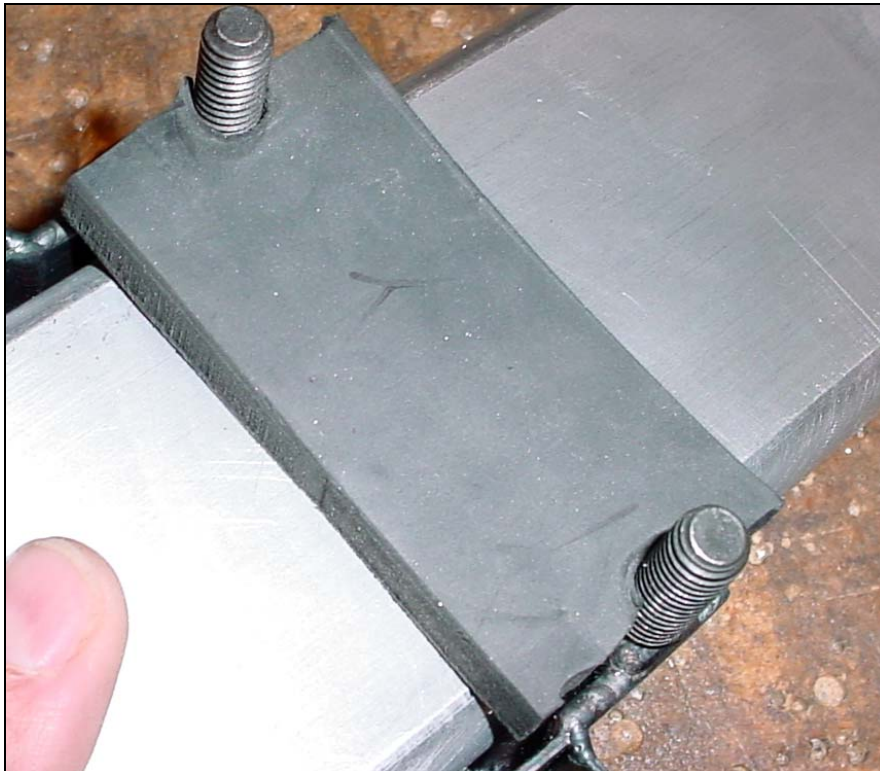


Install the Wheels to the Gear.  
**7L2-1J Main Gear Spring**



**7L2-2J Gear Plates**

Drill the two holes in the Gear Plates. On the 20mm flange, the Gear Plate corners will need to be cut off.



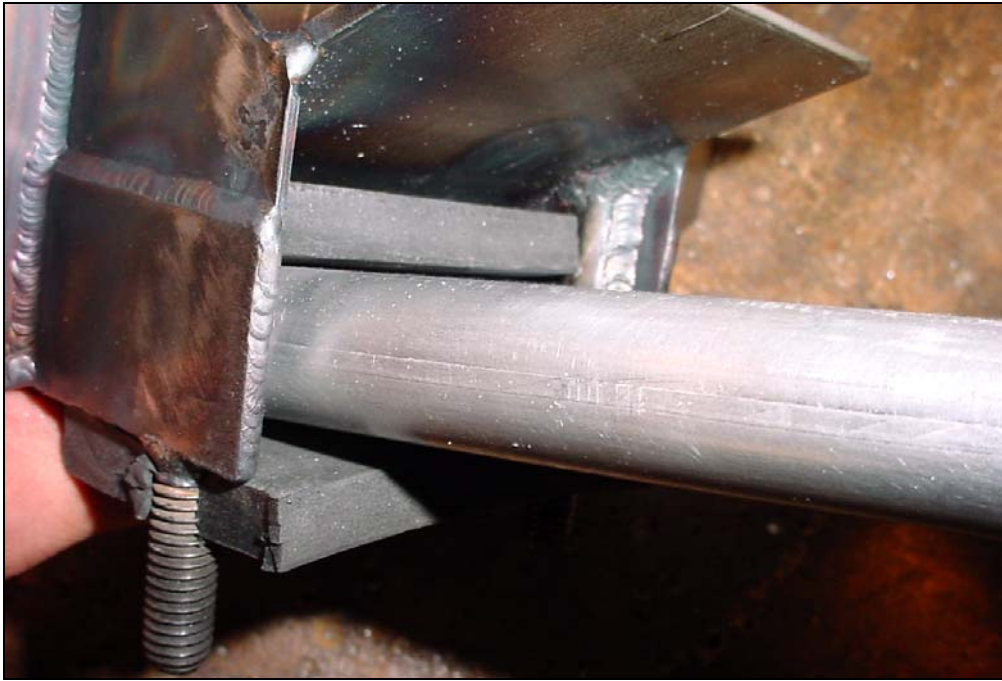
Bottom rubber: cutout for the gear bolts (to help keep the rubber spacer from slipping off).



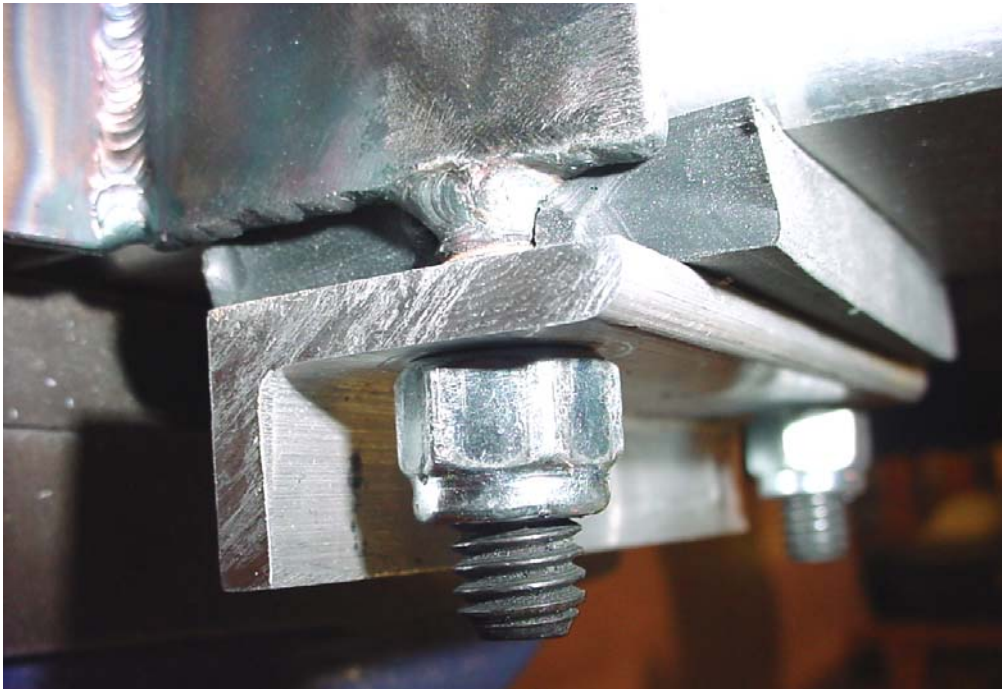
**7L2-2A RUBBER SPACER**

3/8" top and bottom rubber spacer.

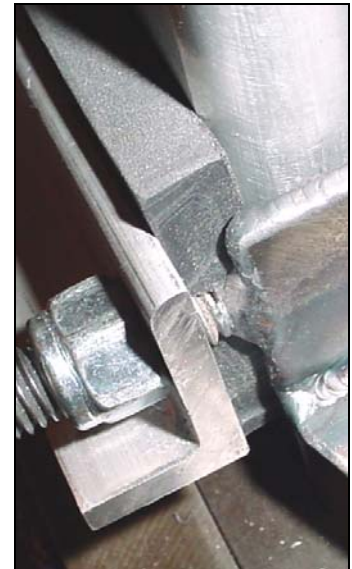
Length: approximately 86 to 89mm to fit inside the channel pick up welded on the gear strut fitting assembly 7F17-1SP



Rubber spacers fit between the channel pick up on the gear strut fitting 7F17-1SP. Gear between upper and lower rudder spacers.



Gear plate 7L2-2J and self locking nuts (install a washer underneath the nut).  
**CHECK:** No rubber is trapped between the gear plate and the bottom of the gear strut fitting (channel pick up 7F17-1SP)



Check that the Gear Plate does not make contact with the Channel Pick (bottom of gear strut fitting).  
 Do not over torque.



Detail gear strut fitting:  
The gear is firmly held in place between the top and bottom rubber spacers.

Check the gear is not loose: hold the aircraft by the wing strut, place a foot on the wheel: hold the aircraft from moving as you try to turn the wheel. Check both wheels.



Left side: standing in front of the wheel looking back



Location of grommet in cabin floor, see bottom left diagram on drawing 7-F-9



Looking down at the back side of the gear (left wheel).  
Plastic clip to hold brake line:



Photo of right wheel.

**BRAKE LINE CLIPS**  
024-0030. (Item not  
included in kit).  
Installation: Self  
adhesive