

## How to install the tail section and dorsal fin



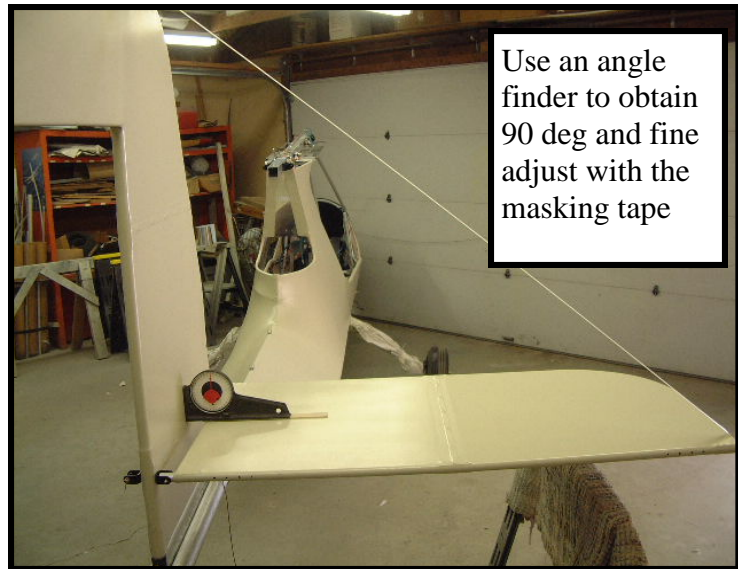
Drill 1/8" holes for stainless steel rivets (short).



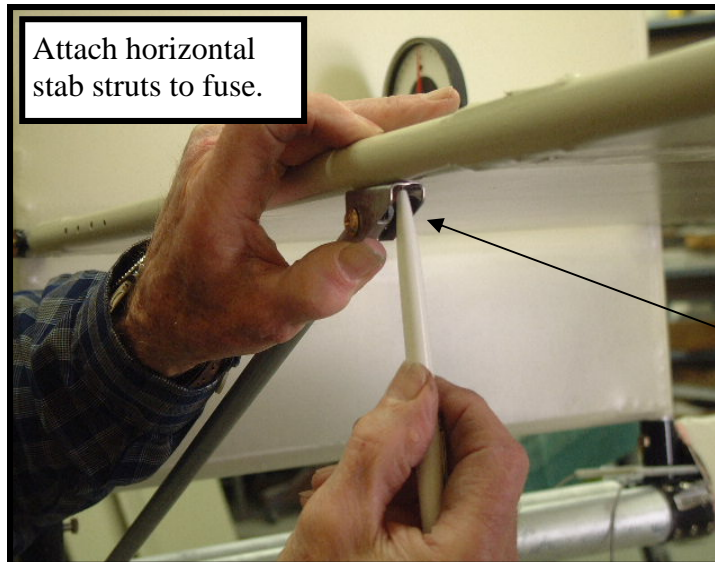
Pop the rivets using the modified rivet gun.



Attach horizontal stab to hardware and use masking tape to hold stab in place.



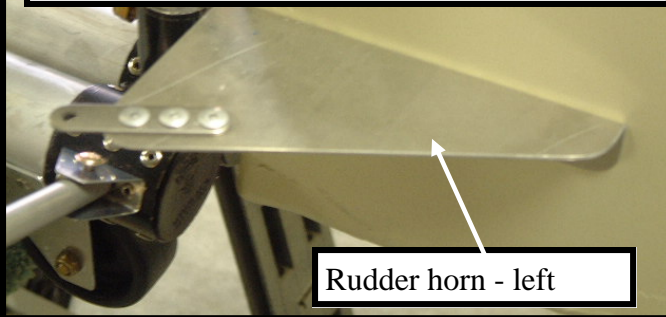
Use an angle finder to obtain 90 deg and fine adjust with the masking tape



Attach horizontal stab struts to fuse.

Attach UB-3 to end of stab struts and mark location for drilling and riveting. Be sure to install UB-3 with angle pointing outward.

Locate the factory drilled holes for rudder horns. Burn the holes through with a soldering iron and assemble both rudder horns with AN365-10R20 bolts and 3/16" nyloc nuts



Elevator pushrod and ball joint assembly

Elevator horn - Left

A close-up photograph of the left elevator horn assembly. The horn is a flat metal plate with two small holes near the top edge. It is attached to the fuselage with two bolts. A white arrow points to the horn.

Rudder horn - Right

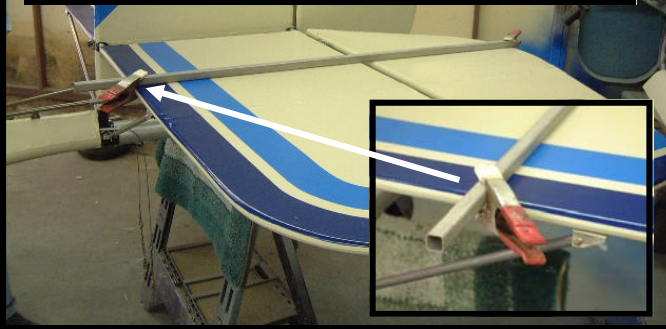
A close-up photograph of the right rudder horn assembly. The horn is a flat metal plate with two small holes near the top edge. It is attached to the fuselage with two bolts. A white arrow points to the horn.

Note the correct orientation for the rudder horns. There is no torque value for these bolts, just tighten until snug.

L & R elevator push rods and bell crank assy. Note. Large washer on outboard side of ball joint assy.

A close-up photograph of the elevator push rod and ball joint assembly. The push rod is a long metal rod with a ball joint at one end. A large washer is visible on the outboard side of the ball joint. A white arrow points to the ball joint.

First step to install elevator push rods is to clamp the elevator in place using a long and straight object. Careful not to scuff the paint



**The elevator should be approx 30 deg up and 25 deg down deflection. Fine tune using the ball joints**