

At right are illustrations of three positions you can use to mount your brakes. Each position moves the wheel further away from the landing gear strut. Ideally, you want the wheel and brake as close to the landing gear strut as possible, but often this is not possible due to interference with the wheel pant. You will need to position one of the aluminum spacers that come with your titanium axles between the axle shoulder and the wheel if you elect to use the outer most position.

This is the position shown at upper right.

The center SHCS is used to adjust the tension. The supplied 6-32 nuts have to be used as lock nuts so the 6-32 screws do not come loose. Make sure the break pads slide on the unthreaded portion of the screws; they will not slide on exposed threads. The threaded end of the tension adjusting SHCS butts against the back side of the brake pad that is flat, not the side with the protruding boss.

You will be surprised at how much tension you will need to control taxi speeds. Creep up on it, you don't want to nose over. If you have questions or problems give me a call.

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