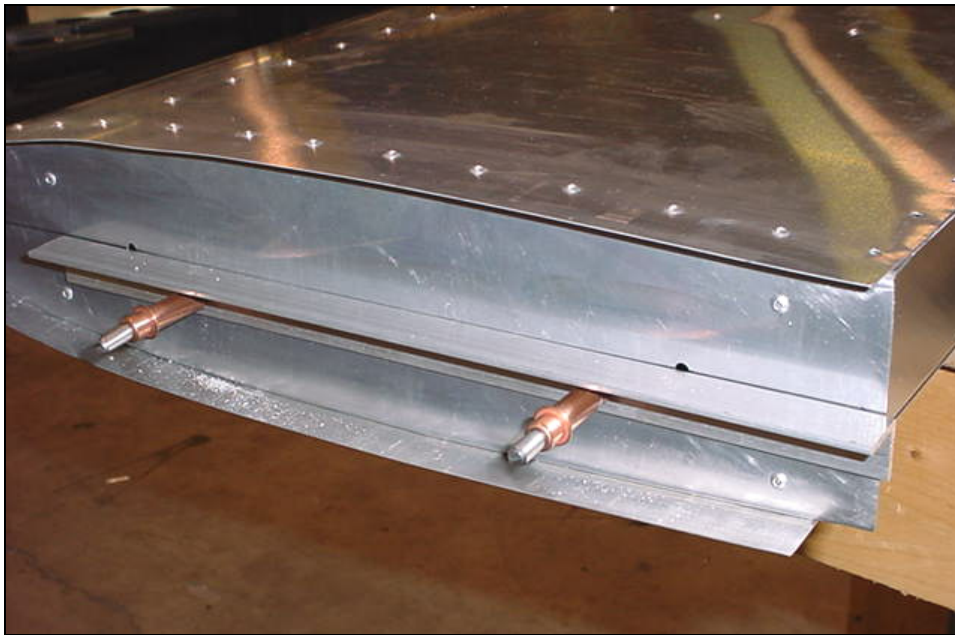


CHECK: The tooling holes in the end rib 6T1-1 are on the rib center line.

Note: End rib is symmetrical.

ORIENTATION: Stabilizer is resting on the workbench with the top side up (as it will be installed on the aircraft).

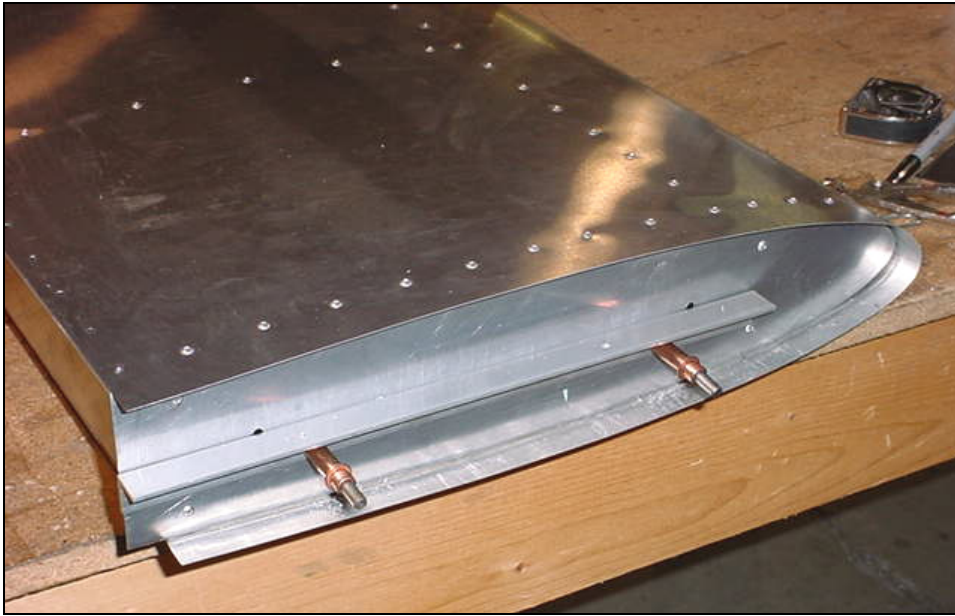
Mark the end ribs 6T1-1 center line (through tooling holes).



Drill and cleco a piece of extrusion on the rib center line.



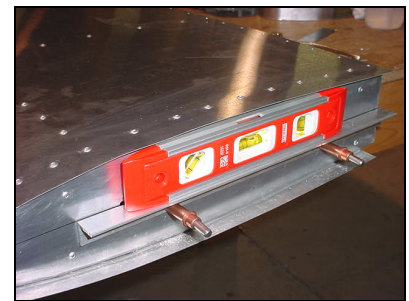
Top edge of extrusion is on line.



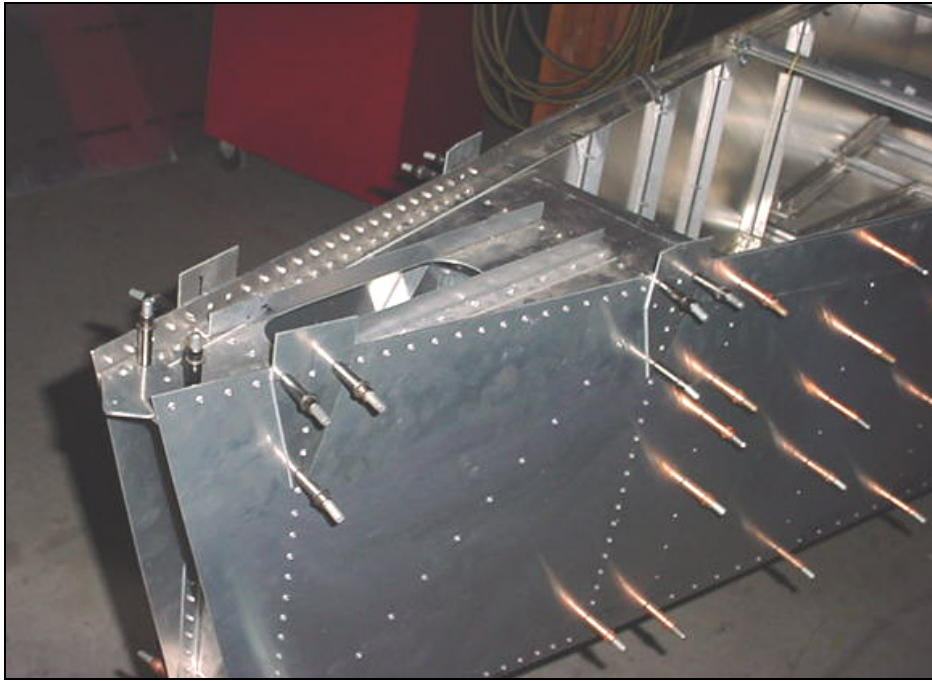
Cleco extrusion on left and right end rib.
Photo of right side.



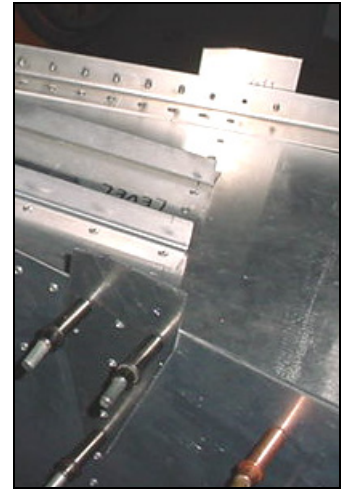
Position a level on extrusion (right side). Shim the stabilizer to center bubble.



CHECK: Check that the left side is level.



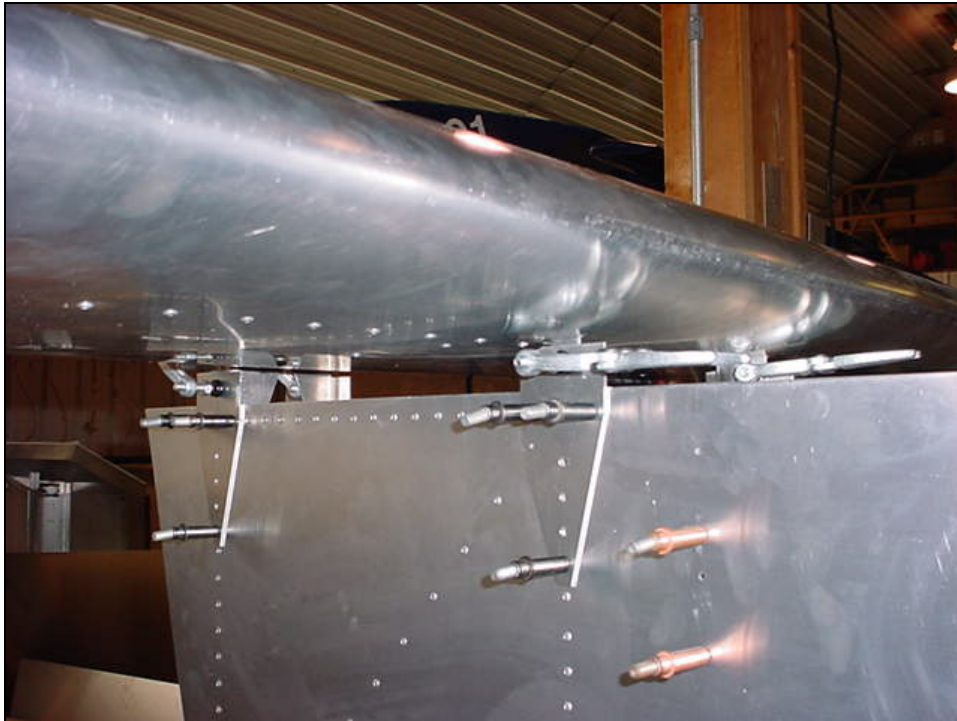
Rear fuselage H.T. attachment Brackets Ref. drawing 6-B-4.



Trim the aft corner of the rear bracket 6B1-8 to make room for the bottom side of the stabilizer skin.



Position stabilizer on fuselage.



CHECK: There is no gap between the 6T2-2 and 6B1-9 or between 6T2-3 and 6B1-8

Slide stabilizer forward to fit between attachment brackets.
Height: Front and rear spar attachments 6T2-2 and 6T2-3 rest on the top edge of the longeron 6B2-1



Detail of front clamps



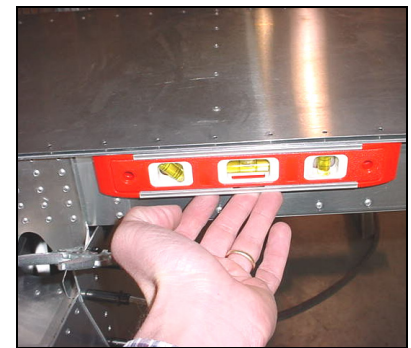
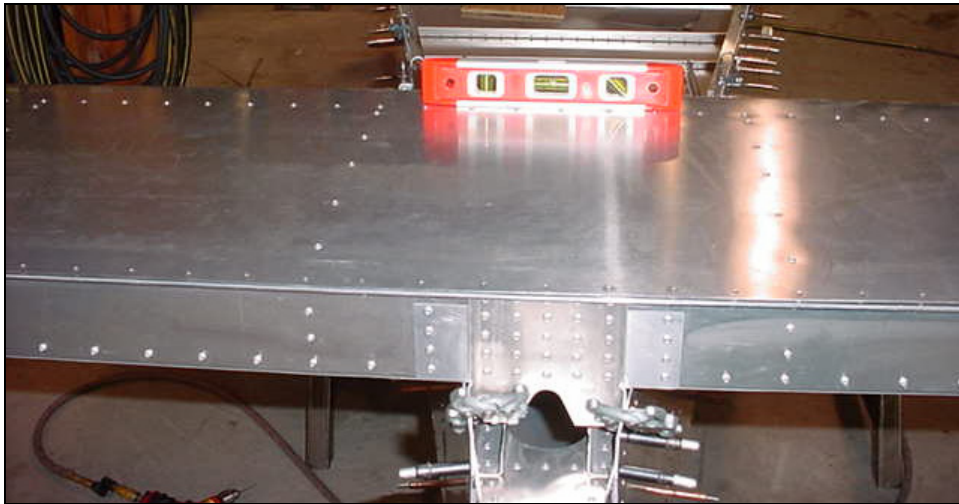
Detail of rear clamps.



Triangulate: Check for equal distance from the ends of the stabilizer to the aircraft center line on the instrument panel. Ref. 6-S-4

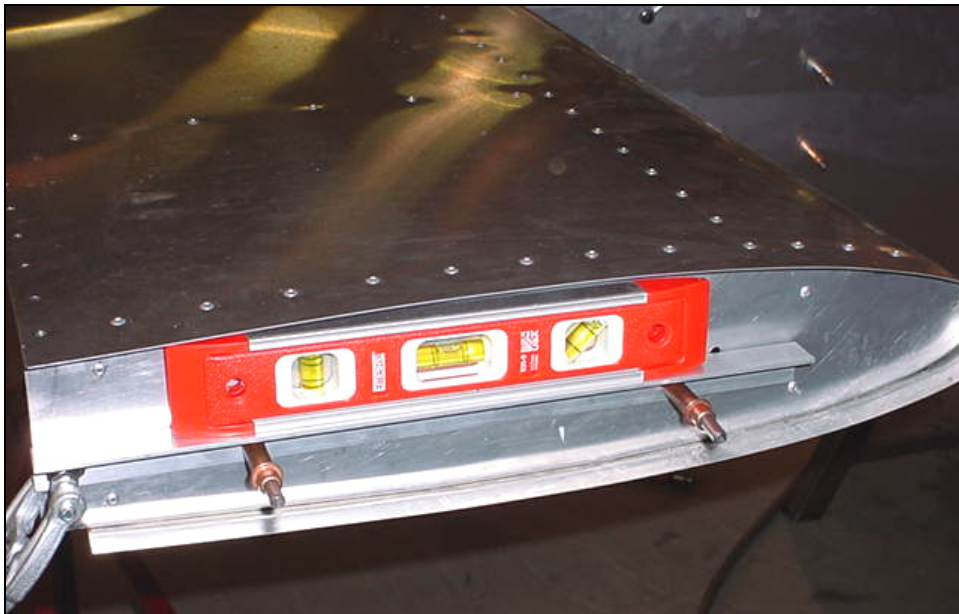


Check: Stabilizer is level (span wise)



Checking level on rear spar

Front and rear.



Check left and right side.

Note: Center line of stabilizer end rib is parallel with fuselage longerons.

Position level on end rib center line: adjust clamp if not level.