



The lights installed in left wing

Taxi/ Landing light option



The overhang of the top skin past the Channel is to shield the pilot from being blinded by the light bulbs!

Cutout is O/B of Nose Rib #7 (nose rib in line with rear rib #9).

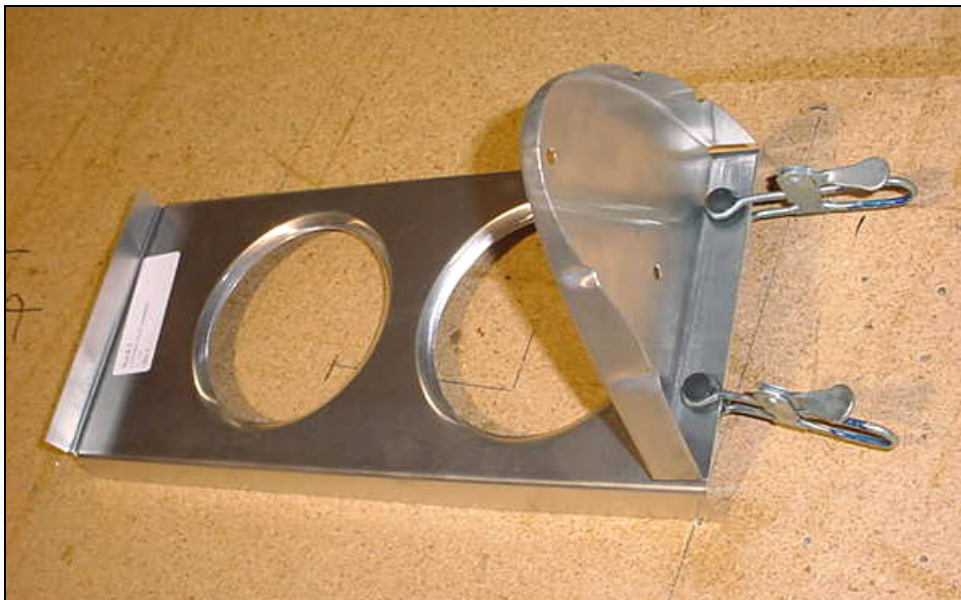


LANDING LIGHT CHANNEL
6-LLO-1-1 (qty=1)

LANDING LIGHT FILLER
RIBLET 6-LL0-1-2 (qty=1)

4 RIVETS A4

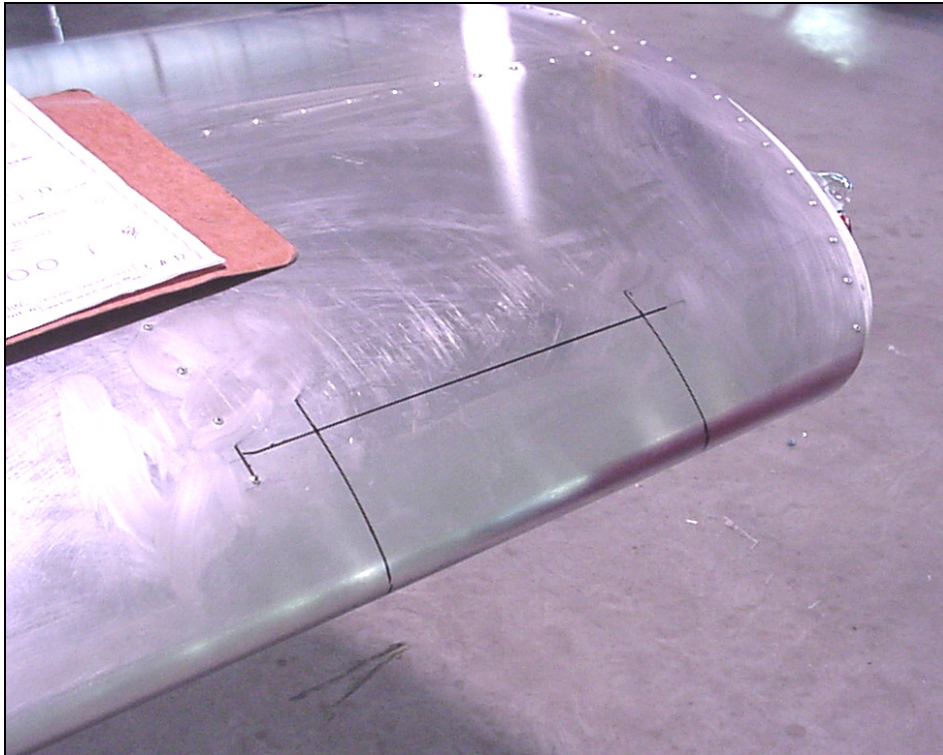
Clamp and drill



Ref drawing 6-LLO-1

The aft flange of the rib is bent in the same direction as the side flange. Install the O/B edge of the rear flange flush with the O/B edge of the Channel 6-LLO-1-1

Landing light reinforcement assembly



Ref. = Rivet line through spar
(top & Bottom)

Note: The distance from spar
to the edge of the cutout is
longer on the top than on the
bottom.

Layout the corner relief holes:
Radius approximately $\frac{1}{4}$ "
edge of radius is tangent with
the cutout.

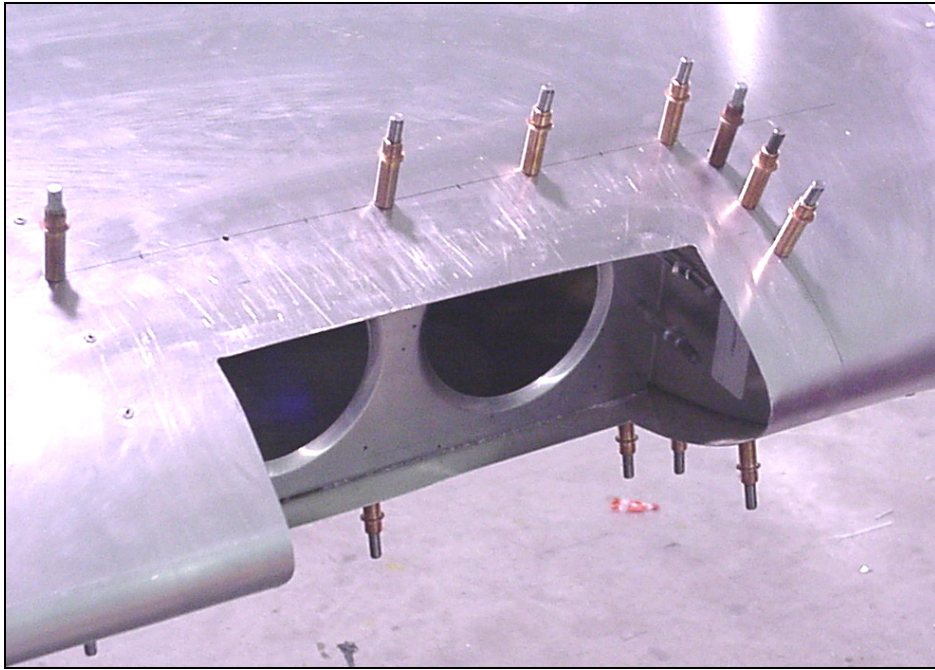
Measure and layout for the cutout in the leading edge skin for the landing
lights. CHECK: Hold the channel and riblet assembly to the wing.



CHECK: Lay the lens over the leading edge skin to check that the width
of the cutout fits inside the lens.



LENS 6-LLO-1-6
FORMED ACRYLIC
QTY=1

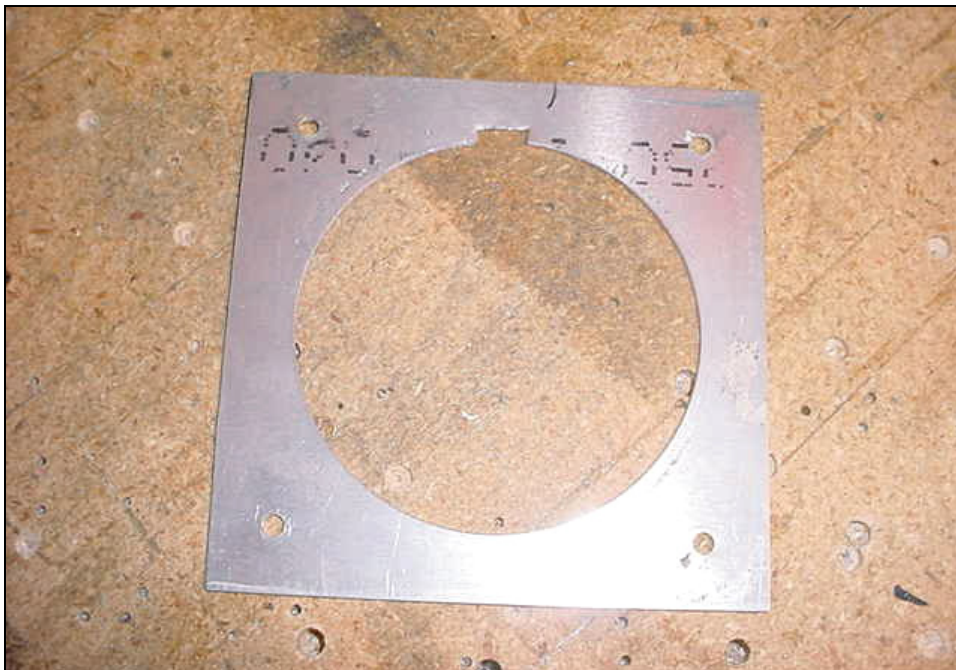


First make a rough cut then a final cut, Note: photos does not show the 12mm radius in the corner. If you forget to layout the R12, then it is necessary to use a round file to finish the corner relief hole as shown in the photo and photo on page 11 and 12.

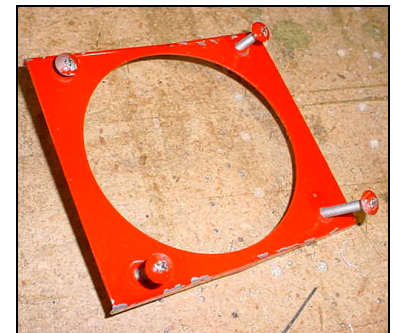
A4 PITCH 40
Skin to Channel.

NOTE: Rivet pitch in the Riblet 6-LLO-1-2 to the Leading Edge Skin 6W8-1, is similar to NR#7

Position the landing light reinforcement assembly against the side of Nose Rib #7, 4 RIVETS A4

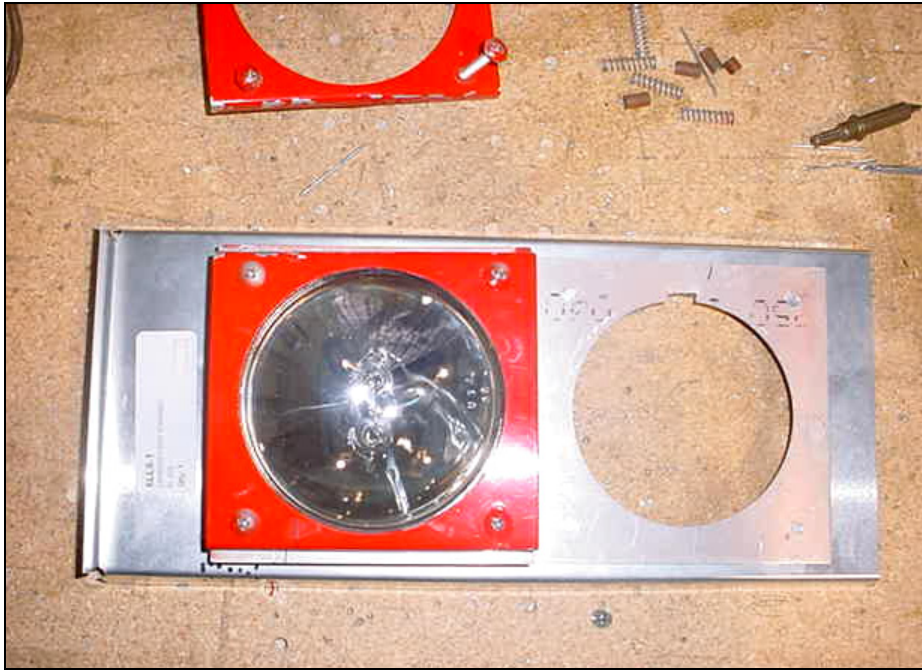


6-LLO-1-3
Notch in back plate.



Face Plate.
6LLO1-4

Back Plate 6LLO1-3



Back drill the 3/16" through the channel 6LLO1-1



Line up the hole in the plate over the flanged lightening hole in the channel.



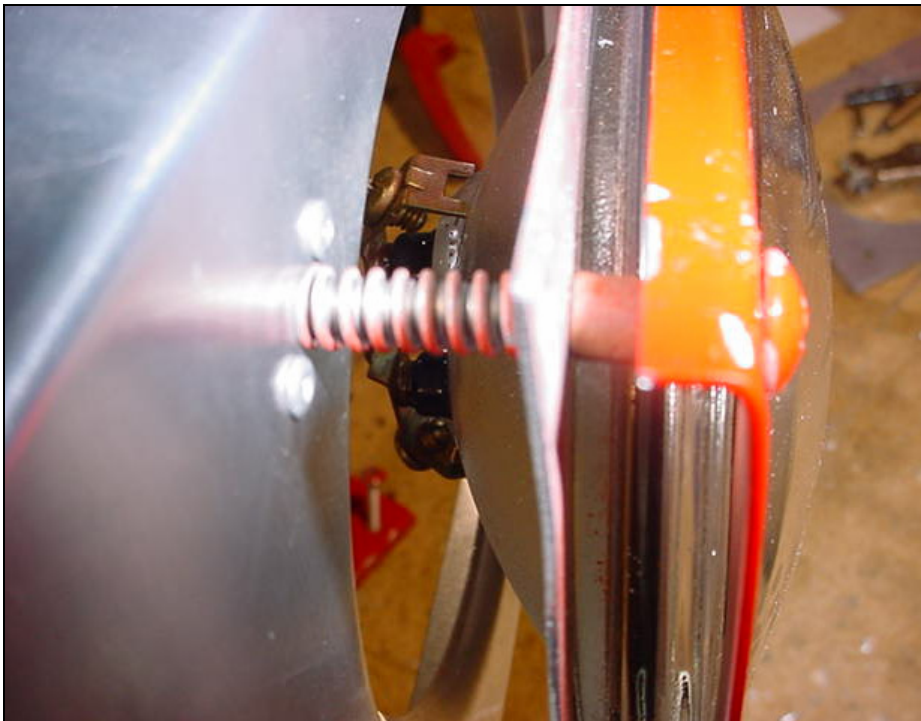
Insert a screw through the channel and screw on the nutplate.



#20 drill bit.
Back drill through the nutplate.



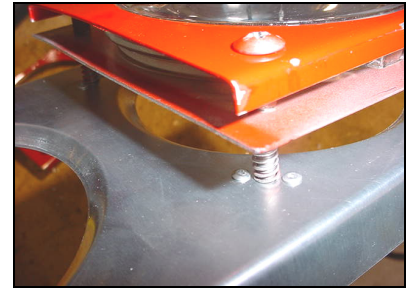
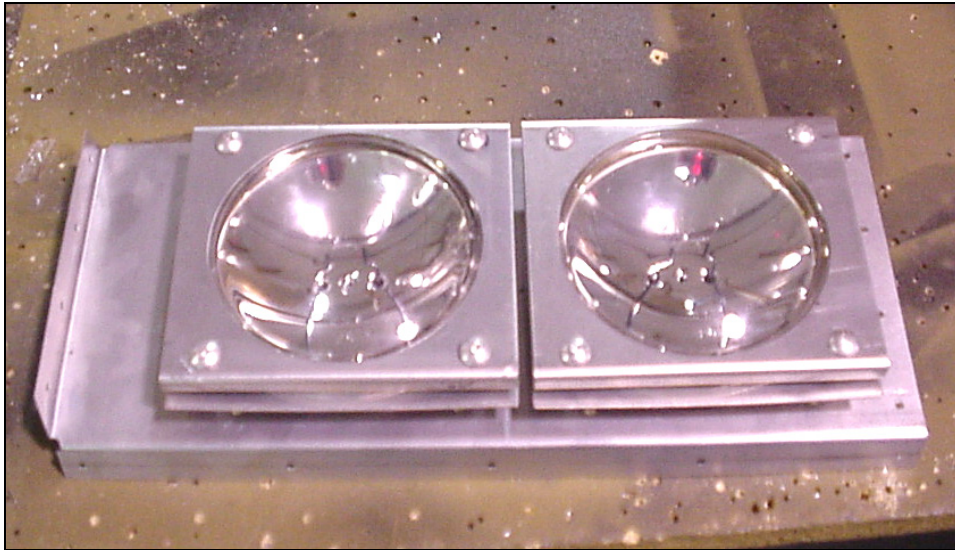
With A3 rivets, rivet the nutplate to the channel.



Ref. bottom left diagram on drawing 6-LLO-1
Bushing 6LLO1-5 between the face plate 6LLO1-4 and the back plate 6LLO1-3

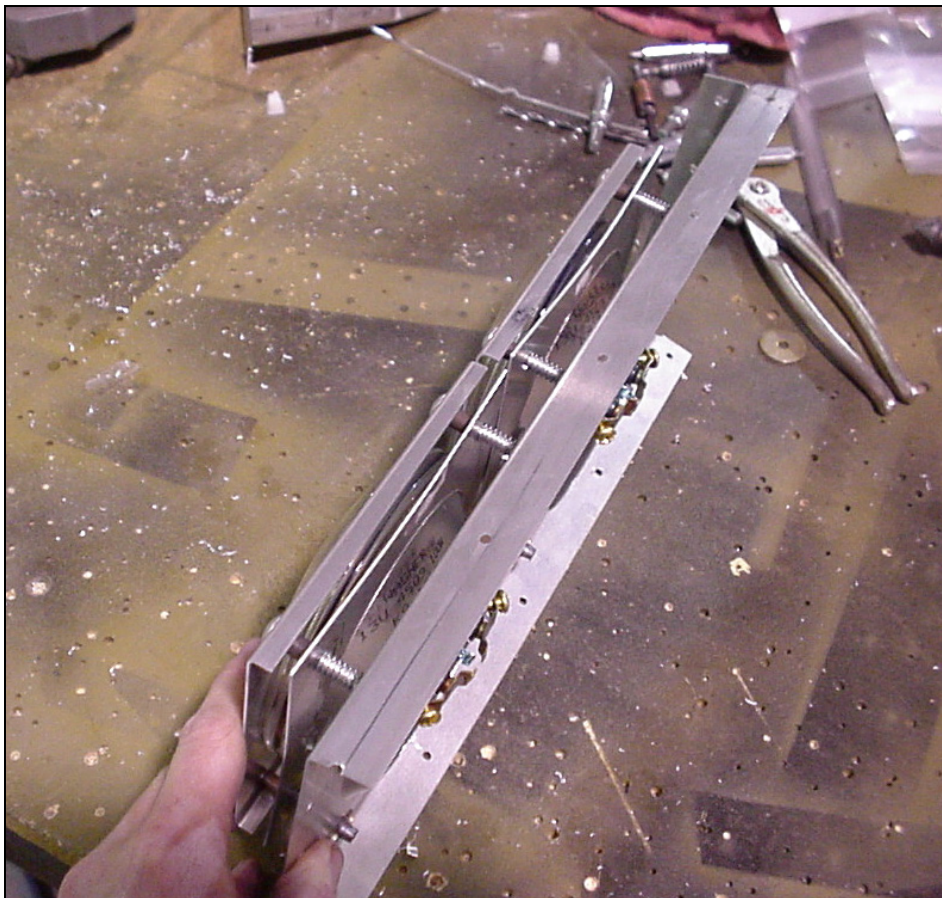


Detail of backside of channel.

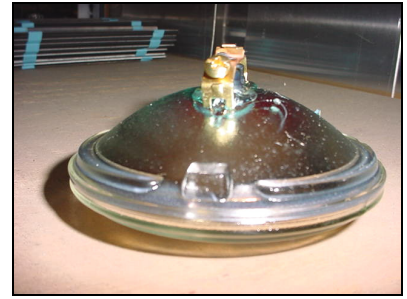


Machine screw.

Take the reinforcement assembly out and install the back plate, front plate, and light bulb.

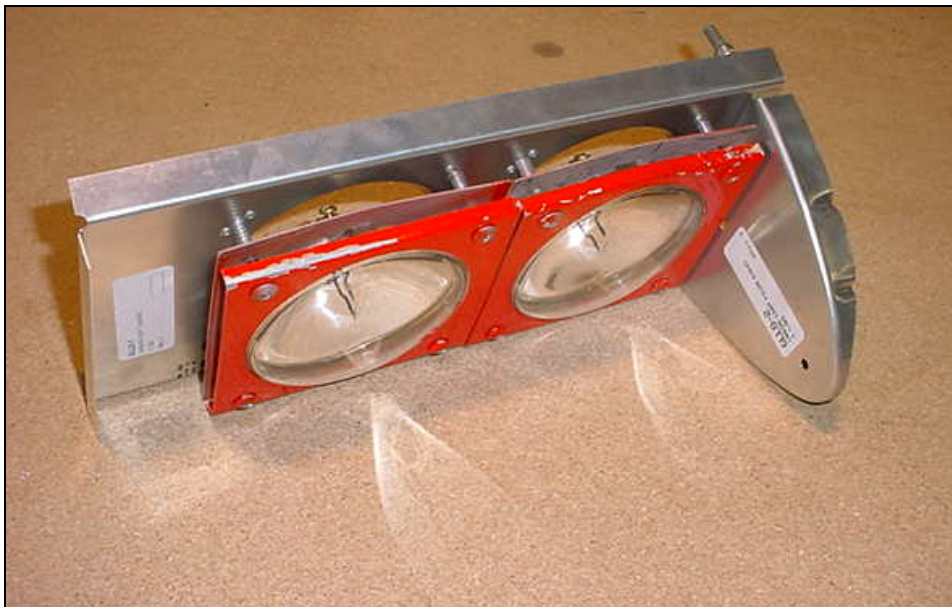


Landing light reinforcement assembly = Channel & Riblet.

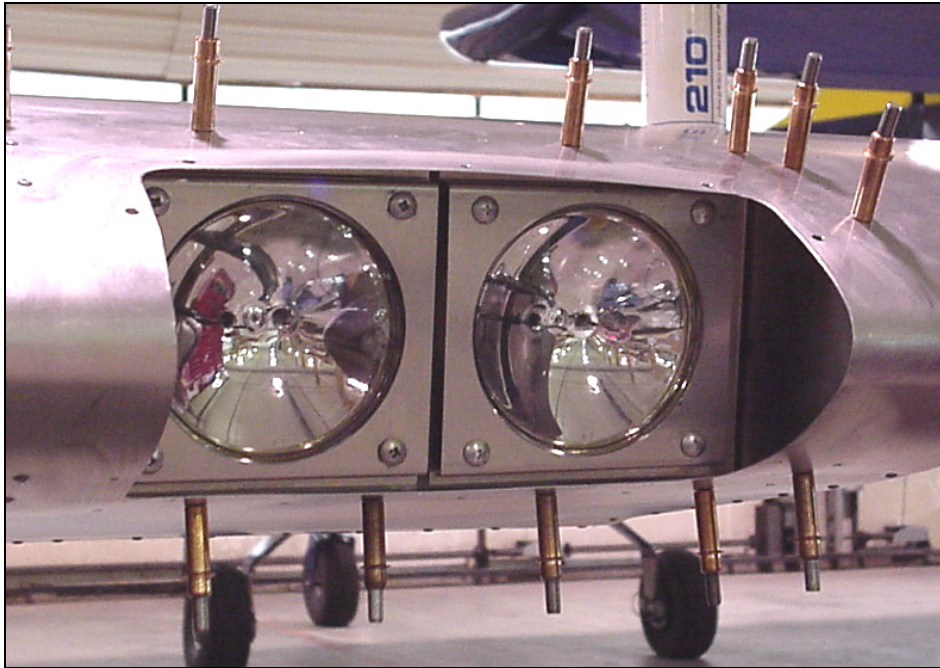


Light bulb.
WAGNER 4509 (qty=2)

File a notch in the Back Plate 6-LLO-1-3 to the bulb



Light assembly.



210 = Plastic Cleaner & Polish

Tel 800-542-6856
Fax 617-482-9001

In the kit there are two #14 wires. One for the landing light, and the other for the taxi light. Each are connected to a panel switch and grounded to the airframe.



Upon final assembly tape the backing strip 6-LLO-1-7 inside the lens, Secure the lens with sheet metal screws into the backing strip.

NOTE: The screws along the sides are not necessary with the formed acrylic lens. 4 screws along the back instead of 5

Lens overlaps on the inside of the skin (reversed overlap)

First slide the lens towards the inboard side then slide it over against the riblet.



Pull the lens forward to minimize the gap between the leading edge skin and the lens.

SUGGESTION: Bend a short flange at the end of the aluminum strip to form a “hook” to help pull the edge of the lens forward into the leading edge of the skin.



Note: leading edge cutout - in the above photo, a 12mm radius was not used. A corner relief hole was drilled (filled) in each corner.

5 screws across the top into the backing strip 6LLO1-7



Outboard detail.

Note: In the installation shown in the above photo, the outboard edge of the lens is up against the riblet.



Inboard detail.

COMMENT: To get the lens inside the opening in the leading edge, it may be necessary to trim off the aft inboard corner (cut off a pie shaped wedge).



Looking up at the backing strip 6LLO1-7



1/8" hole on the bottom of the lens (to help prevent moisture or due build up when the aircraft spends the night outdoors).