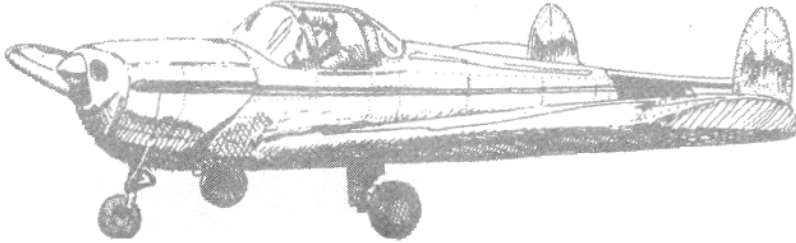


Skyport East

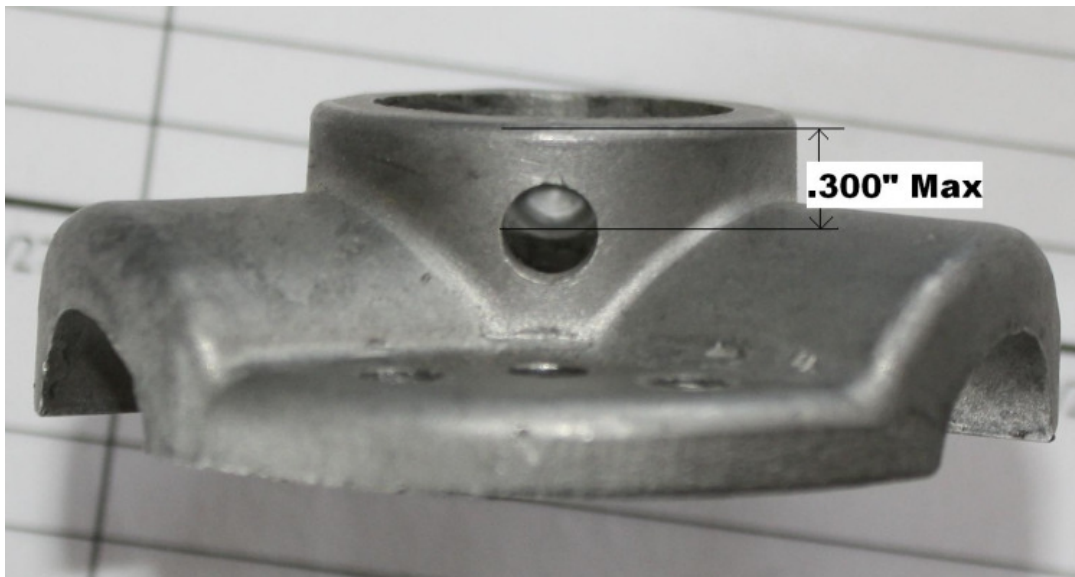
91 Clark Rd, Tilton, NH 03276

Phone: 234 525-1000



Taper Pin Installation Notes

All parts to be joined must be drilled to match and reamed together. The correct reamer is a Brown & Sharpe #1 taper reamer, available from Aircraft Spruce, item 12-01622 or MSCDirect.com, item 02054013. Drill the hubs (and bushings, if employed) in the location shown, using a #6 drill bit, to a depth of 1.30". Drill the shaft to match, paying attention to the orientation of any existing holes and the orientation of the hole on the opposite end. The center spoke of the installed control wheel should be vertical when the controls are centered. On Taylorcraft and Ercoupes, the center spoke is on the top. On Cessnas the center spoke is on the bottom. Taylorcrafts and Cessnas use a bolt on the opposite end so it should be possible to install the finished assembly either way. You may drill any one of the three flats to accommodate any existing holes in the hub or shaft from a previous installation, as long as both new holes are in the same plane.



Because you are reaming in a blind hole, you will have to shorten the reamer, to make a "bottoming" reamer. You will probably have to cut about 1/2" off. You want to ream the hole until the pin fits in standing about 1/8" proud of the surface of the hub, then drive the pin in nearly flush. Do not drive the pin in until final assembly as it can be difficult to remove. It is easiest to ream one hole then install the pin before reaming the second hole, to insure proper alignment.

Drive the pin in until it is firmly seated. The diameter of the top of the pin should completely fill the hole.

Revised 6 Feb 2013