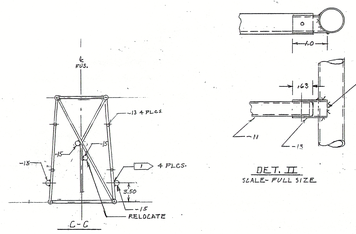
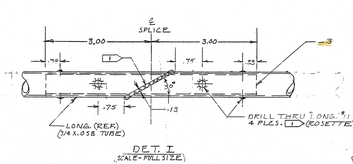
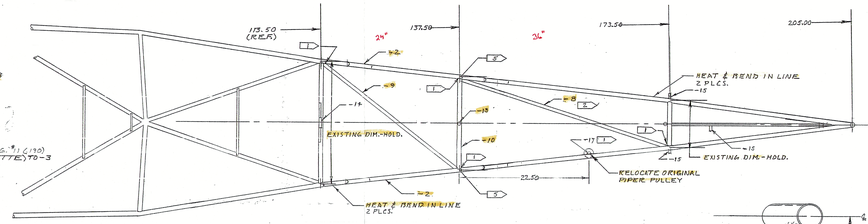
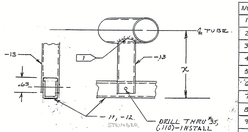


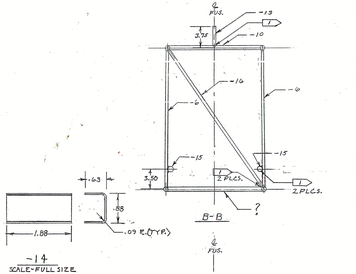


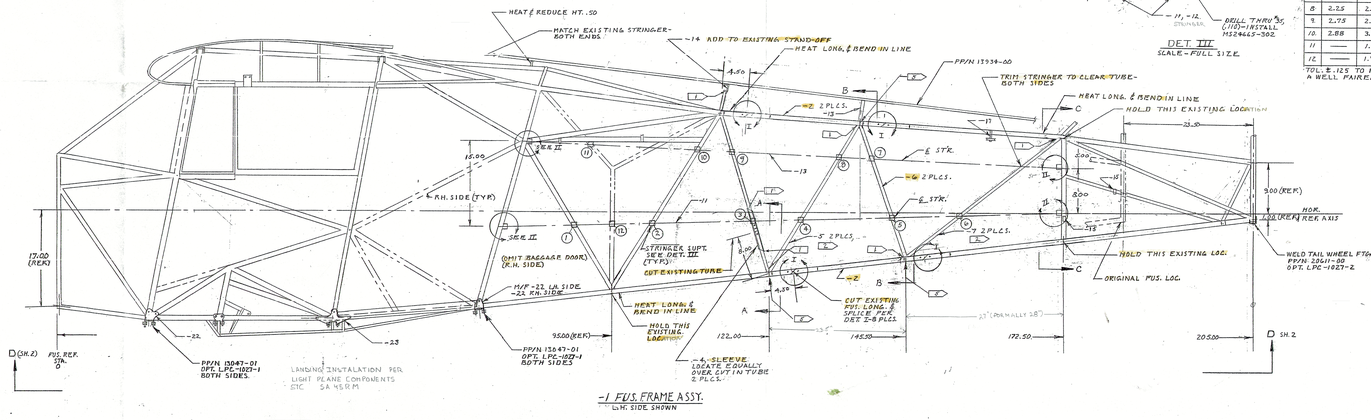




NO.	X-L.H.	X-R.H.
1	1.25	——
2	2.25	2.00
3	2.00	2.00
4	1.75	1.38
5	1.13	1.38
6	.75	.88
7	2.00	2.13
8	2.25	2.25
9	2.75	2.88
10	2.88	3.00
11	——	1.63
12	——	1.75

TOL. ± .125 TO PROVIDE A WELL PAIRED STRING.




HEAT & REDUCE HT. .50
MATCH EXISTING STRINGER- BOTH ENDS
-14 ADD TO EXISTING STAND-OFF
HEAT LONG. & BEND IN LINE
PP/N 13939-00
TRIM STRINGER TO CLEAR TUBE- BOTH SIDES
HEAT LONG. & BEND IN LINE
HOLD THIS EXISTING LOCATION
23.50
4.06
B
C
-11
-13
-10
-9
-8
-7
-6
-5
-4
-3
-2
-1
-12
-15
-16
-17
-18
-19
-20
-21
-22
-23
2 PLCS.
℄ STR.
℄ STR.
2 PLCS.
2 PLCS.
2 PLCS.
SEE II
SEE II
SEE III
SEE DET. III (TYP.)
STRINGER SUPT. SEE DET. III (TYP.)
CUT EXISTING TUBE
(OMIT BAGGAGE DOOR) (R.H. SIDE)
M/F -22 LH SIDE -23 RH SIDE
HEAT LONG. & BEND IN LINE
HOLD THIS EXISTING LOC.
CUT EXISTING FUS. LONG. & SPLICE PER DET. I-8 PLCS.
4 SLEEVE LOCATE EQUALLY OVER CUT IN TUBE 2 PLCS.
18.00
17.00 (REF.)
℄ R.H. SIDE (TYP.)
9.00 (REF.)
HOR. LOCATOR REF. AXIS
HOLD THIS EXISTING LOC.
ORIGINAL FUS. LOC.
WELD TAIL WHEEL FTG. PP/N 20411-00 OPT. LPC-1027-2
5.00
5.00
.75
.38
.38
.75
.38
.38
.75
.38
.38