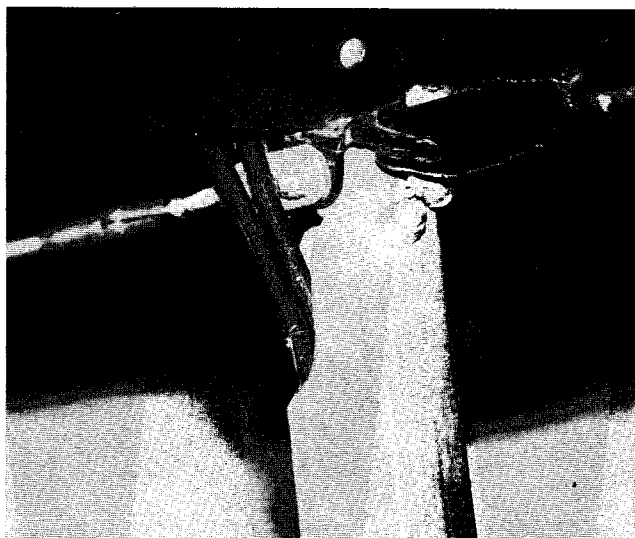
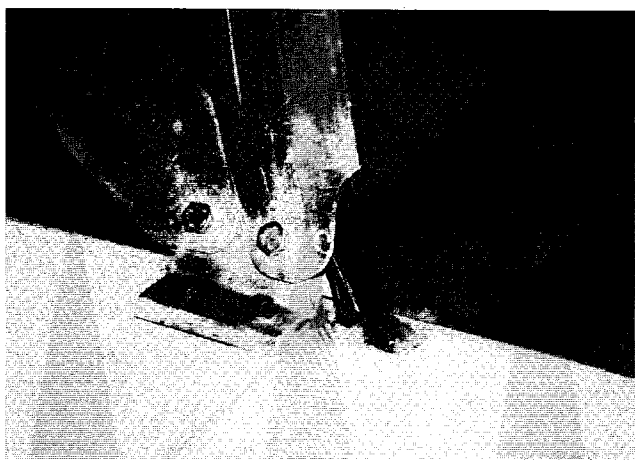


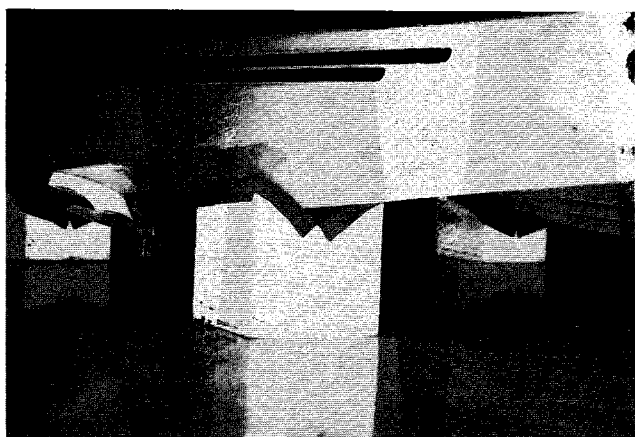
AMPHIBIOUS FLOAT INSTALLATION



Trimmed Upper Strut



Trimmed Lower Strut



"V" Blocks For Floats

PREFACE

Except for trimming the #61907 and #61906 Streamlined Strut according to the template, Fig. AF-1, the initial mounting of the amphibious floats to the fuselage is identical to mounting straight floats. For this reason you are supplied with mounting instructions for both types of floats.

STEP (1): If your float kit does not include pre-trimmed aft struts, trim the aft edge of #61907 and #61906 Streamlined Strut (upper and lower portion for cable installation) according to the template, Fig. AF-1. Deburr, round and smooth all edges.

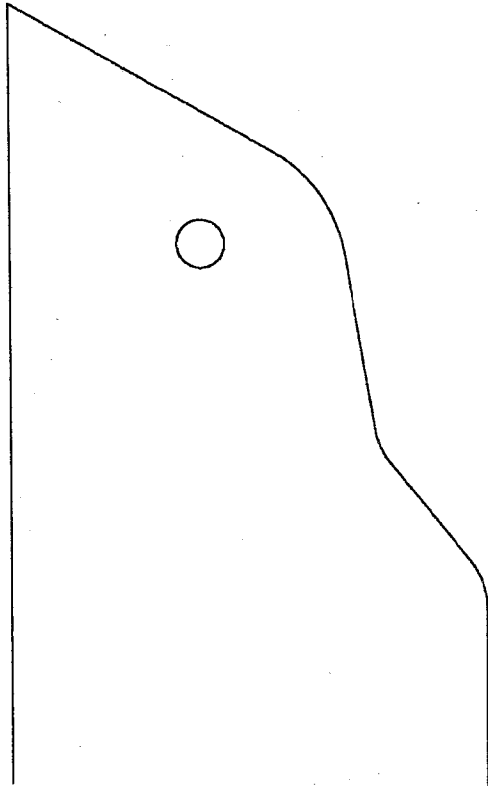
STEP (2): Build four "V" shaped blocks that will cradle the floats, with enough clearance for the wheels to be extended without touching the ground (two per float). With the "V" blocks in place, assemble the floats according to instructions for the #69001 Float Kit Installation and mount them to the fuselage.

STEP (3): Physically extend the main gear and the nose wheel into the "locked" down position by pulling them down and in place with your hand. Check the "locked" position by trying to push the wheel back into the well.

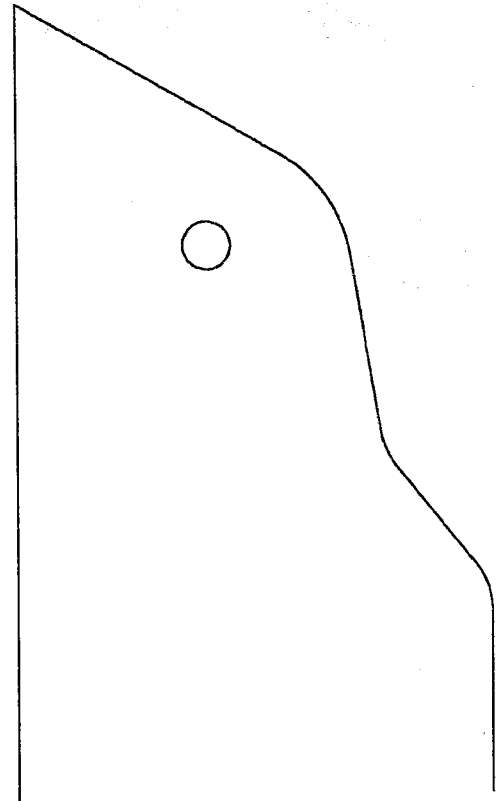
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MODEL	ASSEMBLY Amphibious Float Installation	REVISION	DATE 12/02/92	SECTION Option	PAGE AF-1
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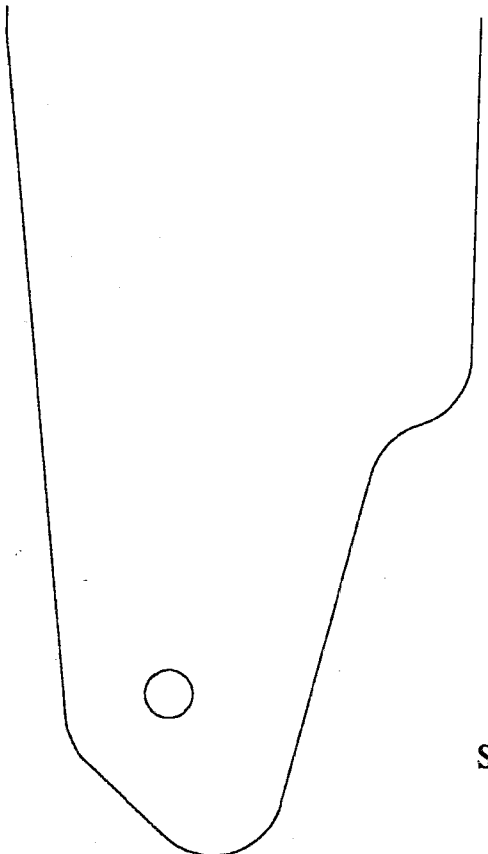
LEFT REAR, TOP



RIGHT REAR TOP



LEFT REAR, BOTTOM



RIGHT REAR BOTTOM

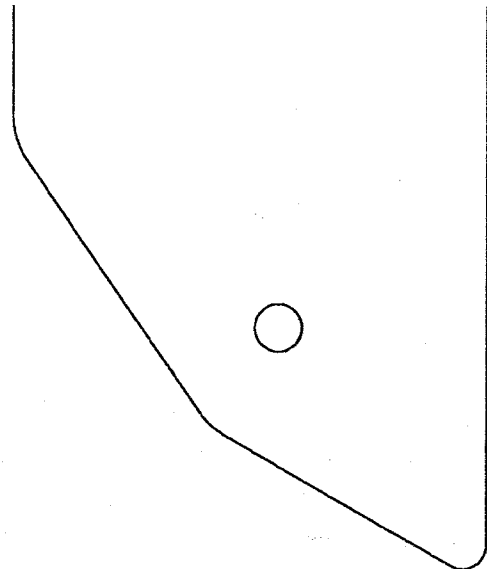
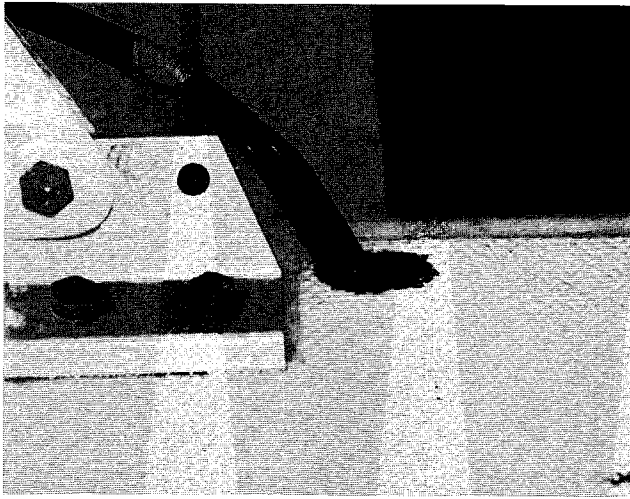


Fig. AF-1
Strut Cut-Out Template

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Retract Cable Into Float

STEP (4): Drill a 1/2" diameter hole through the top of the float, 1" behind each rear strut attachment. Use a round file to elongate this hole to 1". These holes will allow penetration of the retraction gear cables through the float and directly into the rear struts.

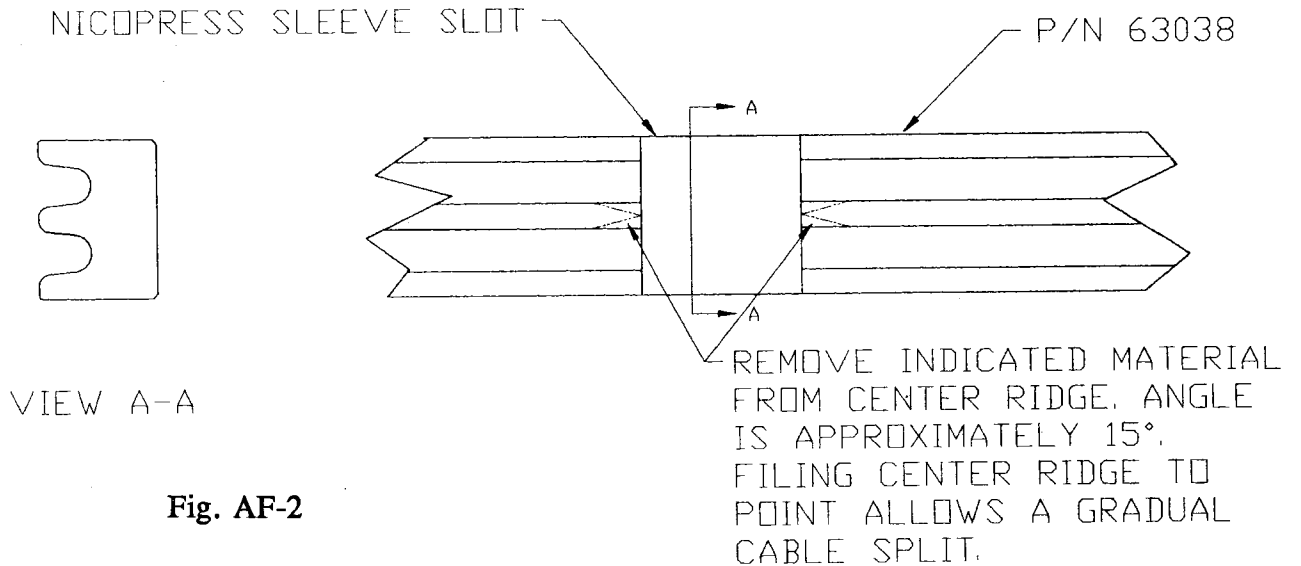
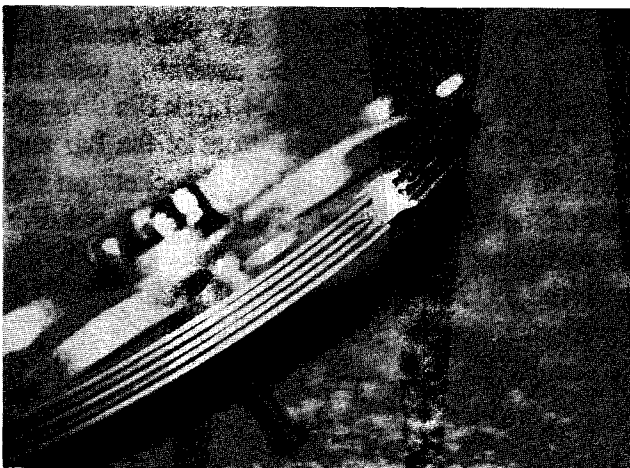


Fig. AF-2

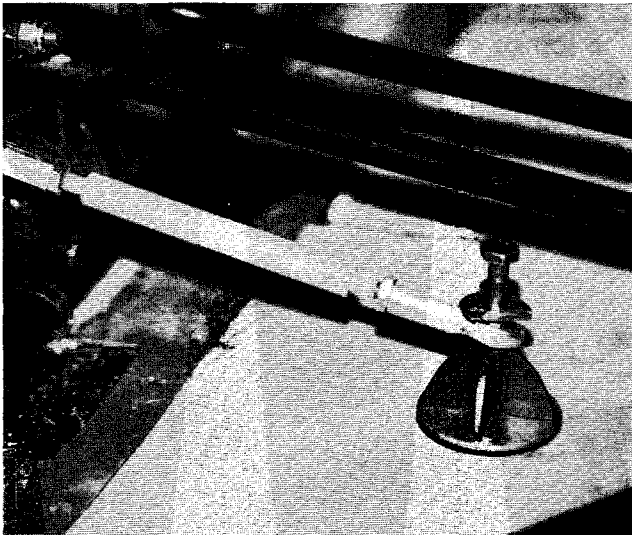


Nicopress Sleeve "Slot"

STEP (5): As per Fig. AF-2, file the center ridge in the #63038 Double Sided Pulley, at the nicopress sleeve slot to allow a gradual cable split.

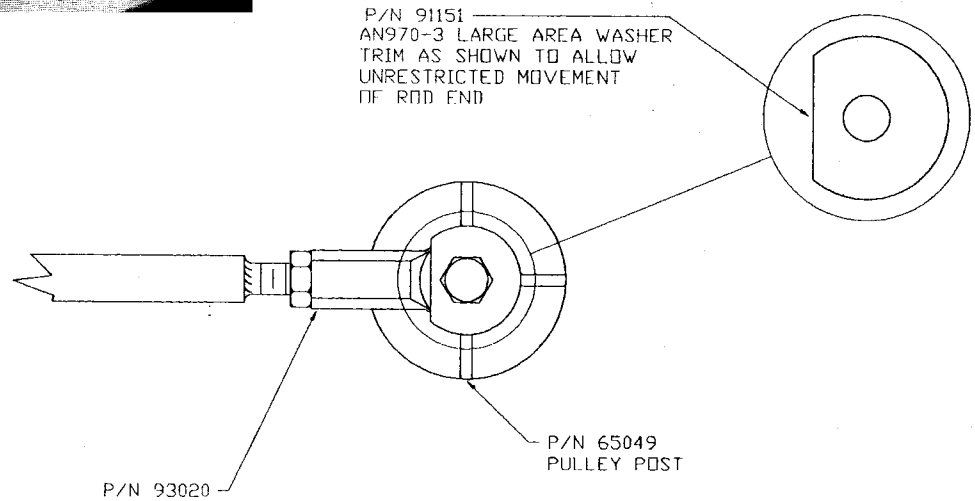
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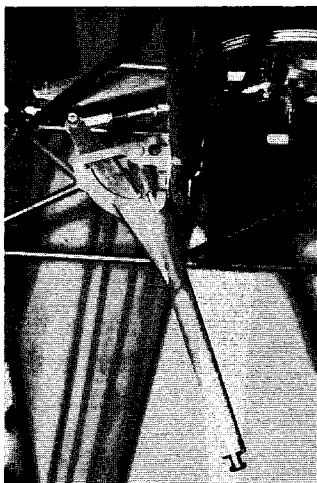


Modified Washer

STEP (6): Drill the center hole in the #91091 Large Area Washer to 1/4". To allow freedom of movement as the rod end moves, you will need to file one side of this Washer off so that the rod end does not catch on the Washer. Refer to Fig. AF-3.



Modified Washer
Fig. AF-3

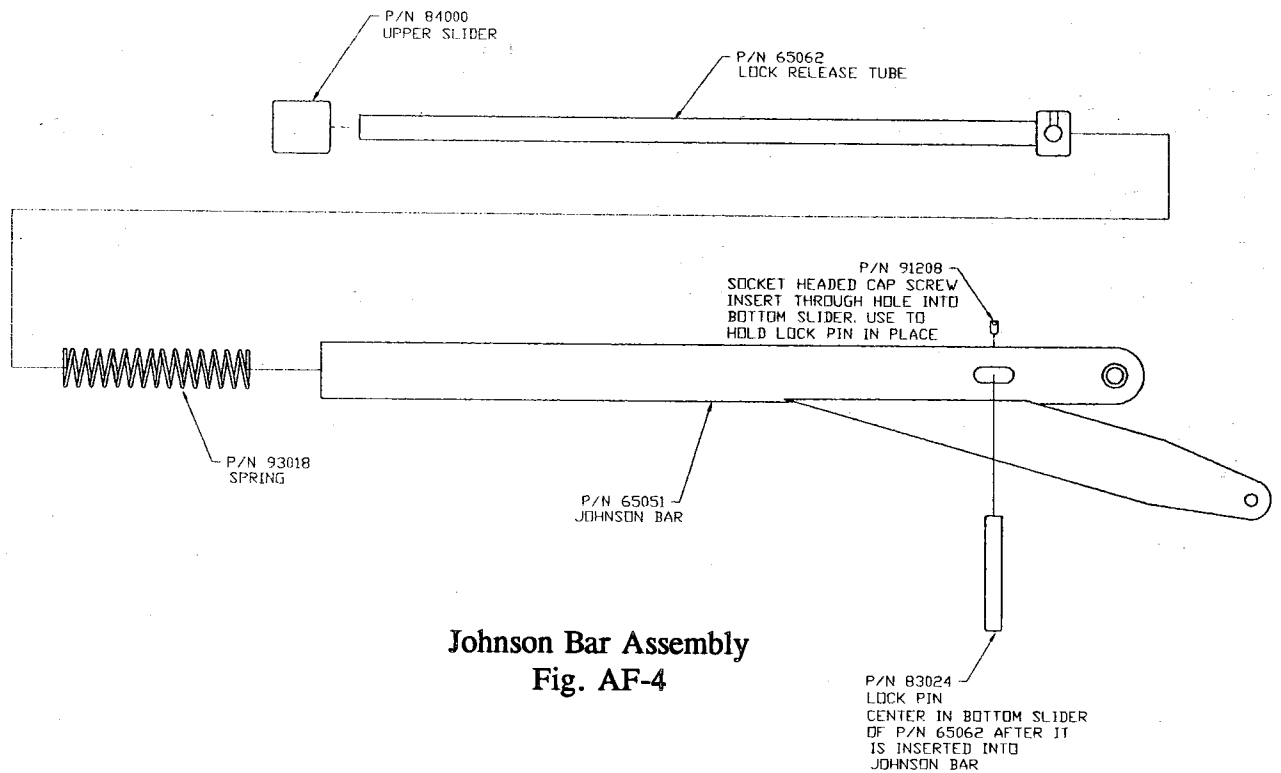


Johnson Bar Assembly

STEP (7): Assemble the #65051 Johnson Bar according to Fig. AF-4. As you insert the #65062 Lock Release Tube assembly into the Johnson Bar insert the #83024 Lock Pin through the "Lock Pin slot" at the bottom of the Bar and through the lower slider "Lock bracket" on the end of the #65062 Tube. To keep the Lock Pin from sliding out or shifting secure it into place with the #91208 Cap Screw. The Cap Screw is inserted through the hole in the top of the Johnson Bar.

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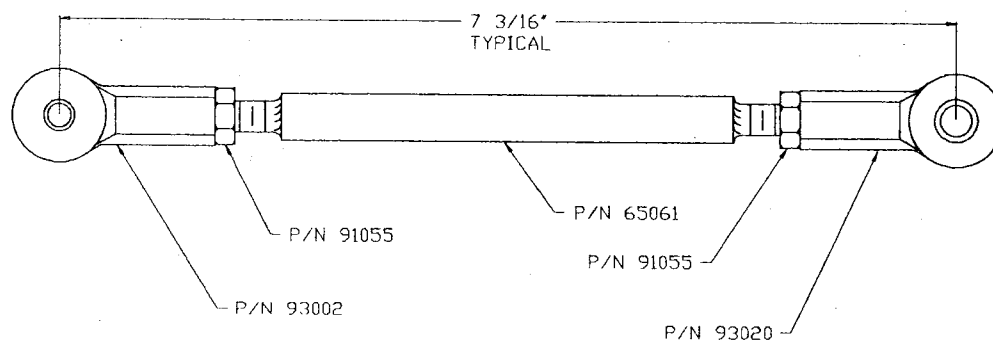
MODEL	ASSEMBLY Amphibious Float Installation	REVISION	DATE 12/04/92	SECTION Option	PAGE AF-4
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Johnson Bar Assembly
Fig. AF-4

STEP (8): Attach the #93002 and #93020 Rod Ends with #91055 Check Nuts on to the #65061 Push Pull Tube, per Fig. AF-5. Upon installation these Rod Ends will be at approximately 90 degrees to each other. Refer to the top photograph on page 4.

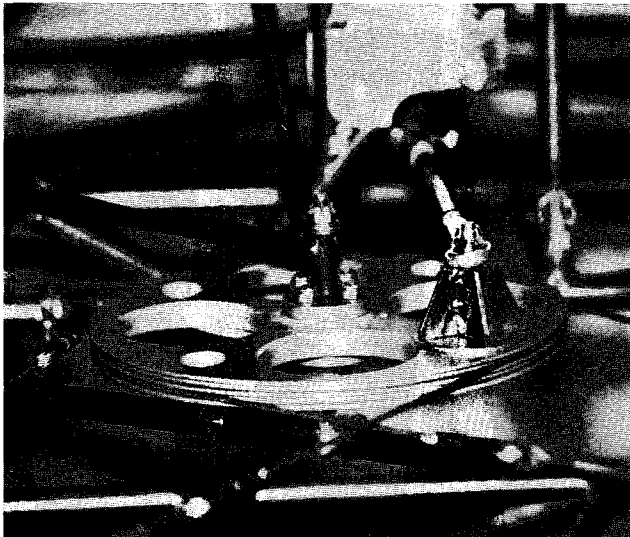
NOTE: ONE OF THE ROD ENDS WILL BE TURNED APPROXIMATELY 90°



Johnson Bar Push Pull Tube
Fig. AF-5

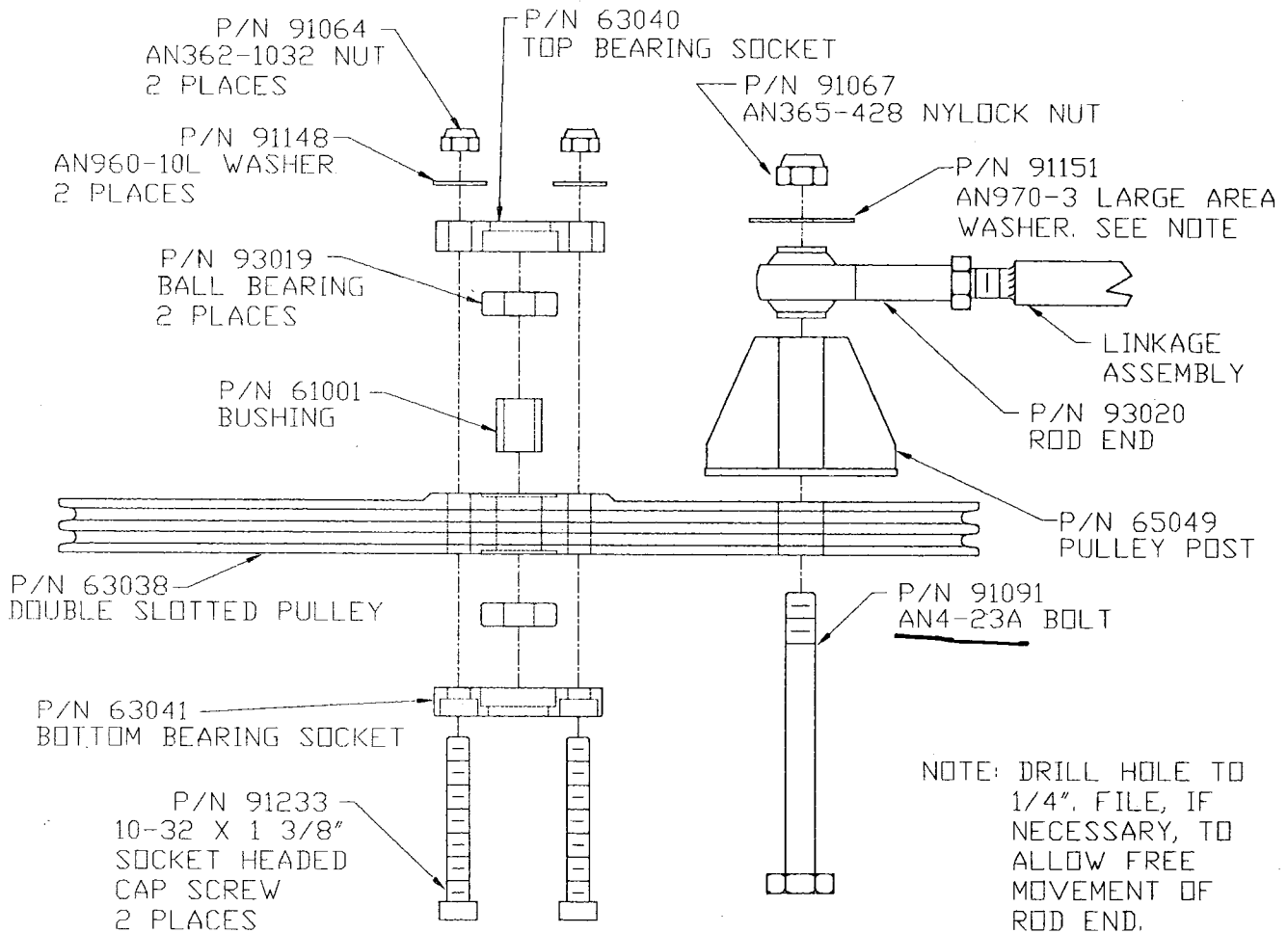
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STEP (9): Using Fig. AF-6, assemble Double Sided Pulley. All areas of this assembly should have been reamed for fit during the manufacturing process for easier installation.

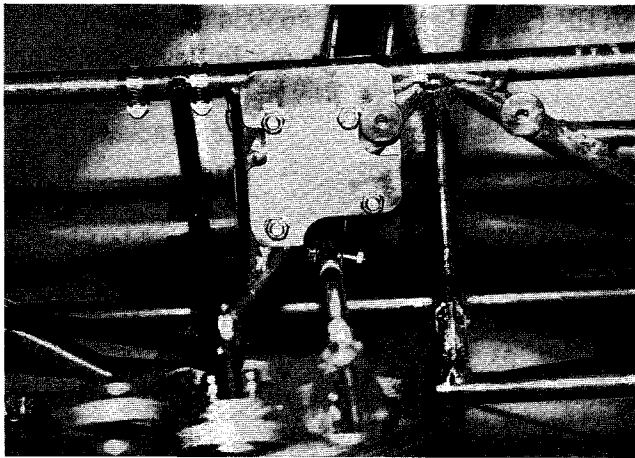
Double Slotted Pulley Overview



Double Slotted Pulley Assembly
Fig. AF-6

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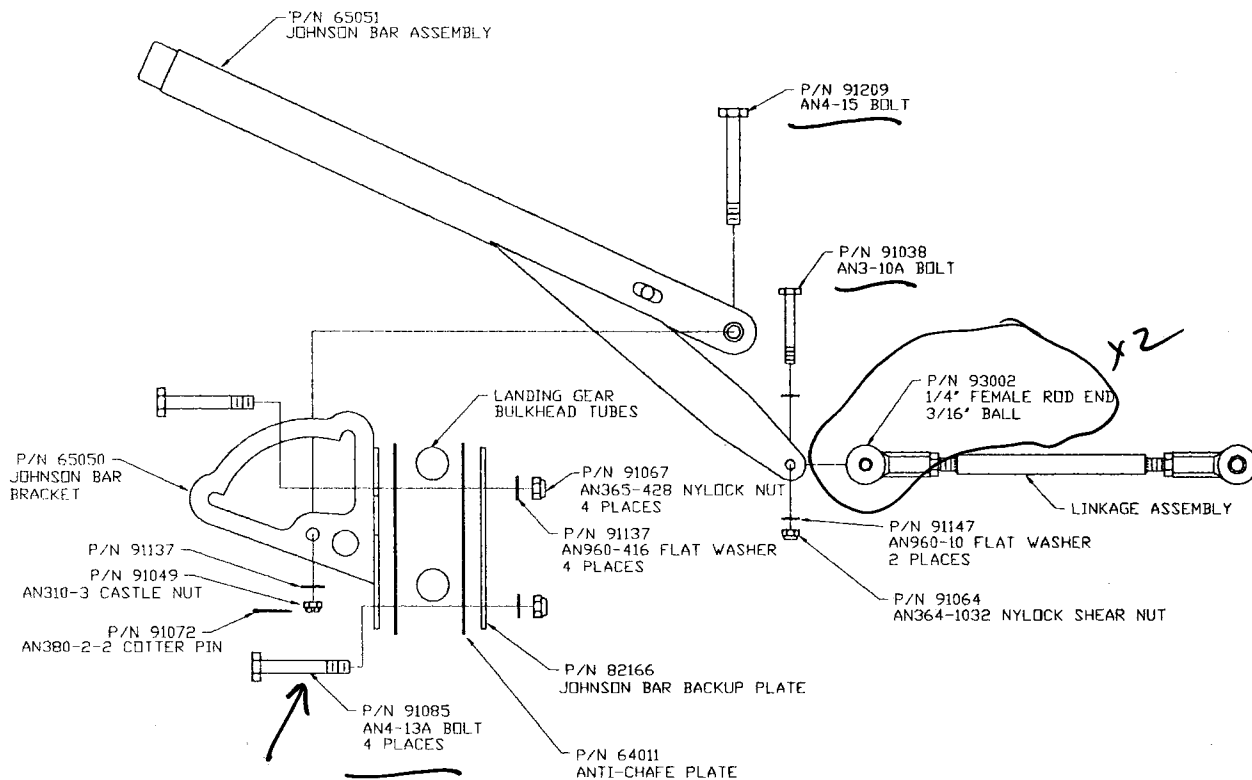
MODEL	ASSEMBLY	REVISION	DATE	SECTION	PAGE
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Johnson Bar Bracket to Fuselage

STEP (10): The #65050 Johnson Bar Bracket is mounted to the fuselage on the landing gear bulkhead, immediately left of the diagonal from the bulkhead to the floor (between the bungee attach points). With a #64011 Anti-Chafe Plate forward and aft of the landing gear bulkhead tubes attach the Bracket to the fuselage with four AN4-13A Bolts and appropriate hardware as shown in Fig. AF-7.

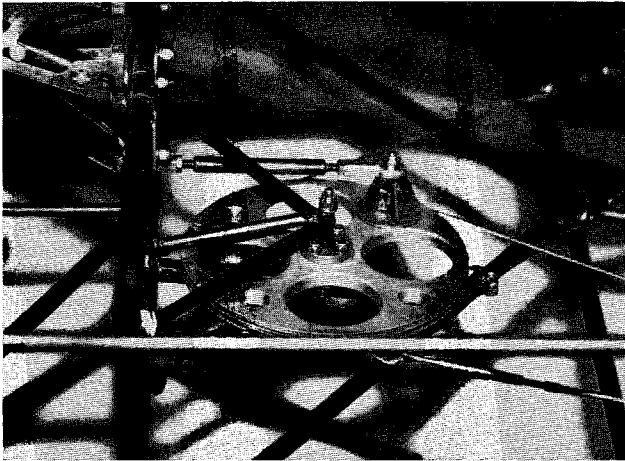
STEP (11): With the #65050 Bracket in place, attach the Johnson Bar Assembly to the Bracket with an AN4-15A Bolt per Fig. AF-7.



Johnson Bar Bracket Assembly
Fig. AF-7

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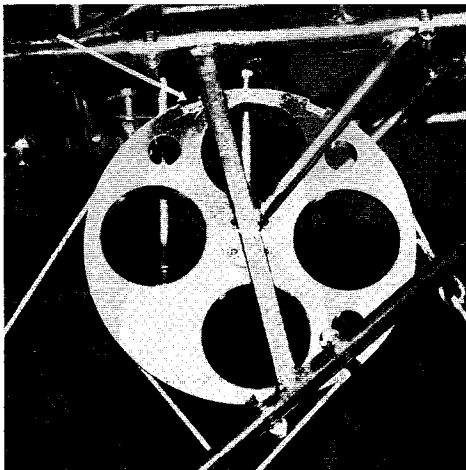
MODEL	ASSEMBLY	REVISION	DATE	SECTION	PAGE
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Pulley Upper Bracket

STEP (12): Install the #65054 Double Slotted Pulley Lower Bracket to the Pulley and Upper Bracket with an AN4-30A bolt as shown in Fig. AF-8. Then clamp the Lower Bracket to the fuselage tubing with hose clamps.

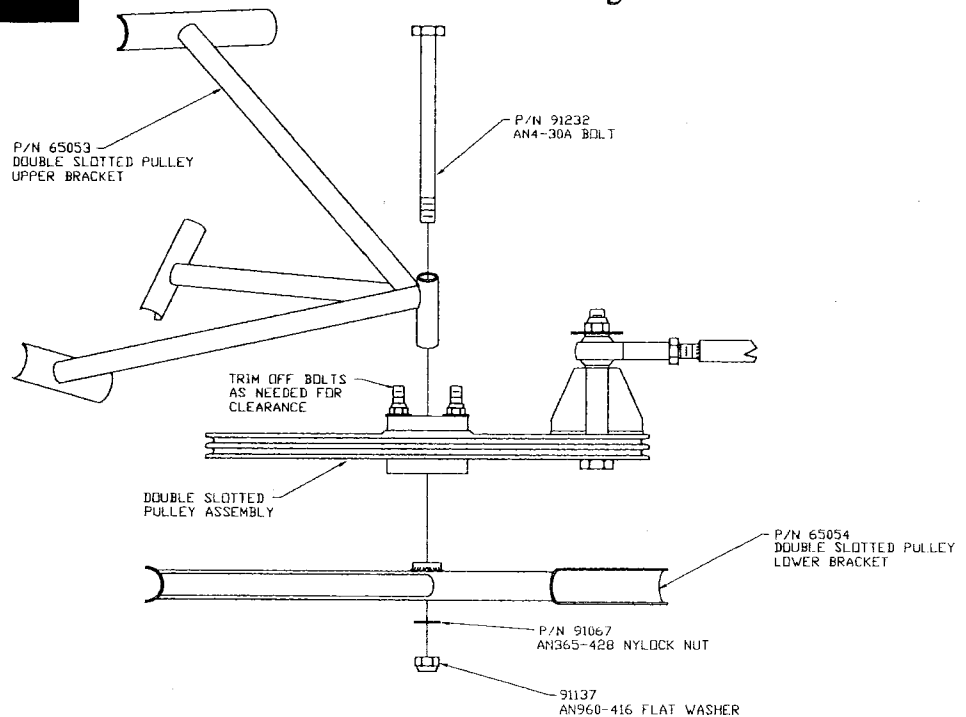
STEP (13): Attach the #65053 Double Slotted Pulley Upper Bracket to the landing gear bulkhead, left and below of the Johnson Bar Bracket as shown in Fig. AF-8, with hose clamps. If your bulkhead tubing is less than 5/8" O.D., shim the "saddle" of each Bracket with a piece of #64099 Tubing. (Note the Sleeve "stop" in the Pulley, adjacent photographs.)



Pulley Lower Bracket

STEP (14): Attach the Linkage Assembly to the Johnson Bar per Fig. AF-7 and the Pulley per Fig. AF-8.

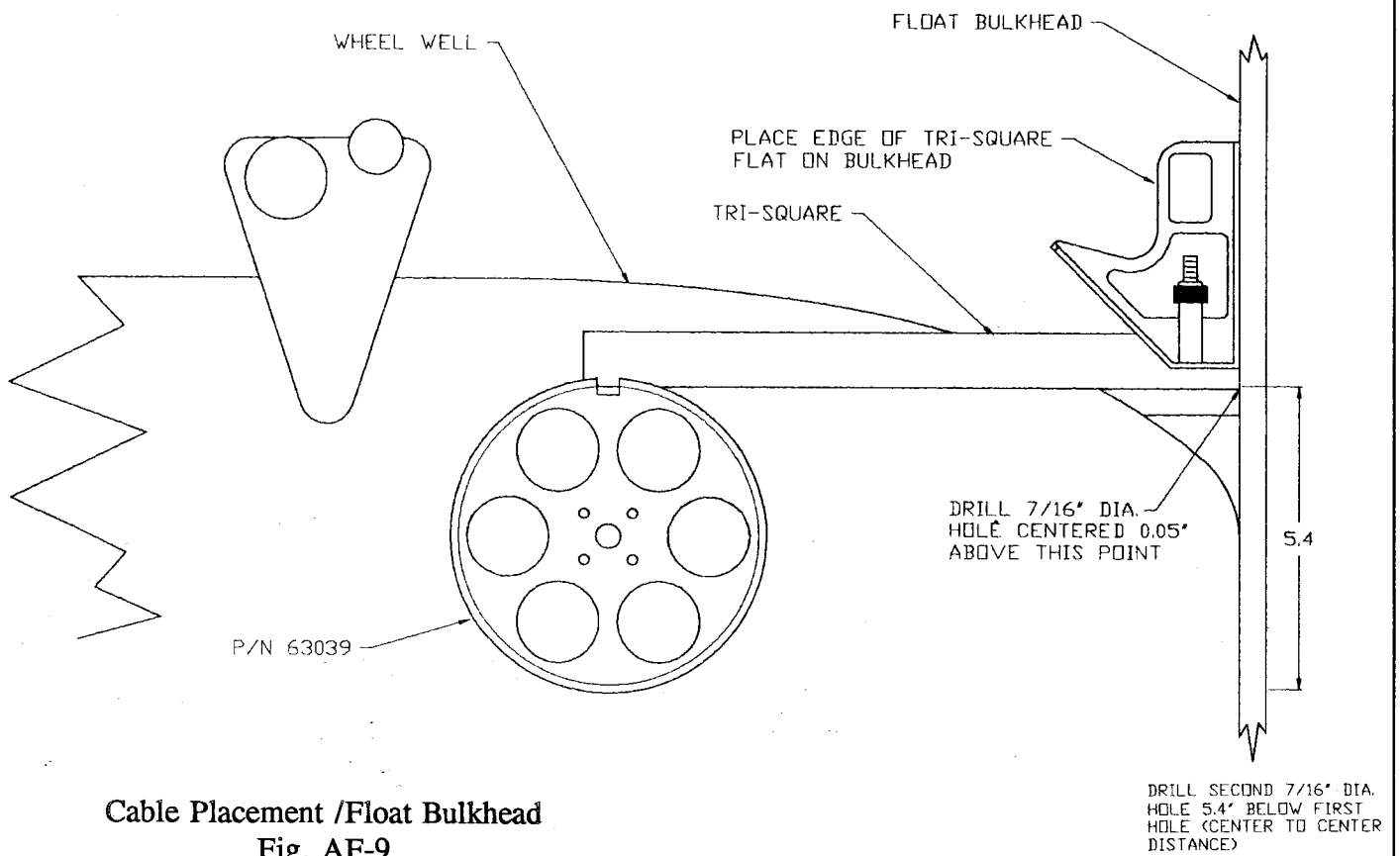
Pulley Bracket Assembly
Fig. AF-8



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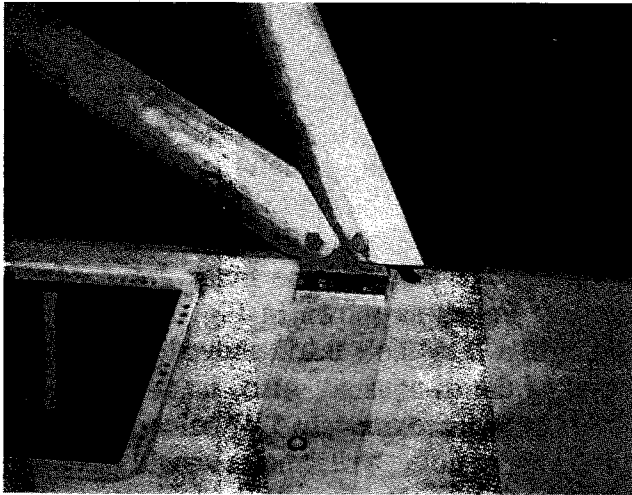
STEP (15): Remove the lid covering the bay above the main gear of each float if still attached to the float (this is the cover with three pump-out plugs). Using Fig. AF-9, locate and drill two 7/16" hole through the float bulkhead for cable fittings. Place the handle portion of a "Tri-Square" against the float bulkhead with the straight edge touching the inner groove of the #63039 Pulley as shown in Fig. AF-9. Mark and drill a 7/16" hole 0.05" above lower contact point of the tri-square. Also, mark and drill a 7/16" hole approximately 5.4" below the center of the upper hole. These holes should be in line with the Pulley. Refer to the middle photograph on page 10.



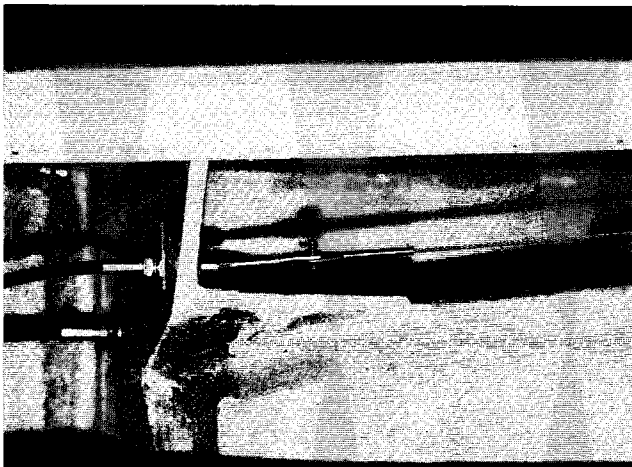
Cable Placement /Float Bulkhead
Fig. AF-9

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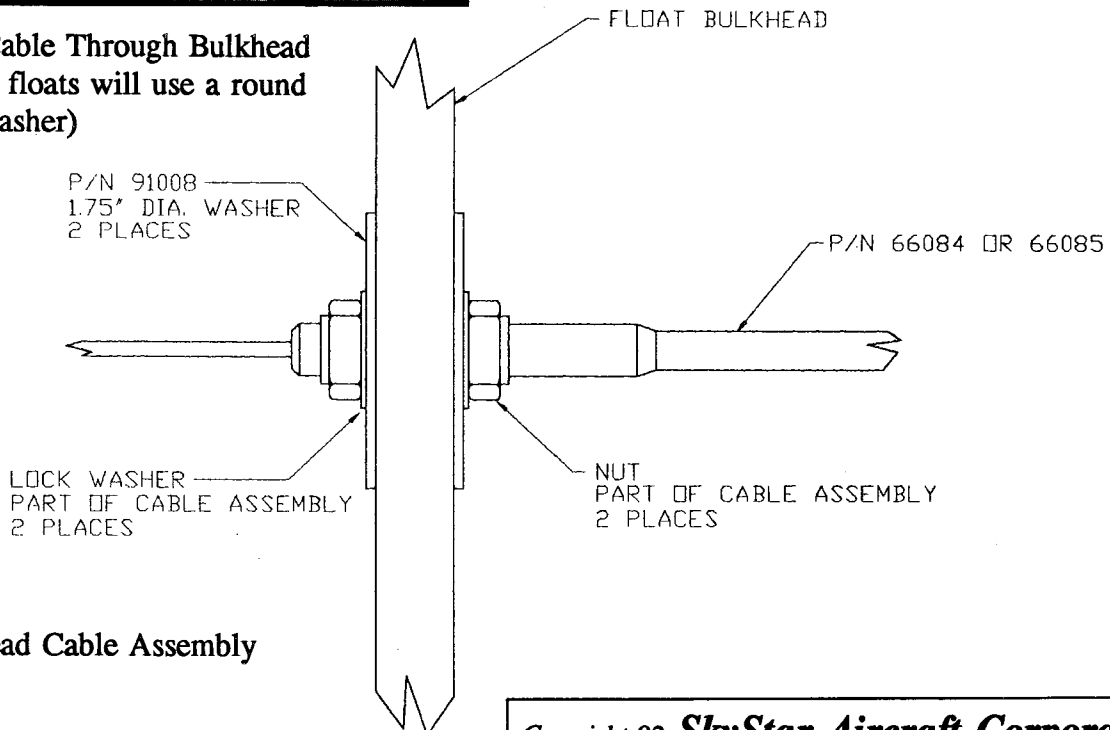
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Cables Into The Floats



Retraction Cable Through Bulkhead
(productions floats will use a round large area washer)



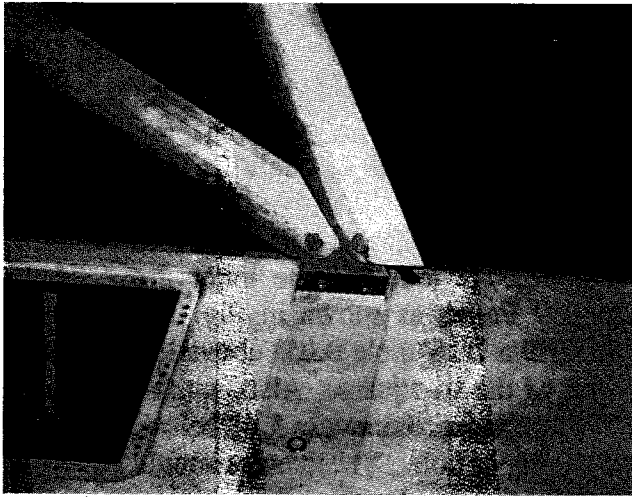
Float Bulkhead Cable Assembly
Fig. AF-10

NOTE: You will need to cut a small hole in the belly skin, above the Strut, to run the retraction and rudder control cables through.

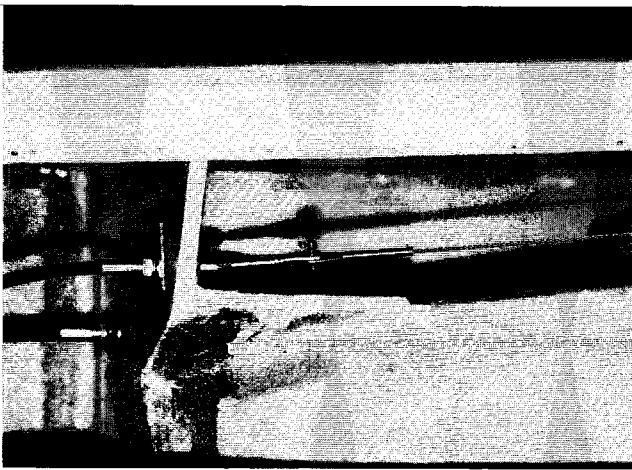
STEP (16): Thread the #66085 and #66084 Cables down rear struts and through the hole previously drilled into the top of the float. The #66085 Cable Assembly will attach to the upper end of the #66082 Assembly through the upper hole drilled in the bulkhead and the #66084 Cable Assembly will attach to the lower end of the #66082 Cable through the lower hole drilled in the bulkhead per Fig. AF-11. Attach the #66084 and #66085 Cables to the float bulkhead with the Assembly hardware and #91008 Large Area Washers on each side of the bulkhead, per Fig AF-10. The "fork" end of the Retraction Cable goes into the float.

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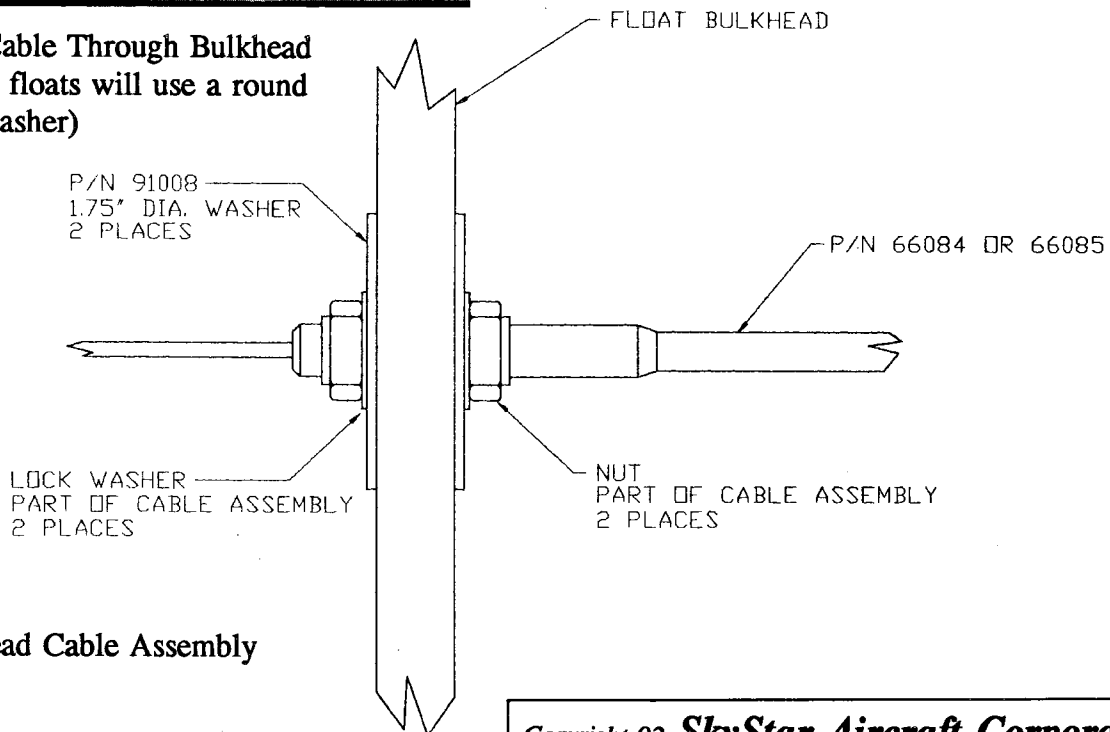
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Cables Into The Floats



Retraction Cable Through Bulkhead
(productions floats will use a round large area washer)



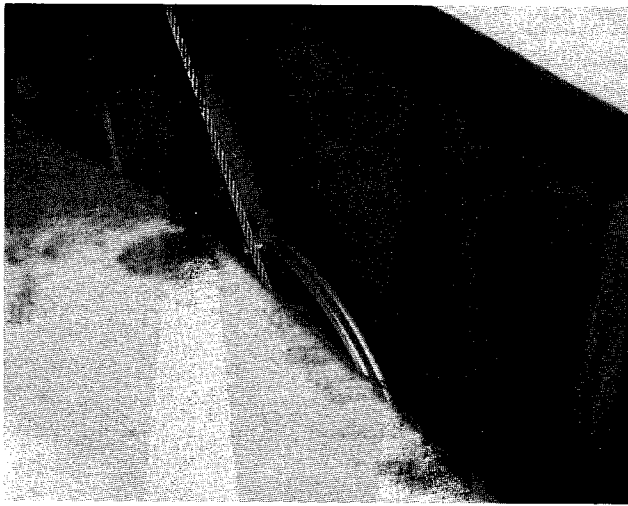
Float Bulkhead Cable Assembly
Fig. AF-10

NOTE: You will need to cut a small hole in the belly skin, above the Strut, to run the retraction and rudder control cables through.

STEP (16): Thread the #66085 and #66084 Cables down rear struts and through the hole previously drilled into the top of the float. The #66085 Cable Assembly will attach to the upper end of the #66082 Assembly through the upper hole drilled in the bulkhead and the #66084 Cable Assembly will attach to the lower end of the #66082 Cable through the lower hole drilled in the bulkhead per Fig. AF-11. Attach the #66084 and #66085 Cables to the float bulkhead with the Assembly hardware and #91008 Large Area Washers on each side of the bulkhead, per Fig AF-10. The "fork" end of the Retraction Cable goes into the float.

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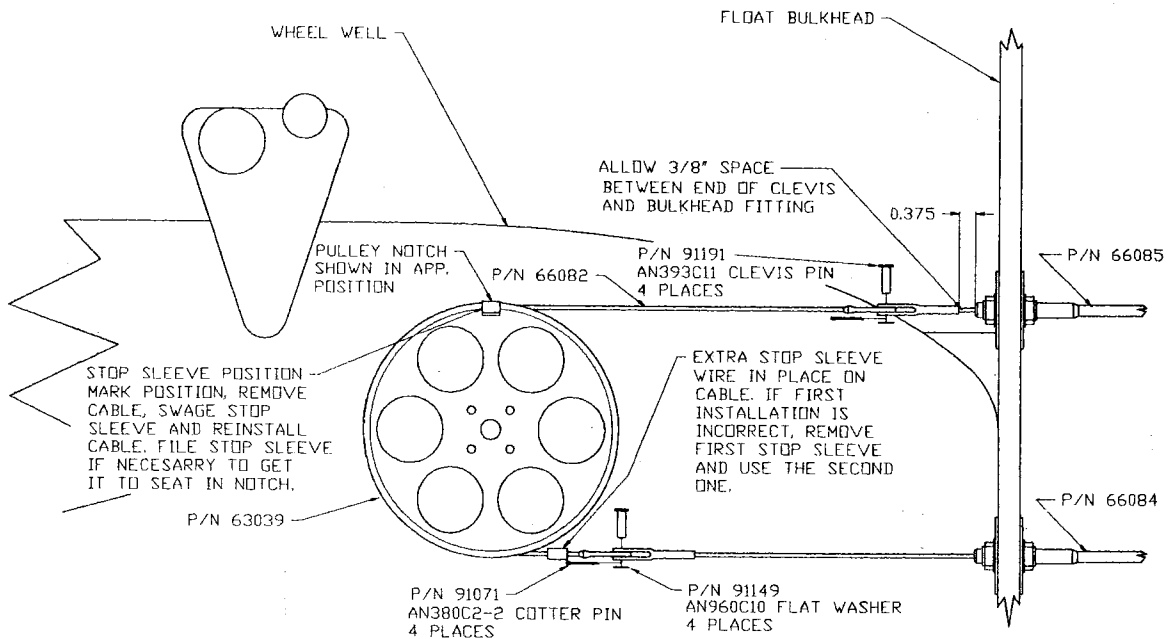


Cable Pulley "Stop Notch"

STEP (17): The #66082 Cable Assembly comes with two "stop sleeves"; the second one is used in-case the first installation is incorrect, then the first one can be removed and the second one used. Attach the #66082 Assembly to the #63039 Float Pulley and #66084 and #66085 Assemblies per Fig. AF-11. Make sure the main gear are in the down and locked position. With the #63039 Pulley in the "apply" or "extended" position ("stop notch" at twelve o'clock) mark the Cable for the "stop sleeve". There should only be 0.375" (3/8") of cable showing between the conduit and clevis on the Upper Cable Assembly (Fig. AF-11).

STEP (18): Double check all measurements and positions. Remove the #66082 Assembly and swage the first "stop sleeve" into place on the Cable. If the "stop sleeve" does not seat into the notch, file it where necessary so that it will. Re-assemble.

NOTE: POSITIONS SHOWN WITH GEAR IN A DOWN POSITION

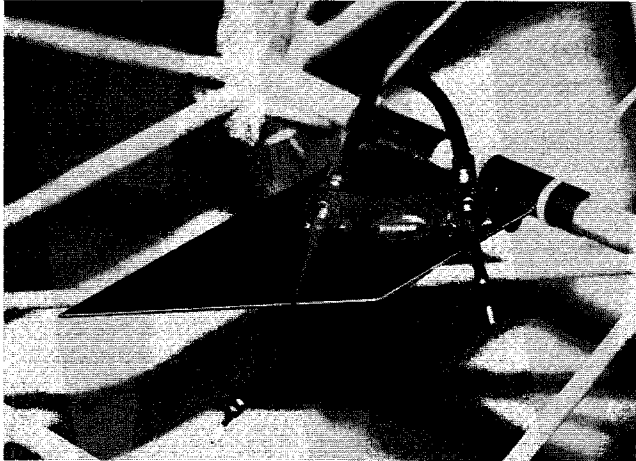


Float Pulley Cable Assembly
Fig. AF-11

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NOTE: Wire or tape the extra nicopress sleeve against the bottom clevis pin assembly, while fitting the first sleeve into position. If you decide that the extra sleeve is not needed, cut it off the cable. If the extra sleeve is needed, cut the first sleeve off the cable, reposition, and swage the second sleeve.



Fuselage Cable Bracket

The next few Steps will deal with installation of the retraction cables in the fuselage. The installation of the #65055 and #65056 Cable Brackets is identical. The distance shown for placement of the Brackets, 3.9" from the outboard fuselage edge is for reference only (Fig. AF-12). The best position is achieved when the cables exit directly out of the conduit without any bends.

STEP (19): The #65055 and #65056 Cable Brackets attach on the inside of the fuselage, just forward of the rear bulkhead. These Brackets are manufactured long, so that one size fits all. Slide these Brackets into place and install the #66084 and #66085 Cables to the Brackets as shown in Fig. AF-12. Use steel hose clamps or tie wraps on the aft flanges to hold in place for this temporary assembly.

NOTE: You may need to cut a slot in one or more of the saddle brackets, that attach the #65056 Bracket to the fuselage, to clear the pre-welded tabs for the small cargo pod.

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DOUBLE SLOTTED PULLEY BRACKETS
NOT SHOWN FOR CLARITY
JOHNSON BAR AND LINKAGE

NICOPRESS SLEEVE
SLOT

NOTE: BEFORE POSITIONING NICOPRESS SLEEVE THE GEAR SHOULD BE DOWN AND LOCKED, LINKAGE ASSEMBLY (P/N 65061) ATTACHED TO DOUBLE SLOTTED PULLEY AND JOHNSON BAR (P/N'S 63038 AND 65051) AND THE JOHNSON BAR LOCKING PIN IN THE DOWN AND LOCKED POSITION OF THE BRACKET (P/N 65050).

P/N 63038
DOUBLE SLOTTED PULLEY

COVER ALL CABLE ENDS WITH HEAT SHRINK TUBING (P/N 64007) 4 PLACES

P/N 92013
NICOPRESS SLEEVE 18-2-G, 5 PLACES

P/N 92020
ANI00-4
CABLE THIMBLE 4 PLACES

P/N 91211
ANI70-16LS
TURNBUCKLE CABLE EYE, 4 PLACES

P/N 96004
3/8" STEEL HOSE CLAMP 4 PLACES

P/N 91214
ANI55-16S
TURNBUCKLE BARREL, 4 PLACES

P/N 96022
7/16" STEEL HOSE CLAMP 4 PLACES

P/N 65056
LEFT CABLE BRACKET

P/N 65055
RIGHT CABLE BRACKET

P/N 66085
SHORT CABLE

P/N 66084
LONG CABLE

USE DIMENSIONS AS A REFERENCE, THE PROPER POSITION IS ACHIEVED WHEN THE CABLES DO NOT BEND AT THE CABLE EXIT POINTS

SAFETY WIRE ALL TURNBUCKLES AFTER RIGGING IS COMPLETE

P/N 92020
ANI00-4
CABLE THIMBLE 4 PLACES

P/N 91211
ANI70-16LS
TURNBUCKLE CABLE EYE, 4 PLACES

P/N 91214
ANI55-16S
TURNBUCKLE BARREL, 4 PLACES

P/N 96004
3/8" STEEL HOSE CLAMP 4 PLACES

P/N 96022
7/16" STEEL HOSE CLAMP 4 PLACES

P/N 92013
NICOPRESS SLEEVE 18-2-G, 5 PLACES

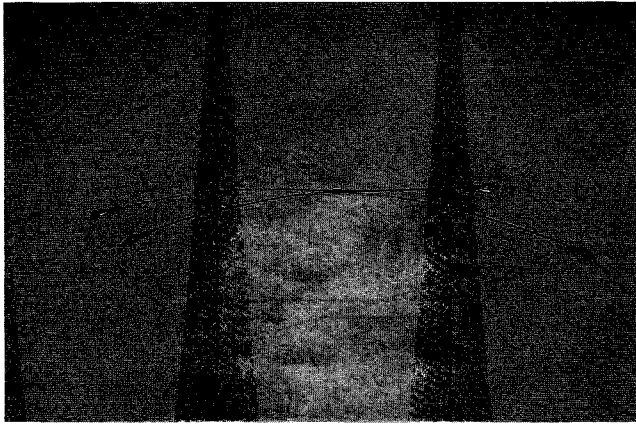
P/N 65056
LEFT CABLE BRACKET

P/N 65055
RIGHT CABLE BRACKET

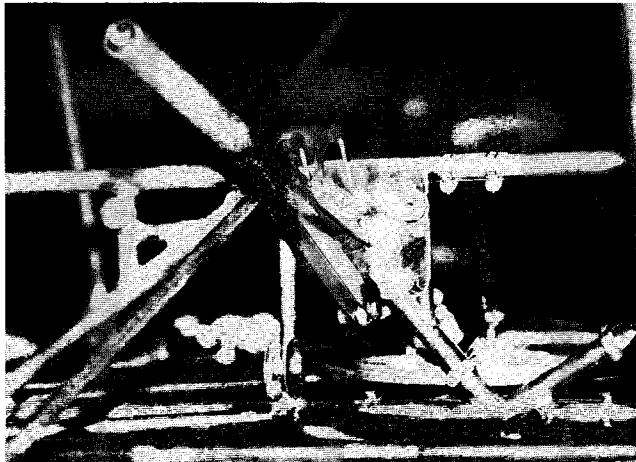
AFTER POSITIONING, TRIM EDGE SO THAT IT EXTENDS JUST PAST DIAGONAL TUBE. DRILL A 3/8" DIA. HOLE AND FLATTEN END WITH FILE AS SHOWN

Fuselage Retraction Assembly
Fig. AF-12

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Turnbuckle Cable Assembly

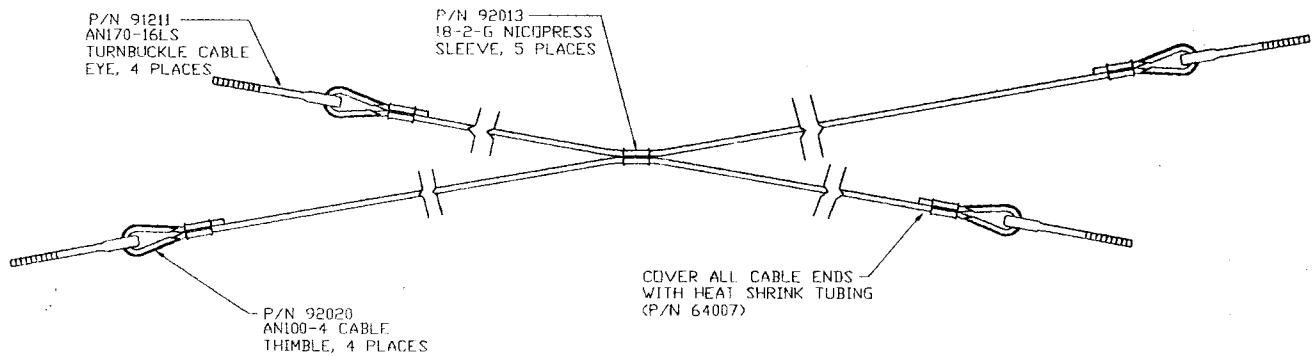


Johnson Bar Assembly "Down" Lock

STEP (20): Cut the 8 ft. section of 3/32" Cable (#65057) in half. On one end only, of each Cable, swage a #92020 Cable Thimble and #91211 Turnbuckle Cable Eye into place with a Nicopress Sleeve. Refer to Fig. AF-12 and AF-13.

STEP (21): Screw the attached Turnbuckle Cable Eye into the #91214 Turnbuckle Barrel coming off each #66085 Cable. leave only one or two threads showing on the Eye. Slide a #92013 Nicopress Sleeve onto one Cable, then slide the other Cable through the remaining hole in the Sleeve (this will be for the Nicopress Sleeve "slot" on the #63038 Pulley, do not swage at this time) refer to Fig. AF-13.

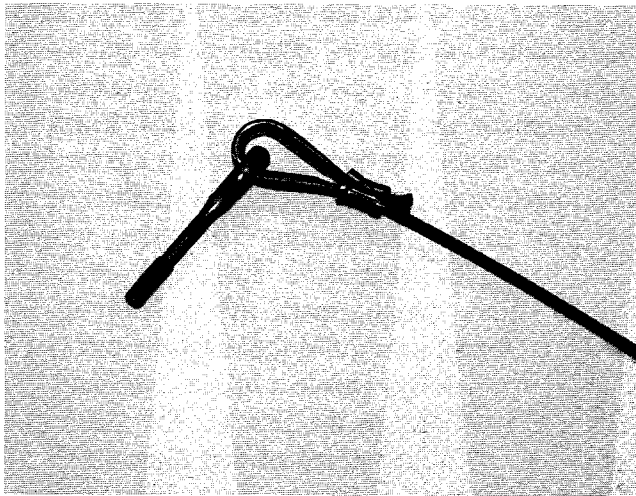
STEP (22): Make sure the gear is down and locked. Put the Johnson Bar in the down position and make sure the Locking Pin is locked into the down position of the #65050 Bracket. The Linkage Assembly should be connected to the #63038 Pulley and the Johnson Bar.



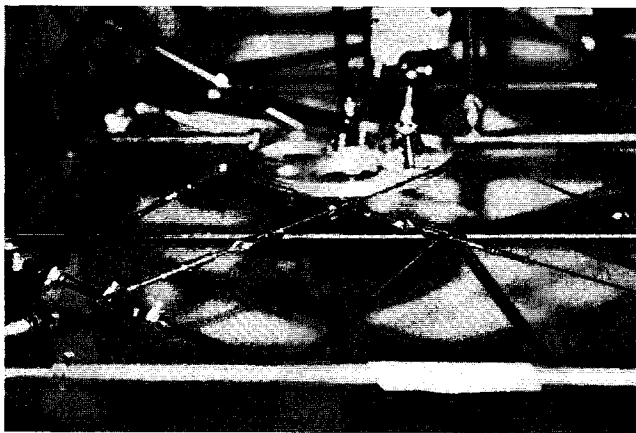
Fuselage "Double Slotted Pulley" Cable Assembly
Fig. AF-13

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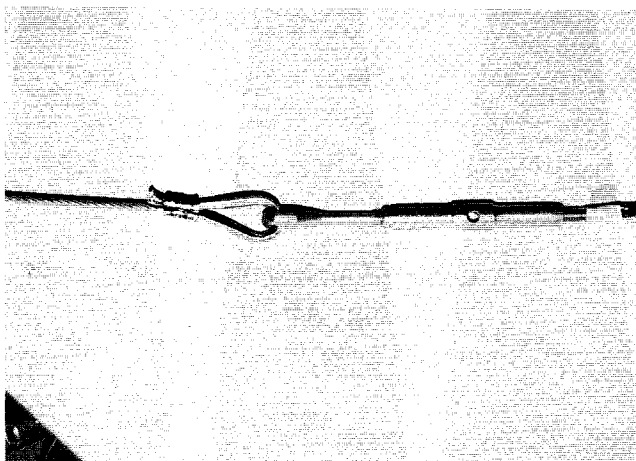
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Thimble/Turnbuckle Cable Eye Assembly



Double Slotted Pulley/Cable Assembly



Thimble/Turnbuckle Assembly

STEP (23): Thread the remaining Turnbuckle Cable Eyes into the Turnbuckle Barrels coming from the #66084 Cables (only leave one or two threads showing on the Eye). Slip a Cable Thimble onto each Eye.

STEP (24): Wrap the cut #65057 Cable around the Double Slotted Pulley, slide the Nicopress Sleeve, that will hold both cables, into the "slot"(Fig. AF-12). Thread the remaining Cable through the "stop" Sleeve (Fig. AF-13). Slide an inch long section of Heat Shrink Tubing onto each cable. Now thread one of the Cables through a respective Thimble, that is now on the #66084 Cable Assembly. Tighten, so the Cable is taut and mark the Cable position for the swaging of Nicopress Sleeves at the "slot" and the Thimble. Refer to Fig. AF-12 and AF-13.

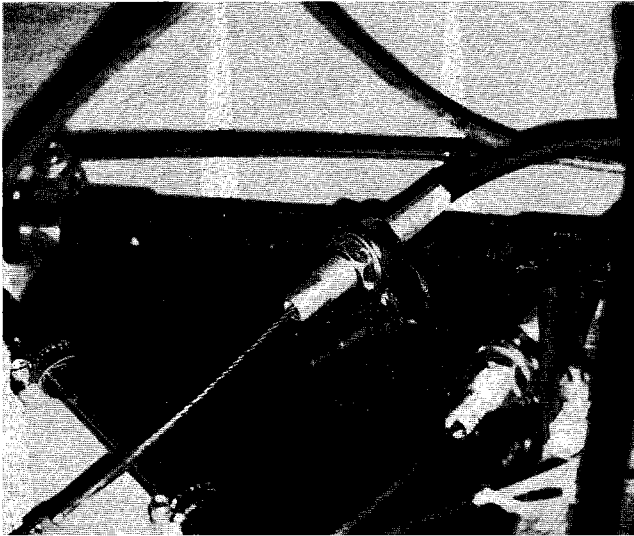
NOTE: A Nicopress Sleeve can be temporarily secured to the cable by slightly crimping it with a pair of dykes.

STEP (25): Crimp and hold the Sleeve next to the Thimble, in place with a pair of pliers. Double check all measurements and positions before swaging. Swage the remaining Thimble onto the other Cable in the same manner. Also, swage the "Stop" Sleeve onto both Cables.

STEP (26): Cut any excess Cable off, slide the Heat Shrink over the swaged Sleeve and Cable end, and shrink the #64007 Shrink Tubing. Re-assemble. Tighten the #66085 Cable first. Final adjustment is completed when actuating the retract system.

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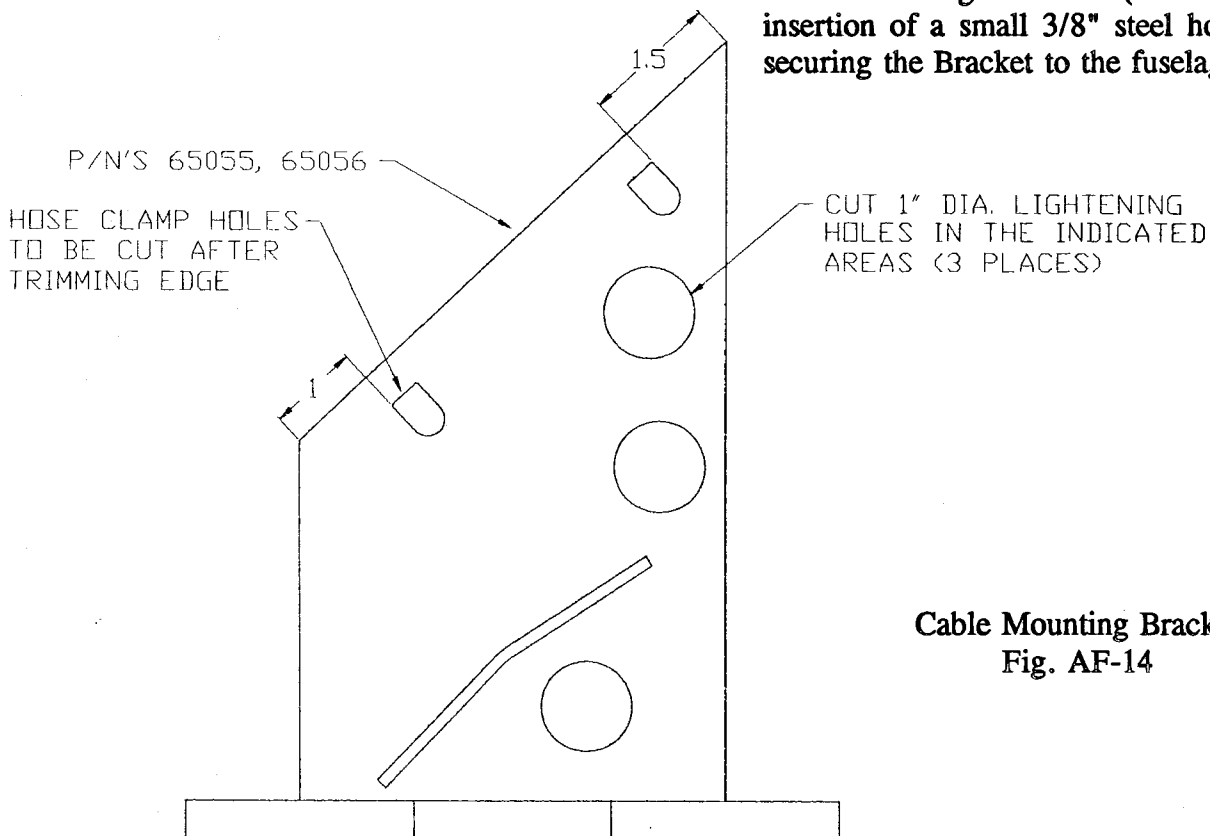
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Cable Bracket Installation

STEP (27): With the "loop" of both Cables Assemblies complete, from float pulley to fuselage pulley, you can now finalize the position for the #65055 and #65056 Brackets. Slightly loosen the hose clamps that are holding the Brackets in place. Adjust the position of the Bracket so that the exiting Cables are straight with no bends upon exit. Re-clamp and mark the position. Also, mark the position of the Bracket in relationship to the diagonal tubing on the fuselage belly, (leave a slight overhang per Fig. AF-12). Mark the Bracket for placement of two 3/8" holes just aft of that diagonal brace (forward on the Bracket, refer to Fig. AF-14).

STEP (28): Remove the Cable Assemblies and the Brackets. Trim each Bracket so that there is a slight overhang forward of the diagonal tube. Drill two 3/8" holes approximately 3/16" aft of where the diagonal tubing will lay, 1" and 1 1/2" inboard from each side of the Bracket, per Fig. AF-14. Using a small file, square the forward edge of each 3/8" hole, to the diagonal brace. See Fig. AF-14. (This will allow the insertion of a small 3/8" steel hose clamp for securing the Bracket to the fuselage bracing.)



Cable Mounting Bracket
Fig. AF-14

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NOTE: Drill three 1" lightening holes in the #65055 and #65056 Brackets if you choose. Use Fig. AF-14 as a guide for the locations of these holes.

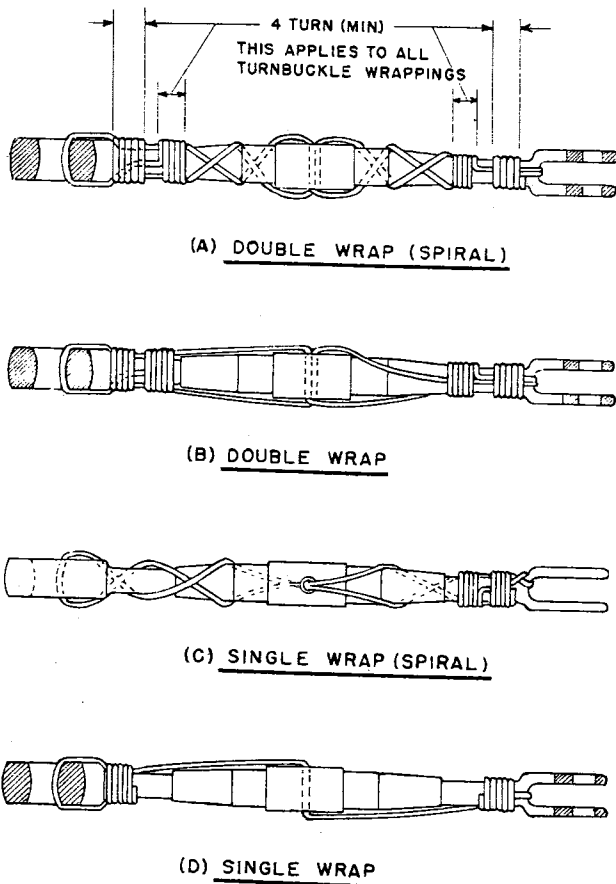
STEP (29): Re-assemble and secure all Cables and Brackets.

STEP (30): (Now is time to check the "clocking" of the Pulleys and Cables to the retract positions of the gear.) With the floats still on blocks, depress the button on the Johnson Bar and pull the Bar up (retracting the gear) into the "up lock" position.

NOTE: When retracting the gear, it is easier to release the locking pin from the locked position, if you will push down on the Bar as you depress the release button. Like wise, if you will pull up on the Bar when trying to release the locking pin to extend the gear, it will be much easier.

STEP (30): If, in the retraction or extension of the gear, there is too much tension on the cables, you will need to adjust that Cable Assembly, by loosening the Turnbuckle(s). Then, if the gear does not fully retract, tighten the #66084 Cables. Relative tension in the Cables must be adjusted so that "up" and locked, and "down" and locked conditions are met. (Linkage length of part numbers #65061, #93002, and #93020 can also be adjusted if necessary.) Down Cable tension should be approximately 30 lbs.

NOTE: Make sure that the nose wheel is in the correct position for retraction, so that it will not hang up. Also, when the gear is in the "down and locked" position make sure all gear linkage is "over center", firmly and positively.



Safetying Turnbuckles
Fig. AF-15

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STEP (31): Seal all cable holes going into the floats with a good silicone, to protect against leakage. Safety wire all Turnbuckles with .04 Stainless Steel safety wire. Refer to Fig. AF-15 and the top photograph on page SF-11, of the Straight Float instructions.

STEP (32): Cycle the gear and observe the Control Cable movement. Secure all wiring and hoses to the fuselage with the wraps to prevent contact with cable or trunbuckle movement.

STEP (33): Follow the Weight and Balance instructions found at the end of the Straight Float instructions.

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