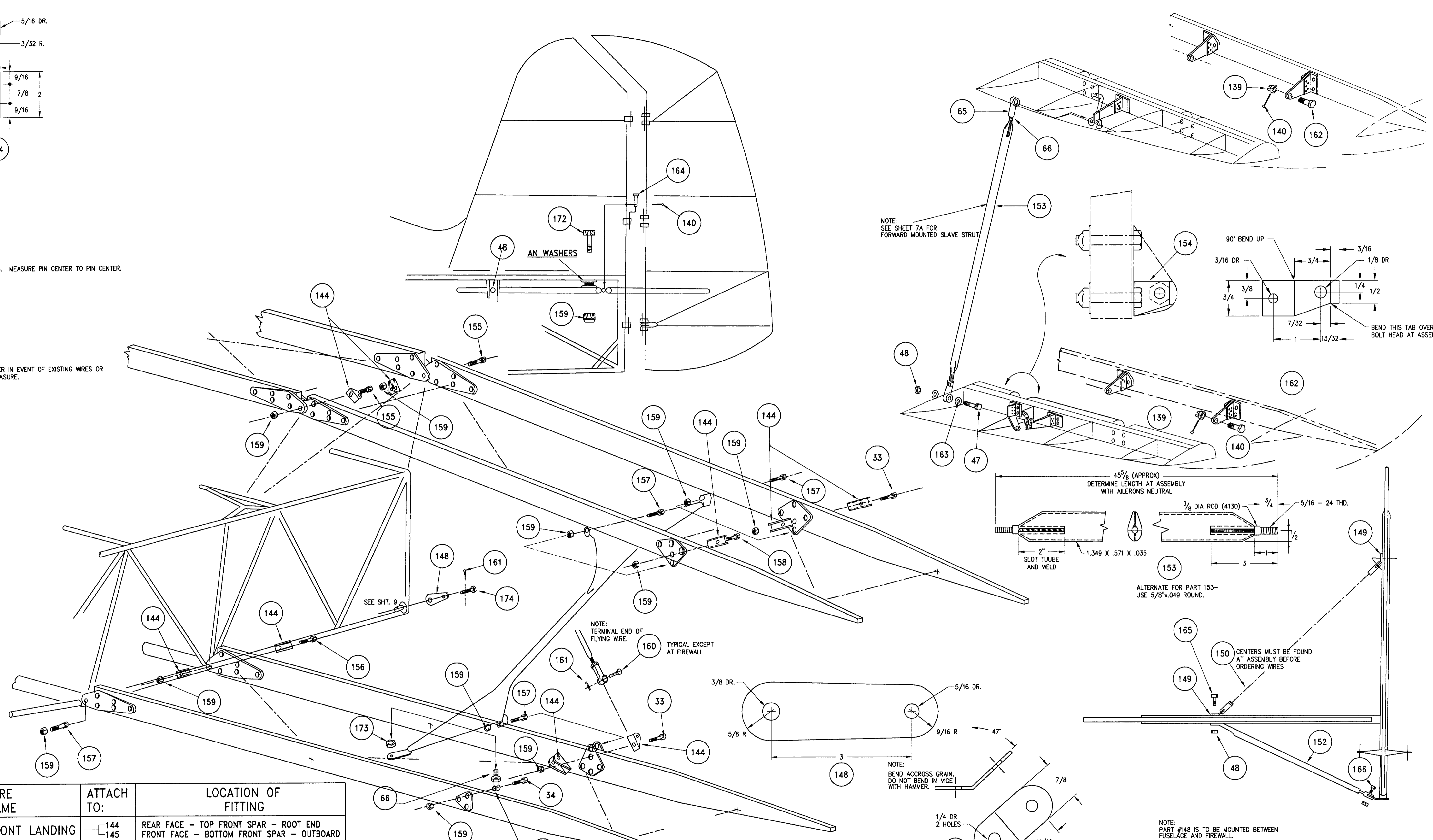


NOTE:  
IT IS BEST TO RIG PLANE WITHOUT COVERING. MEASURE PIN CENTER TO PIN CENTER.

NOTE:  
FITTINGS CAN BE MADE LONGER OR SHORTER IN EVENT OF EXISTING WIRES OR THERMAL CHANGES IN LENGTH OF TAPE MEASURE. SOME WHERE ALONG THE ENTIRE PROCESS.



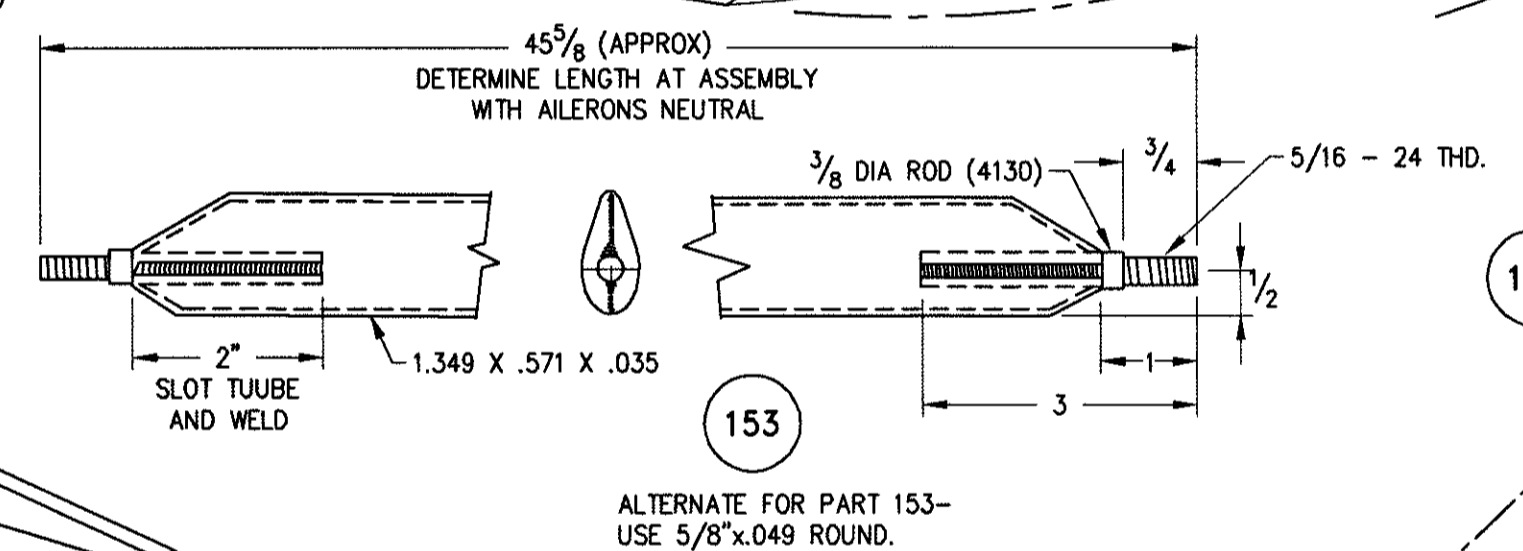
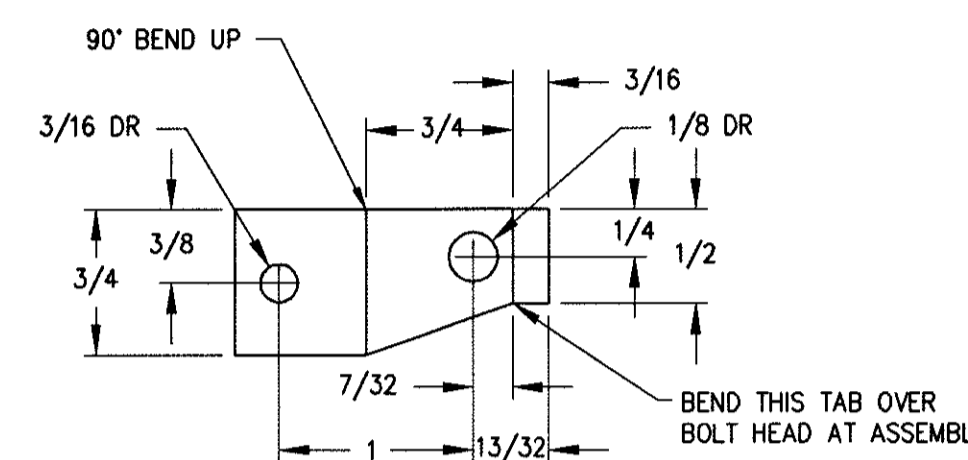
NO.	WIRE NAME	ATTACH TO:	LOCATION OF FITTING
167	FRONT LANDING	144 145	REAR FACE - TOP FRONT SPAR - ROOT END FRONT FACE - BOTTOM FRONT SPAR - OUTBOARD
168	REAR LANDING	144 145	FRONT FACE - REAR TOP SPAR - ROOT END REAR FACE - BOTTOM FRONT SPAR - OUTBOARD
169	FRONT FLYING	148 147	FIREWALL FRONT FACE - TOP FRONT SPAR - OUTBOARD
170	CENTER FLYING	144 147	REAR FACE - BOTTOM FRONT SPAR - ROOT END FRONT FACE - TOP FRONT SPAR - OUTBOARD
171	REAR FLYING	144 146	REAR FACE - BOTTOM FRONT SPAR - ROOT END FRONT FACE - TOP REAR SPAR - OUTBOARD

NOTE: 2 EACH REQUIRED.

NOTE:  
WING WIRES NOT SHOWN  
TO DETERMINE CORRECT CENTERS, WINGS MUST BE ASSEMBLED TO FUSELAGE.  
TOP WING HAS NO INCIDENCE OR DIHEDRAL. BOTTOM WING HAS 1° INCIDENCE AND 1/2° DIHEDRAL.

NOTE:  
FLYING WIRES ARE MEASURED TWO WAYS AND IT MUST BE MADE CLEAR WHICH YOU ARE TALKING ABOUT.  
A. CENTER OF TERMINAL TO CENTER OF TERMINAL.  
B. ACTUAL LENGTH OF FLYING WIRE-END OF THREAD TO END OF THREAD.

NOTE:  
SEE SHEET 7A FOR FORWARD MOUNTED SLAVE STRUT

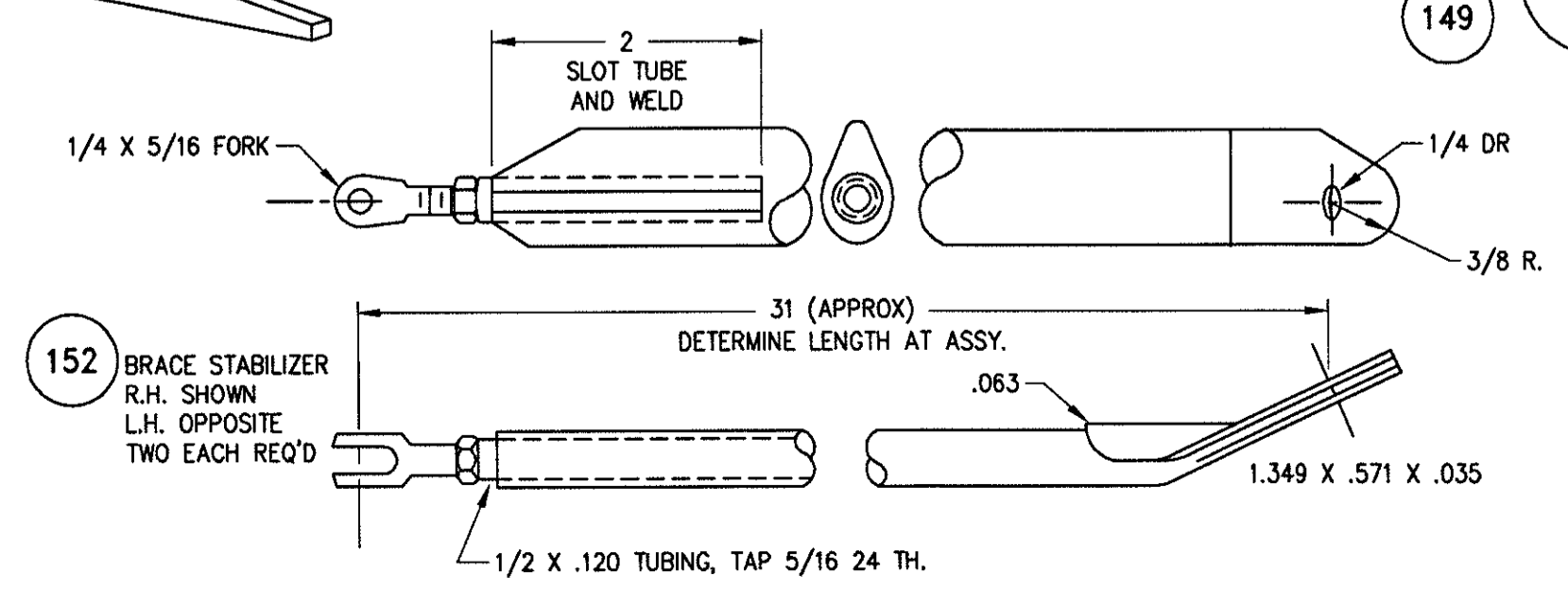


ALTERNATE FOR PART 153-  
USE 5/8"x.049 ROUND.

NOTE:  
CENTERS MUST BE FOUND AT ASSEMBLY BEFORE ORDERING WIRES

NOTE:  
BEND ACROSS GRAIN. DO NOT BEND IN VICE WITH HAMMER.

NOTE:  
PART #148 IS TO BE MOUNTED BETWEEN FUSELAGE AND FIREWALL.



NOTE:  
SOME STARDUSTERS HAVE ROUND OR STREAMLINE BRACE STABILIZERS.  
A. DO NOT USE CUT THREADS.  
B. CONSIDER ROCK DAMAGE TO THESE TYPES OF BRACES. THEY ARE NEAR GROUND AND PROP BLAST WILL THROW DEBRIS.  
C. IF GOING THIS WAY, USE AT LEAST 5/16" DIA RODS.

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REVISION:	DATE:
1	5/12/99

Sheet No. 15 Starduster Too Model SA300

DRAWN BY: 6/1/98  
DESIGN BY:

GENERAL ARRANGEMENT

129 Chuck Yeager Way, Oroville, CA 95965  
PHONE: 530-534-7434 FAX: 530-534-7451  
WEB SITE: www.starduster.com

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