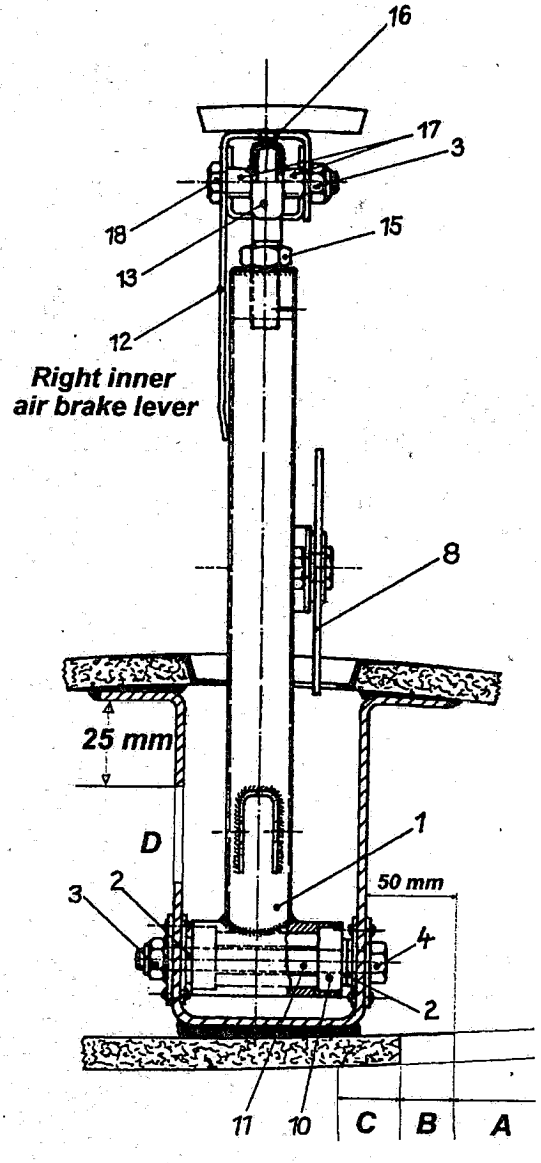
Overview:
1. Cross section through air bake box, lever extended
2. Cross section through air brake box in wing span direction
3. List with details of fabric, splicing width, resin/hardener and heat treating
4. Special hints for disassembly and assembly

Two possible procedures are provided:

(a) Opening **A** in wing underside behind air brake box, Opening **D** in air brake box:
Advantages: - uncomplicated disassembly of levers due to direct access to bolt using ratchet
- Holding tool 1 bent ring spanner
Disadvantages: - Splicing and paint job at under side outer shell

(b) Both Openings (**D** + **D** reversed) in air brake box
Advantages: - No outer shell work required
Disadvantages: - difficult disassembly of lower bolt
- 2 symmetrically identical tools made from ring spanners (welding required)

Picture 1 Section through air brake box:
(invalid for **LS6**, **LS6-a** and **LS6-b,** see picture 3)



Procedure (a)

A = Opening in lower shell behind air brake box
Edge A-B must be 50 mm <2 in> behind box
and aligned with lever axis

B = Splicing width for inner layers
C = Splicing width for outer layers
For splicing width, see type related table, page 4

D = Opening in air brake box
Upper edge 25 mm <1 in> below shell
Horizontal displacement: at edge
min. 50 mm <2 in>
See also picture 2

2 = Washers
3 = self-locking Nut M6 LN 9348 or DIN 6924 -**8**
4 = Bolt M6
10 = Ball bearing 626 2RS
11 = Bearing spacer

Procedure (b)

No Opening **A with B & C**

Opening **D** before and behind air brake lever
with identical values for horizontal displacement
upper edge distance from shell

Attention: For hints regarding disassembly and assembly of brake levers and exchange of ball bearings **10** see page 5.

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