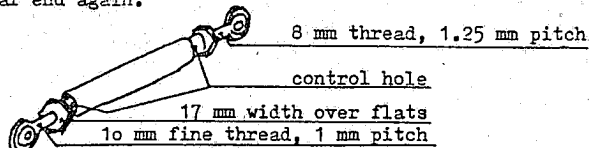


- a) Remove rear cover plate at right hand side of seat (screwdriver).  
Unlock counter nut with tool 3.  
Hold nut on connecting bolt of rods with tool 1, screw bolt out with tool 2.  
Use some rag to make sure that washer under nut does not disappear downward.  
Screw eyebolt at rear rod one turn in if sailplane turns right during slow flight. If thread does not allow shortening, refer to f).  
Fit eyebolt into forked rod, fit bolt and nut (not to forget washer) and lock counter nut at rear rod.
- b) Unlock counter nut at left aileron drive rod in fuselage at inner end using tools 4 and 5 from left fuselage side.  
Shorten rod by turning 1 turn inward and lock again.  
Watch position of ball snap joint coupling.  
If thread does not allow shortening, refer to g).
- c) Unlock counter nut at right aileron drive rod in right wing at outer end using tools 4 and 5.  
Shorten rod by turning 1 turn inward and lock again.  
Watch position of ball snap joint coupling.  
If thread does not allow shortening, refer to g).
- d) After adjustment, check that remaining <sup>in</sup> thread of eyebolts is still longer or at least flush with internal thread of rod ends using piece of thin wire through control holes. See also f) and g).
- e) Check aileron deflections.  
If left aileron deflection exceeds upper limit, adjust right hand side control stick stop by adding washer.
- f) Before adjusting - shorten rod 5 turns at rear end, lengthen 4 turns at forward end, lock rear end again.



- g) Before adjusting - shorten rod 5 turns at ball snap joint coupling end, lengthen 4 turns at other end, lock counter nut at coupling end again.

