

Wing Installation Kit Manual

Models TX3C, TX11C, TX11J

Texas Sport Aircraft Company

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Unpacking and Inspection

Unpacking Your New Kit

Upon delivery, carefully inspect the shipping containers for any damage. If there is any visible damage, contact the freight carrier immediately to file a claim. Carefully unpack your new kit being careful not to scratch, dent, cut, or damage the contents. All parts should remain in their kit packaging with labeling. Report any part shortages or damage to the factory within 30 days of receiving your kit.

Inventory and Inspection

Separate paperwork and manuals from packaging and locate the Kit Inventory List. Carefully check all parts inventories to ensure that you have received all the parts you will need to complete your kit. As you check each part against inventory list, also check that there is no damage that you didn't notice before. Though we strive to maintain the best kit aircraft on the market, please note any missing or damage parts and please contact us for more information. All claims for missing or damaged parts must be made within 30 days of receiving your kit.

***You have now taken another step at building and enjoying
your new Texas Sport Aircraft.***



Wing Attachment Hardware

Complete wing mounting (after rigging) by installing and tightening to 75 inch pounds (1) AN960-516 washer and (1) AN365-524A nut on:

Date completed

Both fwd Wing attachment bolts

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Both Aft Wing attachment bolts

Both Aft Lift Strut to Wing attachment bolts

Both Fwd Lift strut to Wing attachment bolts (after adding spacer and Aileron pulley bracket)

Install the sheer nuts on all (4) Cleves Bolts for the Lift Forks, tighten and lock with cotter pins.

Seal with torque seal.

Jury Struts installation

Date completed

Bend the pitot tube as it comes out of the top of the left fwd jury strut as shown right. Longest jury struts are the fwd struts. Drop a Plum Bob from the fwd Jury Strut attachment bracket. Line the contact area of the (4) brackets that clamp around Lift Struts with anti-chafe tape (such as a high grade of duct tape) and install on lift struts aligned with the Plum Bob. Use the hardware provided in the kit and assemble Jury Struts as shown right. Be sure to slide the pitot tube's hose on to the left fwd jury strut with leather closeout. Center and straighten using the Plum Bob. Tighten all hardware.

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Note: The forward struts are longer than the Aft struts.

Leather closeout

Pitot line

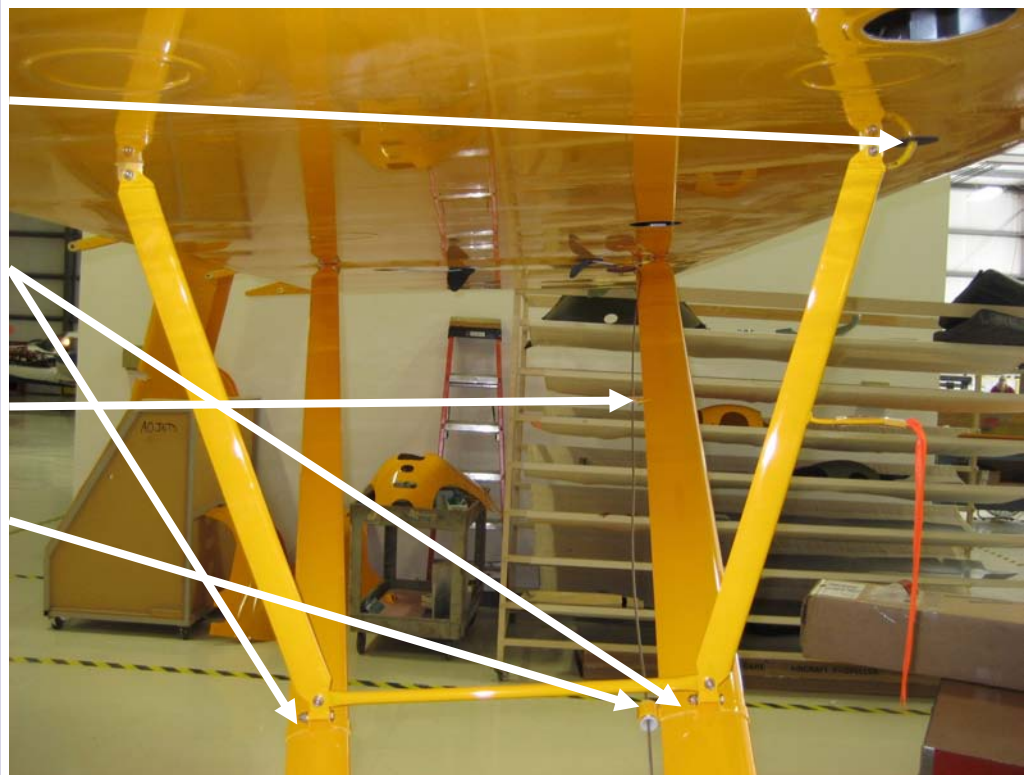


Pitot tube and leather closeout

Clamps with anti-chafe

Small fairlead

Large fairlead



Aileron Installation

Date completed _____

Hold Aileron in place with hinge pins and secure with AN960-416 washers and lock with cotter pins. Cut a slot in the wing fabric located at 4 inches outboard of the cross tube and 17 inches aft of the fwd spar and route Aileron cable out of wing, thru leather closeout and secure to lower Aileron cable attachment with turn buckle. Cable adjustment is covered later. . Glue down leather closeout with Pli-O-Bond.

Inspected by _____

Aileron interconnect cables

Date completed _____

Use two (2) hole plates to join the interconnect cable that are located just behind the windshield's top frame. Secure using (2) AN3-7 bolts, (4) AN960-10 washers and (2) AN310-3 castle nuts and lock with cotter pins. Insert fairleads into their bracket and lock with clips.

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Aileron Direct cable

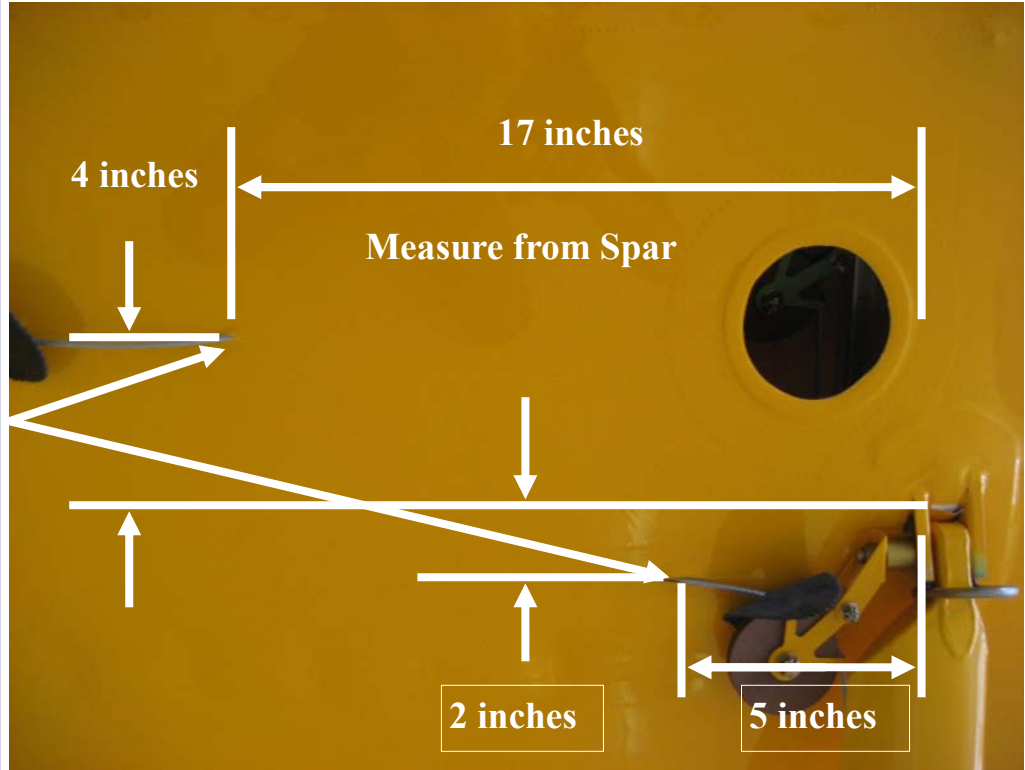
Date completed _____

Cut a slot 1 inch long (vertically) for the Aileron cables to exit the fuselage and follow the fwd lift strut. Remove Aileron direct cables from the bags taped to the floorboard. Route cables thru pulley bracket, out the slot in the fabric and slide on a leather close out. Install Aileron direct cable's pulleys by inserting bushings and securing with AN3-12A bolts, AN960-10 washers and AN365-1032A nuts. Continue to follow the fwd Lift Strut thru the fairlead brackets and trap cable in Aileron bracket with pulley and insert AN5-7 bolt, AN960-516 washer and AN310-5 castle nut and lock with cotter pin. Shown right. Insert fairleads and secure with clip. Use a small saw to cut the small fairlead half thru so as to allow the fairlead to snap on the cable and position in place on lift strut and secure.

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Cut a slot in the wing fabric located at 2 inches inboard of the cross tube in the wing and 5 inches aft of the lift strut attachment and route cable thru leather closeout, the wing and upper metal closeout to the upper cable attachment on the Aileron. Attach cable with turn buckle. Cable Adjustment is covered later. Glue down leather closeout with Pli-O-Bond and screw down upper closeout with PK screws.

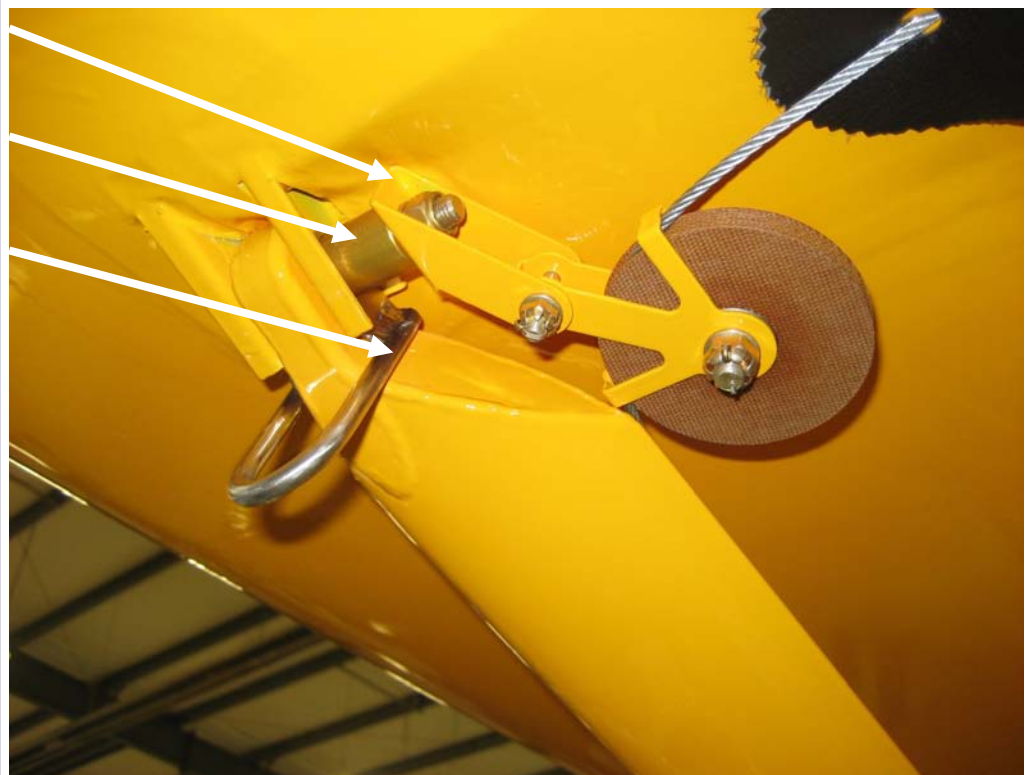
Cut 1 inch slots



Aileron bracket

Spacer

Tie down loop



Aileron Cables Tension adjustment

Date completed

With the Stick and Ailerons held in the center position, adjust slack from aileron cables. While maintaining Stick centered and ailerons neutral, tighten cables as tight as possible with out binding. Cables may loosen some as aircraft is flown, so cable tension should be rechecked after first flight and at each maintenance check there after.

Inspected by

Aileron Stop adjustment

Date completed

With the cable tension set, adjust aileron stop to achieve 18 degree up and 18 degree down travel. Tighten jam nuts and recheck all cotter pins and turn buckle locks. Check for freedom of motion and proper cable tension.

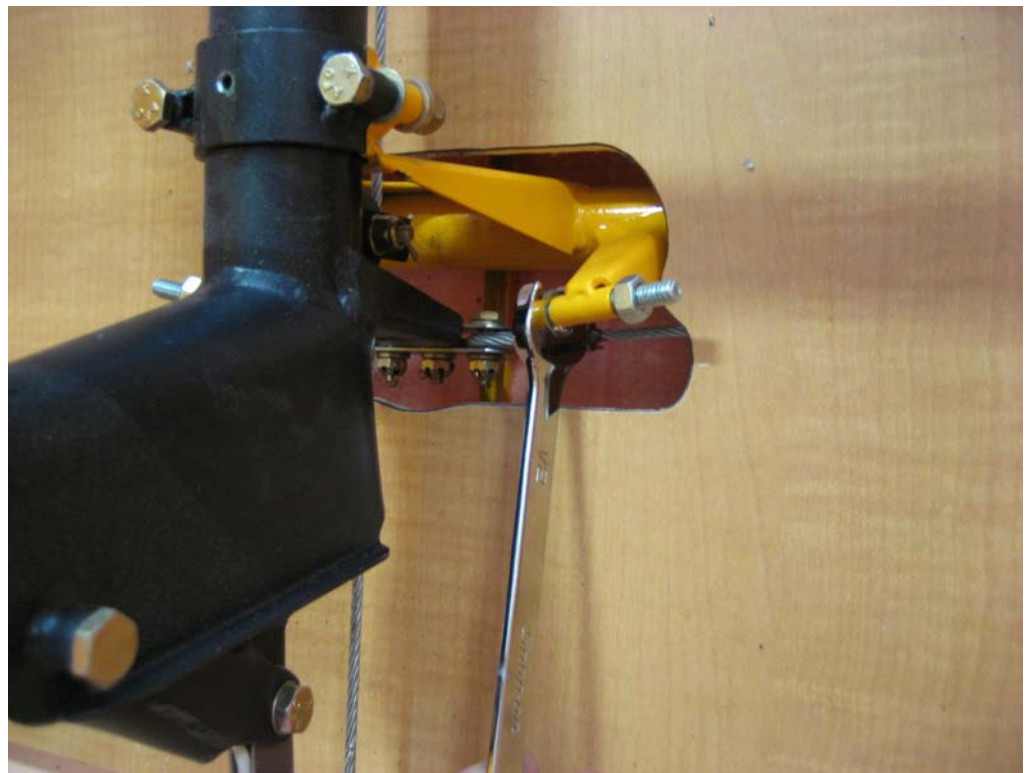
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Note: Aileron Stop adjustment should be rechecked after cable adjustments have been made.

Upper Aileron
Cable Adjustment



Aileron Stop
Adjustment
NOTE: viewed from
the right door





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