



Step 1: Cleco the HS-1224 Doublers to the inner surface of the HS-1202 Fwd Spar web. Final-Drill #12 the 3/16 inch holes.

Step 2: Final-Drill #40 the 3/32 inch nutplate attach rivet holes in the HS-1224 Doublers.

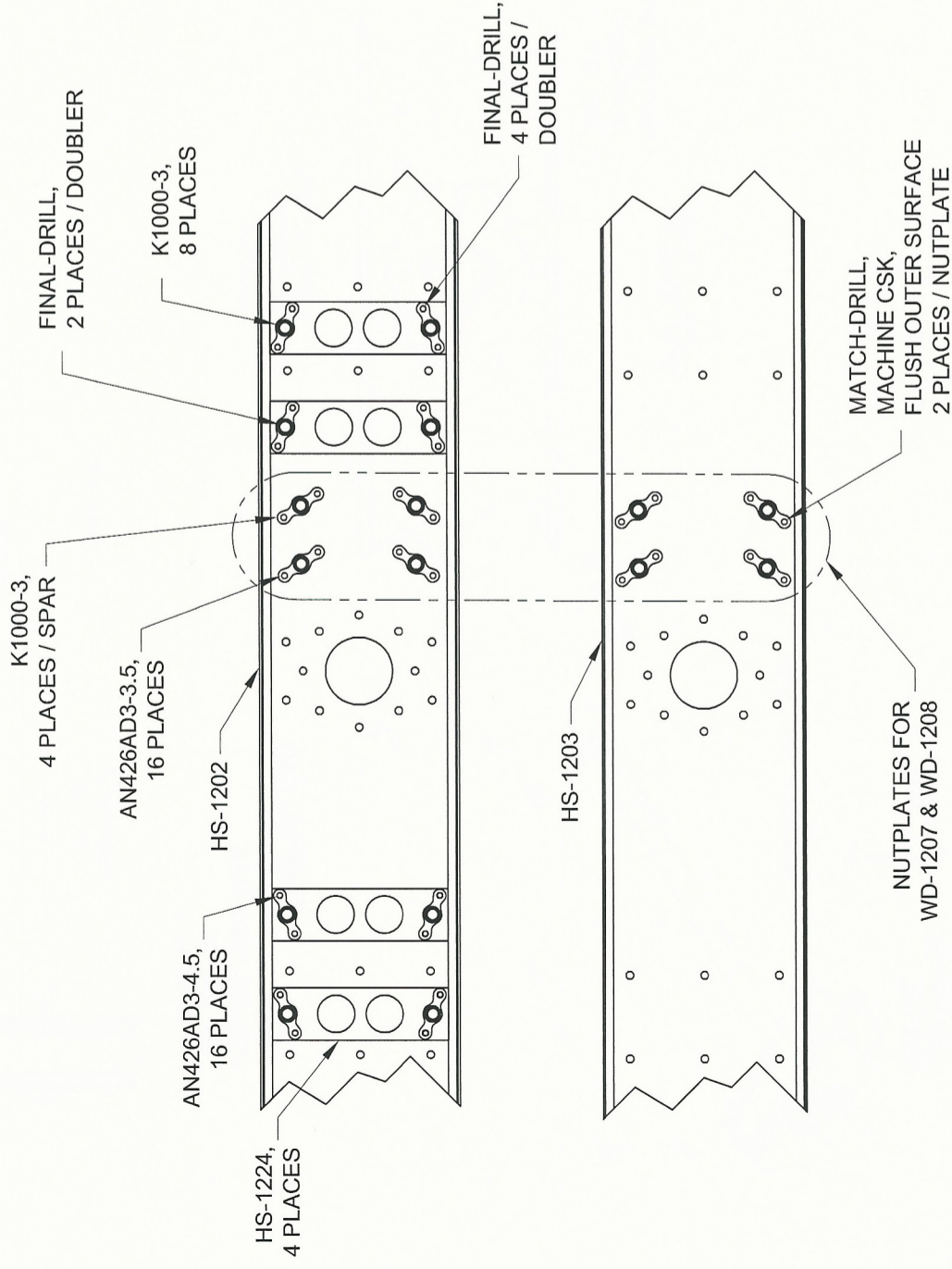
Step 3: Bolt one of the called out nutplates through one of the #12 holes in the HS-1202 Fwd or HS-1203 Aft Spar for the WD-1207 Upper and WD-1208 Lower Horn. Using the nutplate as a guide, match-drill #40 the first nutplate attach rivet hole as called out in Figure 1. Cleco the first #40 hole, then match-drill the other attach rivet hole. Repeat this step for all of the nutplates that are common to the upper and lower horns in the fwd and aft spar.

Step 4: Machine countersink the nutplate attach rivet holes flush on the outer surface of the HS-1202 Fwd and HS-1203 Aft Spar per call-out in Figure 1.

Mark the positions, remove the nutplates and doublers, deburr all drilled holes, clear away chips and re-deco.

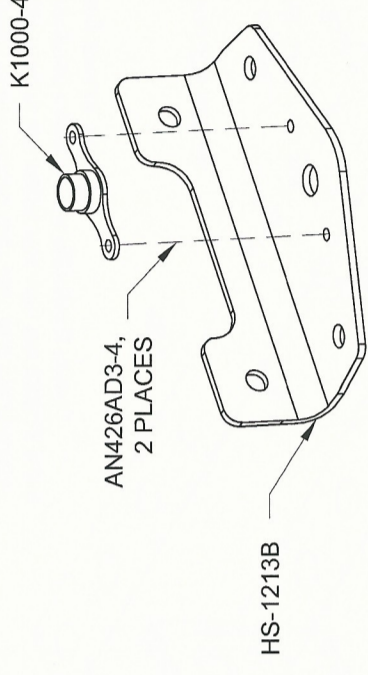
Step 5: Rivet the HS-1224 Doublers, and the called out nutplates to the inner surface of the HS-1202 Fwd Spar web using rivets called out in Figure 1.

Step 6: Rivet the nutplates for the WD-1207 Upper and WD-1208 Lower Horn to the HS-1202 Fwd and HS-1203 Aft Spars using the rivets called out in Figure 1.



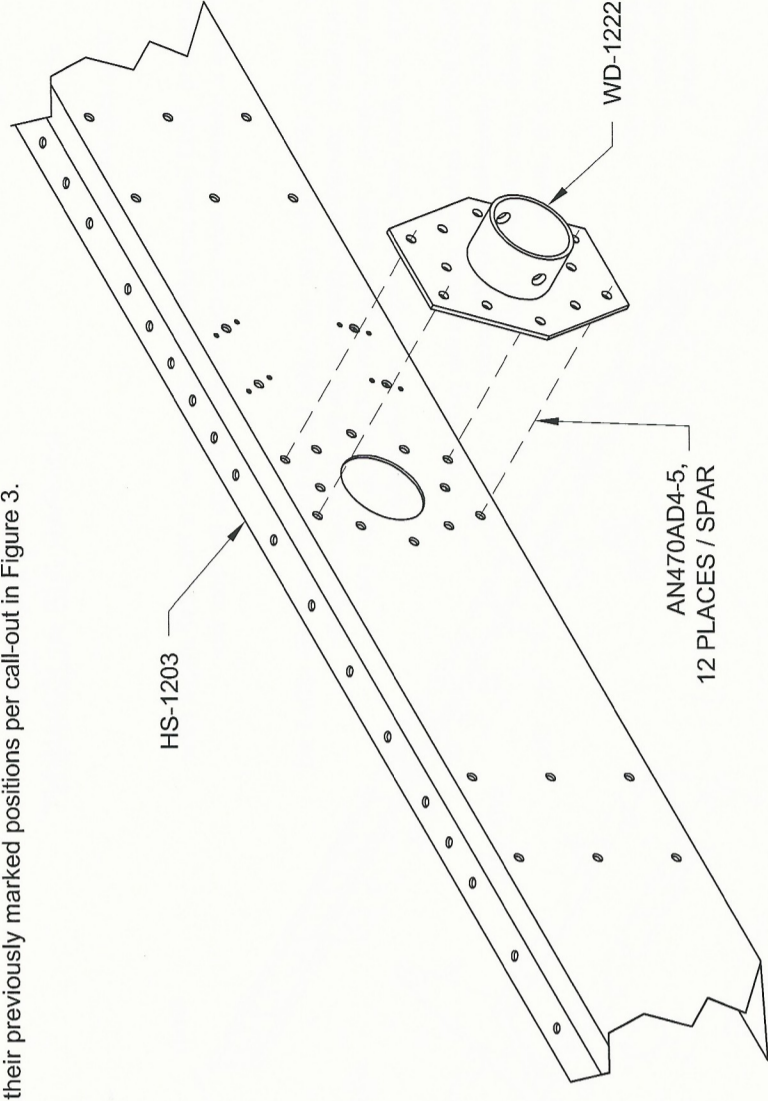
**FIGURE 1:**  
SPAR PREPARATION

Step 7: Rivet a nutplate to both of the HS-1213B Outboard Hinge Brackets using hardware called out in Figure 2.



**FIGURE 2:**  
HINGE BRACKET NUTPLATE

Step 8: Rivet the WD-1222 Counterbalance Brackets to the HS-1202 Fwd and HS-1203 Aft Spar in their previously marked positions per call-out in Figure 3.



**FIGURE 3:**  
COUNTERBALANCE BRACKET INSTALLATION