



**NOTE: A cable tension meter is required to accurately set the cable tension.**

**Step 1:** Route the F-1247B Aft Stabilator Cables forward through the holes in the F-1207B and F-1206A Bulkheads; see Fig. 1. The cable from the top stabilator horn passes through the upper hole.

**Step 2:** Route the F-1247A Forward Stabilator Cables aft through the holes in the F-1204A & D Bulkheads shown in Figure 1. The cable from the right pulley passes through the upper hole.

**Step 3:** Reach through the access holes in the bottom of the fuselage and connect the F-1247A & B Stabilator Control Cables as shown in Figure 2. A wire tool can be made that is inserted into the holes in the cable ends. This will hold them stationary as the barrel is rotated.

**Step 4:** Place a small weight on the stabilator to hold it trailing edge down. Remove the slack from the upper cable by tightening the upper (outboard) turnbuckle until the control stick and stabilator just start to lift off the stops at about the same time when the stick is moved aft.

Remove the slack from the other cable by adjusting the lower (inboard) turnbuckle. Check the entire length of the cables to ensure they are free from interference, are properly aligned in the pulleys, and do not touch each other. Pull the stick aft to make sure that the stabilator trailing edge moves up.

**NOTE: The F-1227 Seat Ramp Cover must be installed prior to adjusting the cable tension.**

**Step 5:** Install the F-1227 Seat Ramp Cover (Page 33-02, Figure 4). If the screw holes for the F-1233 Control Column Mount Brackets (Page 21-10, Figure 1) do not align with the cover, a light upward pull on the stick will correct the misalignment until the screws are inserted and tightened.

**Step 6:** Position one of the WD-1212 Control Sticks so that the top end is 10 inches from the lower face of the F-1202T Instrument Panel Left or F-1202U Instrument Panel Right (Page 29-07, Figure 2). Secure the control stick in place using a spring clamp to attach it to a 41" long stick bridged between and clamped to the upper longerons.

Check the cable tension just aft of the F-1207B Baggage Bulkhead using a calibrated cable tension meter making sure the control stick is correctly positioned.

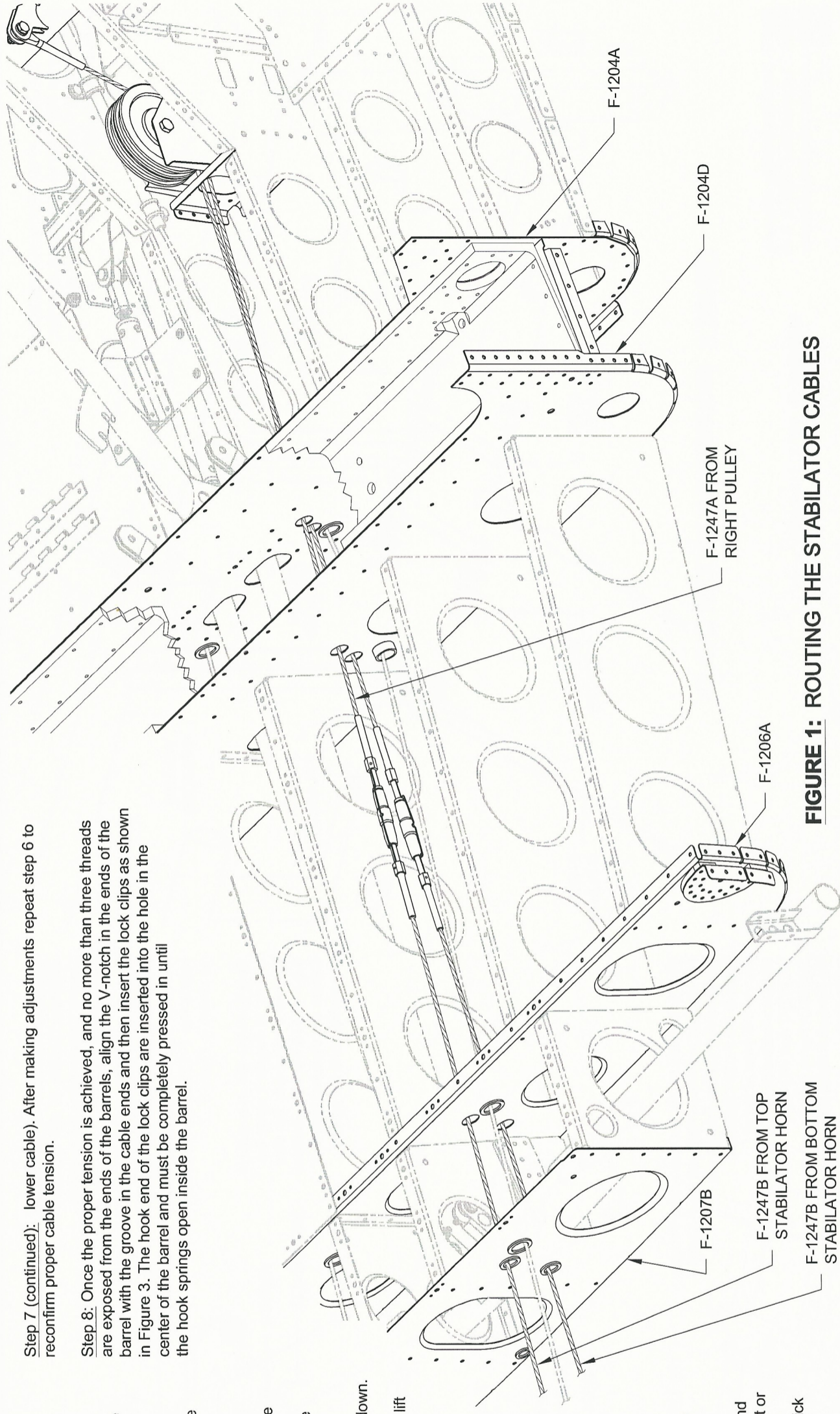
Adjust turnbuckles an equal number of turns each to achieve 35-45 lbs of tension with the groove in the cable ends aligned with a V-notch in each turnbuckle barrel as shown in Figure 3. This tension will prevent the cables from "slipping" against the tailcone bulkheads when the control sticks are moved suddenly and repeatedly forward then aft.

**Step 7:** Remove the clamp and stick from the control stick and the weight from the stabilator.

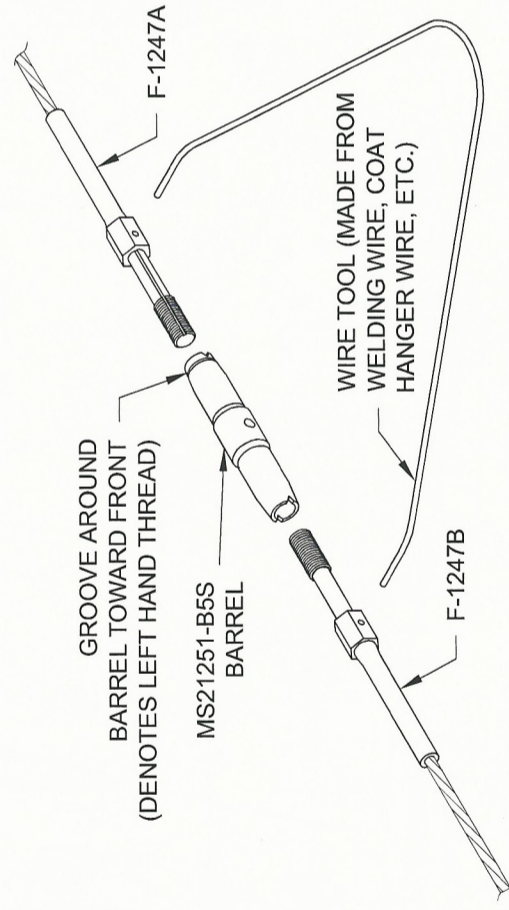
Move the control stick between the forward and aft pitch stops. The stabilator should reach its travel stops just before the corresponding control stick stops are reached. If not, adjust the turnbuckles an equal and opposite number of turns until this is achieved. (Example: If the stabilator reaches its T.E. up stop too soon loosen the upper turnbuckle and tighten the lower turnbuckle. This will lengthen the upper cable and shorten the

**Step 7 (continued):** lower cable). After making adjustments repeat step 6 to reconfirm proper cable tension.

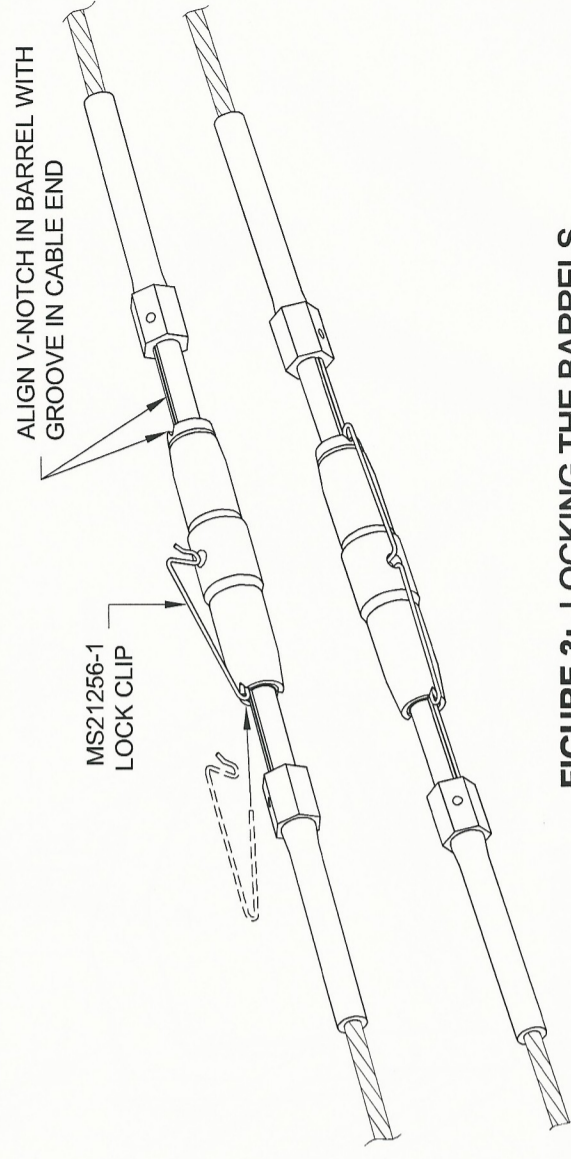
**Step 8:** Once the proper tension is achieved, and no more than three threads are exposed from the ends of the barrels, align the V-notch in the ends of the barrel with the groove in the cable ends and then insert the lock clips as shown in Figure 3. The hook end of the lock clips are inserted into the hole in the center of the barrel and must be completely pressed in until the hook springs open inside the barrel.



**FIGURE 1: ROUTING THE STABILATOR CABLES**



**FIGURE 2: CONNECTING THE STABILATOR CABLES**



**FIGURE 3: LOCKING THE BARRELS**