

Zenith 750 Wing Root Access Panel

Installation Instructions

**PLEASE READ COMPLETELY
BEFORE STARTING
THE PANEL INSTALL**

Shipped, being held together by a no residue masking tape, the parts of the door should be installed in the same position order as you receive them in.

You will only install the access door hinged so that it opens by swinging toward the front of the airplane. That way, if it was left open, or was to come open in flight, it would be kept shut by air flow under the wing.

The trim rings have a right and left side. They must be installed so that the hinge edge is toward the front of the airplane. The outside trim ring has the **LARGEST** opening, and it is that size opening that you will be cutting in the skin.

PLEASE NOTE: The leading edge of both trim plates will need to have the 1/8 mounting holes, toward the front of the airplane, located and drilled. These holes will be located by the predrilled holes in your trailing edge spar plate and skins.

**Those holes will dictate exactly where you Access Door will be located in the trailing edge skin.
THIS MUST BE YOUR FIRST STEP IN THE INSTALL! Make sure everything lines up, before you drill the first hole.**

Using the **OUTSIDE** trim ring as a template, place it against the skin in the exact location where you are going to install the unit. **MAKE SURE YOU ARE REALLY USING THE OUTER TRIM RING** before drilling the **FIRST HOLE**,

Once you have the outer trim ring temporarily clecoed to the trailing edge spar cap, and you are happy with the location and placement, you can drill the rest of the holes thru the skin, Clecoing as you go. All but the **5 hinge holes** should be drilled with a nice sharp #30 drill bit. Please try to center the holes as exactly as possible as you drill through the skin.

NOTE: Drill through the **5 HINGE HOLES** using a #40, 3/32 size drill. You will use the supplied Cherry Rivets to hold the hinge in place in the final assembly.

Next make a mark around the inside edge of the outer trim ring. This is going to be the portion of the skin that you need to remove. Using your favorite way of cutting skin, carefully remove the metal skin opening. Now the hard part is done, you can de-burr the hole you drilled on the inside of the skin. You have a nice opening to work through!

Next you need to Cleco the inside trim ring into place, at the trailing edge location.

Now slip the door hinge between the trailing edge skin and the outside trim ring. Put three or four silver clecos in place to hold the door hinge and door in place and then fasten the 7 1/4 turn fasteners. The round part of the hinge will fit into a machined recess in the front trim ring. The hinge pin should not be able to fall out, as it is captured by the thickness of the skin. If all has gone well, you are now having a look at the almost finished product. The more cleco's you use the stiffer and flatter the overall job will be.

The clearance around the door, between the door and front trim ring should be uniform on all three sides. That is why I pre riveted the hinge into place, to make sure the final fit was going to be proper. (Use the supplied 3/32 Cherry rivets on the Hinge. Be sure to put all the fasteners in their closed position before you do the hinge rivets)

When you are satisfied that everything looks good, you can rivet the “sandwich” together, removing one Cleco at a time.

As this is a rather complex assembly process, with the wing skins and trailing edge skins coming together at the trailing edge spar plate, you need to study the assembly diagram carefully to assure you get all the overlapping pieces in the correct position. When assembled correctly, the door and outside trim ring will fit flat against the trailing edge skin.

If anything is unclear, study the diagram to make sure you have all the pieces in the correct order!

**WARP Assembly Details
Not To Scale**

Typical A4 Rivet (Shown 5 Places)

