



MAINTENANCE MANUAL

Dynamic

VOYAGEUR II

AIRFRAME

Trike n°
Model :
Year :

SECTION 0 / PREAMBLE

Symbols



DANGER

Identifies an instruction which, if not observed, can cause damage having fatal consequences.



ATTENTION

Identifies a significant instruction which, if not followed, can cause very serious damage.

Reminder, Note:

Underlines a useful instruction which must be observed for the proper use and operation of this airframe.

GMP

Group – Motor/Propeller

CF

See

Warning

The information and the descriptions contained in this Handbook correspond to the current design. That is, the airframe as specified at the time of this publication. It is in no case exhaustive.

DTA improves its production constantly, and reserves the right to modify the specification, the drawing, the characteristics, the model and/or the equipment, in the interests of Quality Assurance, without incurring obligation.

The specifications are given in the metric system.

Address

SARL D T A

aérodrome

F – 26200 MONTELIMAR

Tél ** 33 (0)4 75 01 20 83

Fax ** 33 (0)4 75 51 36 72

dta.ulm@ wanadoo.fr

www . dta . fr

Note:

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SECTION 1 / PRESENTATION



NOTE:

France, the maintenance of a Microlight (ULM) is not subject to the control of any organization recognized by the State. The pilot in command is responsible for the use and the airworthiness of the Microlight (ULM) which they, the pilot, fly (France - article 14 decree of 23/09/98 relative to ULM).

Be aware of the Regulations regarding the maintenance of Microlight (ULM) Aircraft and the responsibilities of the Pilot in Command and/or owner of a Microlight (ULM) in the country of registration of the Aircraft. DTA SARL will NOT be held responsible.

In case of doubt consult:

DTA Aérodrome de Montélimar Ancône 26200 MONTELMAR - France
Tél. : +33 (0)4 74 66 75 18 Fax : +33 (0)4 74 66 75 19
dta.ulm@wanadoo.fr www.dta.fr

For Rotax Motors, in France, you can also contact:

AVIREX Aérodrome de Dreux F-28500 VERNOUILLET
Tél. : +33 (0)2 37 42 30 09 Fax : +33 (0)2 37 46 26 86
www.Rotax – aircraft – engines.com

Also you can contact your regional DTA Distributor.

The VOYAGEUR II is a two-seat tandem powered weight-shift Microlight (ULM).
(CF Instruction Manuel MAUT – EN VOYAGEUR II)

You can also consult the Airframe Parts Manuel (CAPIDE – EN VOYAGEUR), the Wing Instruction and Maintenance Manual (MAUT – EN – DYN) also the Wing Parts Manual (CAPIDE – EN DYN 15/430, 16/430 and 450), the Propeller Manuel and the Rotax Engine Maintenance Manual.

Materials – Sample

	Dimensions	Material Standard US A.I.S.I	Assembly Method	Surface Treatment
Base				
Base Tube	base Ø 60,3 ep 2	304	TIG welded	epoxy paint
Vertical rising frame	60x30x1,5	304	'	'
Middle reinforcing bracket	40x40x2	304	'	'
Fr Fork attachment tubes	Ø 12 int	304	'	'
Front seat bracket	40x27x1,5	304	'	'
Passenger Frame	Ø 26,9 ep 1,6	304	'	'
Rear Seat Bracket	Ø 20 ep 2	304	'	'
Brackets and gussets	ep 5, 4, 3, 2	304L	'	'
Cantilever Vertical Mast *				
Sides	ep 2,5	2017 T4	Glue / rivet	polyurethane paint
Core	U 50x30x4	6060 T6	(Araldite 2013)	'
Reinforcing U – Bracket	U 42x25x3	6060 T6	'	'
Parts – articulation		2017 T4		
Cable – internal	Ø 5	7x19 316 stainless wire		
Cable – External	Ø 4.75 (sheathed)	7x19 316 stainless wire		
Sides butted incidence	ep 4	2017 T4		epoxy paint
Thrust Spacers *	Ø 25	2017 T4		'
Wing plate	ep 5	304L	TIG welded	polish
Intermediate Plate	ep 5	304L	or bolts	'
Fork *				
Profile	40x20x2	304	TIG welded	epoxy paint
Upper Plate	ep 5	304L	'	'
Legs	ep 3	304L	'	'
Mudguard Bracket	ep 2	304L	'	'
Screw bearing	Ø 12 et M12	304	'	'
Pedal Tubes	Ø 20 ep 2	304	'	'
Rods *	ep 4	2017 T4		epoxy paint
Spacers		2017 T4		Anodized
Pedals				
Side plates	ep 3	5754 H111	TIG welded	epoxy paint
Tread Tubes	Ø 20 et 25 ep 2	6060 T6	'	'
Park-brake rack bar	ep 3	304L		Polished

Rear Suspension				
Shock absorber strut *	Ø 50 ep 1,5	6061T6		epoxy paint
End		2017T4	glued + riveted	'
Drag link *	Profile 71x30,4	6061T6		epoxy paint
End M8		2017T4	glued + riveted	'
Trailing link *	Profile 71x30,4	6061T6		epoxy paint
End M10		2017T4	glued + riveted	'
Axle assembly	Ø 25 / 25,4 ep 3,2	4130	TIG welded	epoxy paint
Connection drag / trailing	Ø 25,4 ep 1,8	4130	'	'
Side brackets	ep 3	304L	'	'

Engine Mount 2-stroke				
Curved Tubes	Ø 25,4 ep 2,2	4130	TIG welded	epoxy paint
Reinforcing Bracket	ep 3	304L	'	'
Transverse U	20x40x20x2	304L	'	'
Strap safety	L = 25	nylon		

Engine Mount 4-stroke				
Tubes – main	Ø 28 ep 1,6	4130	TIG welded	epoxy paint
Tubes – arm	Ø 16 ep 1,5	4130	'	'
Ends		304	'	'

Footrest				
Tubes	Ø 30 et 25 ep 2	2017 T4	bolt	epoxy paint

* Nuts and bolts class 8.8 et 12.9 (ZN BC) - stainless A2

Manufacturing Details

Base: Epoxy Powder Coat

Mast/Pylon: to prevent wear, and to allow a degree of flexibility during wing attachment, the lower mast hinge point is sleeved by shouldered nylon rings (PEHD500). It is locked in position by a clamp formed by two plates welded onto the main airframe, and is secured by an M 10 bolt. The U-shaped central mast gusset is glued (a two-pack adhesive –Araldite type 2013) and then riveted onto the mast core. It is imperatively that the mast paint finish is of a light colour, if the mast is repainted, it should not be a black or a dark colour paint or coating, because the higher temperatures could be detrimental to the glue if the machine remains positioned in full sun for a lengthy period.

Wing Plates: the mast – wing connection is accomplished by two stainless 5mm plates, linked in rotation by an M10 bolt on two PEHD500 saddles. These two plates are also connected by a bolted or welded base plate, and are slipped on both sides of the two PEHD500 saddles positioned around the wing keel. The securing bolt is also of Ø M10.

Safety Cables: The cantilever mast/pylon has an internal Ø 5mm safety cable. There is an intermediate link to another Ø 4.75mm sheathed cable, which is secured to the wing-keel; this link is an M 10 bolt.

Rear landing gear: triangulated attachment with a drag link (Ø 8 ball-joint) and a trailing link (Ø 10 ball-joint). The ball-joints are secured with Loctite, and have a lock-nut.

Rear Suspension: it is carried out by two oil and air shock absorbers manufactured by Fournalés (pressure 35 to 40 bars).

Front and rear wheels: they are braked and have a diameter of 420 mm, (the tire is a 600x6"- 6 ply with tube) with aluminium hub and Ø 25 ball bearings.

Fork: it has two (2) adjustment positions (the adjustment is of 70 mm). The nose wheel suspension is by two small shock absorbers each with an internal spring. The front wheel axle is a 'sacrificial link' so that in the event of a hard landing and to prevent further damage it becomes deformed after a loading greater than 4.5 G.

Front mud-guard: is constructed of polyester, with a rubber mud flap and has a white gel coat finish.

Seats: manufactured from solid fibreglass with a carbon fibre mat on the outside; the interior is finished in a white gelcoat. It rocks towards the front and in the upright position rests on 2 adjustable studs. The back seat swivels on the Ø 20mm transverse bar of the passenger support frame and rests, in the upright position on two elastic studs bolted on the mast/pylon.

Seat Covers and head-rest: manufactured of strong thick fabric and held in place by Velcro, with a document pocket in the back of the pilot's seat cover.

Seat Belts: lap-type, with 50 mm wide straps; for the back seat, they are attached onto the mast hinge bolt and for the front seat by an M[#] 8 bolt inserted in the base tube. The buckle is an aeronautical type which allows it to be quickly released even when under tension.

Instrument Console: polyester. It is fixed to the airframe from 3 or 4 rubber mounts which act as shock absorbers. The instrument face is manufactured out of 20/10 aluminium and is held in place by TCC 4x16 screws inserted through aluminium inserts glued to the polyester console.

Engine Mount:

Rotax 503/582: it is connected to the airframe by two studs at the front of the engine mount and a vibration dampening stud at the back. It has a fabric safety strap.

Rotax 912/912S: is a radial engine mount connected to the airframe by 3 'Shore 60'studs.

Fuel Tank: 75 litres injection moulded translucent low density polyethylene tank, it is fixed by a nylon strap of 50 mm width in the transverse direction, and also by two x 25 mm nylon straps. The priming of the carburettor bowls is carried out by a manual pump on the 582, except as an option, and by an auxiliary electric pump for the 912 and 912S.

Colours: standard white, RAL 9010 / Option Yellow/orange, RAL 1028.

Accessories

CF: MAUT – EN VOYAGEUR II Section 2 - 03 « Accessories»

Options

CF: MAUT – EN VOYAGEUR II Section 2 - 03 « Options »

GMP – (Group) motor propeller

Common to all motor combinations:

- 'Splitter box' located under the back seat, fixed by 2 M5 inserts on the base beam
- Hand and foot throttle and choke
- Throttle control lever on the right side
- Choke Lever
- Foot Throttle, activated by the right foot

Characteristics of the various motor combinations: CF MAUT – EN VOYAGEUR II. Section 2 - 06 to 2 - 08.

SECTION 2 / MAINTENANCE

Transport

By Trailer: the airframe must be securely fastened to the trailer by its landing gear. The propeller of 2-stroke engines must be secured against rotation. It is advised that the mast/pylon be secured upright. Protect the engine and the air filters from the rain, and if possible cover the airframe whilst on the trailer.

Packed in a Crate: the fuel tank, as well as the carburettor bowls, must be emptied! The propeller must be removed. The battery ground must be disconnected. The rear wheel-axle unit must be removed; the M10 ball-joints of the rear landing-gear as well as the two Fournalés shock absorbers should remain fixed to the airframe. The airframe should be secured by the propeller shaft. The radiator and the fuel tank should not be touching the crate floor.

⇒ **Parachute :** Aircraft equipped with a parachutes deployed by pyrotechnic rockets are covered by particular Regulations according to the Country of Registration of the Aircraft, you must know and adhere to these Regulations.

Storage

⇒ The tricycle must be perfectly clean, dried and be checked before being stored. The fuel tank must be entirely drained, as well as the carburettor bowls. The fuel cables, ball-joints, nuts and bolts ... should be lubricated with WD 40 or a similar product, avoid spraying the rubber mounts. The engine should be stored (and placed in service) according to the instructions in the chapter « conservation of the engine » in the engine instruction manual.

The parking cover should cover the airframe.

When the aircraft is brought back into service, we advise that the first test flight be without passenger.

Start-up

Note : the information below is not a substitute, but supplementary to the instructions appearing in the Rotax Instruction Manuals and Maintenance Handbooks, the Handbook concerning the Wing (MAUT- EN DYN) and the Parachute Handbook.

Reminder: fly with a clean and correctly balanced propeller. Frequently clean the radiator/s.

Rotax 582 Motor:

Engine Run-in: the balancing of the carburettors like the initial run-in of the Rotax 582 engine is carried out by DTA SARL (limited liability Company) according to the Rotax instructions. (See the ULM Delivery Statement). (CF Rotax Handbook) The propeller blades have been adjusted in order not to exceed 6400 rpm on the ground. Use the tool recommended by the propeller manufacturer for any modification of the pitch

Check after the first 2 hours:

- tighten the exhaust manifold bolts
- re-tension of the fuel and choke cables; adjust the idle (if necessary)
- re-tension the propeller bolts (DUC 25Nm) and check the state of the propeller

Check after the first 10 hours:

- change the gearbox oil (the level is indicated by the oil 'dip-stick')
- check that no bolt, nut, safety pin ... is missing or loose
- check the fuel system, hose connections, filter (leaks – abnormal wear)
- check the electric wire harness (abnormal wear)
- check carburettor security, the supports and air filter (intake silencer)
- check the tension of the throttle control cables, that the carburettors are balanced of the as well as the idle speed
- check the level of the liquid coolant in the radiator reservoir (above the minimum mark – do not over fill)
- check the rotary valve/water pump circuit (oil level - oil traces – abnormal wear)

Check after the first 12.5 hours:

- check the state of the spark plugs and change them if necessary

Rotax 912 and 912S Motors:

Run-in: the initial engine run-in of Rotax 912/S was carried out by the Rotax factory. The purging of the oil circuit, carburettor balancing was carried out by DTA SARL (limited liability company) prior to delivery. (See the ULM Delivery Statement). During the first two (2) hours of use, we advise you to fly only solo, only use maximum power at takeoffs, and avoid prolonged use at maximum power. (Also consult the Rotax Manual). The propeller blades have been adjusted in order not to exceed 5400 rpm on the ground. Use the tool recommended by the propeller manufacturer for any modification to the propeller pitch.

Check after the first 2 hours:

- re-tension the exhaust manifold bolts
- re-tension the propeller bolts (DUC 25Nm) and check the state of the propeller

Check after the first 25 hours:

- change the oil (2,8 L- drain plug is at the bottom of the oil reservoir) and the oil filter
- open the oil filter and check for the presence of metal deposits
- open the oil reservoir and check the cleanliness of the steel filter
- clean the magnetic 'pick-up' bolt in the gearbox housing
- check the state of the oil hose and the tightness of the oil connections
- check that the carburettors, carburettor supports and air filters are secure
- check the tension of the throttle cables and the carburettor balance (vacuum gauge)
- check the idle speed
- check the state and the colour of the spark plugs (for a correct air/fuel mixtture)
- check that no bolt, nut, or safety pin ... is missing or loose
- check the fuel system, hose connections, filter, pump (leaks – abnormal wear)
- check the electric wire harness (abnormal wear)
- check the level of the liquid coolant in the radiator reservoir (above the minimum mark – do not overfill)

Routine maintenance

Rotax 582 Motor:

CF Maintenance Handbook, Technical Bulletins and Rotax Service Information

Note : you will find more information and will be kept informed of the last Rotax instructions by consulting the Internet site: [www. Rotax-aircraft-engines.com](http://www.Rotax-aircraft-engines.com)

Rotax 912 and 912S Motors:

Maintenance Handbook, Technical bulletins and Rotax Service Information

Note : you will find more information and will be kept informed of the last Rotax instructions by consulting Internet site: www. Rotax-aircraft-engines.com

Airframe:

By consistently carrying out an effective PREFLIGHT you should discover any possible irregularities CF Instruction Manual – MAUT – EN VOYAGEUR II – PREFLIGHT, section 3-02 and 3-03.

The maintenance of your machine should be carried out adhering to the component replacement cycle of each sub-component. (CF following page; section 2 – 04).

'Fournalés' Shock Absorbers:

- A pressure check can be carried out by pushing laterally on the mast/pylon of the airframe. If the pressure of the Fournalés shock absorbers is too low, there will be a significant compression of the strut (15 to 25 mm of depression). In this case, it will be necessary to re-inflate the shock absorber. This operation requires a high pressure pump (55 bars) and the full extension of the shock absorber. Never attempt to control the pressure directly with the valve, always use a high-pressure pump.
- At or before each 25 landings, you must check that each Fournalés shock absorber has equal pressure. The difference (shock absorbers under compression) must not exceed 2 mm. If the difference is greater than 2 mm, a pressure check must be carried out. The shock absorber manufacturer Fournalés requires that this revision be systematically carried out, at or before, each 250 takeoffs or every 3 years.



Component Replacement Cycle

Airframe	Lifespan	
Wing Hang-plates Upper Bolt and Nut (M10) – DD022	200 H	2 years
Hang Bolt (M10) DD023	200 H	2 years
All nuts and bolts of the cantilever mast/pylon	400 H	6 years
Front Fork Shock Absorbers	400 H	6 years
All airframe ball-joints, bolts and nuts	400 H	6 years
Brake cable	400 H	6 years
Mast/Pylon	600 H	6 years
All rear suspension components (rod ends, drag & trailing links, shock absorbers)	1200 H	
Airframe	2400 H	

G M P – Motor/Propeller	Lifespan	
Fuel – Line/hose	100 H	1 year
Fuel – Primer Bulb	100 H	2 years
Fuel – Filter	100 H	2 years
Carburetor socket 582	100 H	2 years
Battery	400 H	2 years
Radiator Coolant	400 H	2 years
Hose – Oil	400 H	4 years
Hose – Coolant	400 H	4 years
Rubber Mounts (all)	400 H	4 years
Cables – Fuel and Choke	400 H	4 years
Propeller Nuts and bolts	400 H	6 years
Engine Mount Nuts and bolts	400 H	6 years
Muffler Brackets (2 stroke)	600 H	
Engine bracket (2 or 4 stroke)	1200 H	
Fuel Tank 75 L	1200 H	6 years

Note: these indications of VOYAGEUR II component lifespan are the result of testing by DTA SARL. They are given for normal machine usage, they are only indicative and DTA retains the right to change the rated component lifespan. **They do NOT discharge the pilot's duty to carry out a thorough PREFLIGHT.** Conditions of use of the machine, high temperatures, coastal climates, poorly prepared landing strips, etc, are some of the many causes likely to negatively limit the lifespan of these components.

➔ In all cases, if wear or an anomaly is noted the parts MUST be changed.

Hard landing



After any hard or violent landing, you must check the whole of the machine, in particular:

- the state of the seats and the seat mounts
- the state of the pilot seat support bracket (that it is still straight)
- the state of the front fork/s, in particular the rim and the front wheel axle
- the state of the engine mount and the engine mount rubbers
- the state of the engine mount support
- the state of the of the airframe (that it is still straight; passenger frame, lower beam)
- the absence of cracks or blisters on the airframe paint
- the absence of cracks or blisters on the paint of the lower vertical riser
- the rear suspension, wheel-axle unit and rims in particular the Fournalés shock absorbers.

Wing: CF Wing Instruction and Maintenance Manual (MAUT – EN DYN).

Reminders/Notes

- Torque Settings : CF Rotax Manuel
Any used nut must be replaced by new of the same type
- Oil Specifications: normal API SF or SG (see engine manual)
Rotax 582: YACCO MVX500 2 – stroke semi synthetic at 1.8%
Penrite TS40C, Castrol Activ 2T, (Australia)
Gearbox: Gearoil, API-GL5 or GL6, SAE 140EP or 85W-140EP
Rotax 912 and 912S: YACCO MVX500 4 tps 10W40 semi synthetic
Note: 912 and 912S the lubrication of the gearbox is a function of the engine

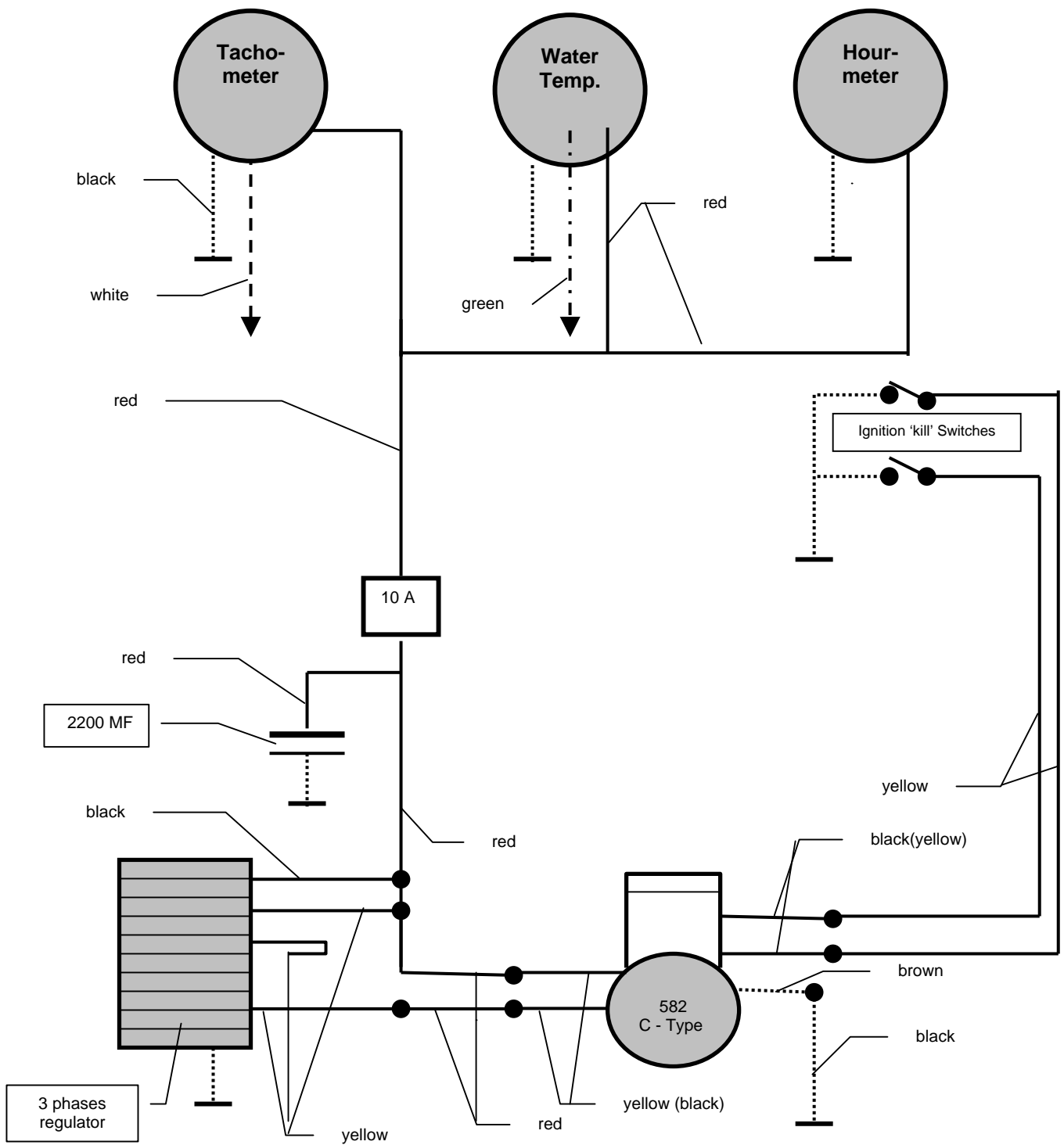
- Spark plugs (torque 27 Nm, cold engine)
Rotax 582: NGK BR8ES, spark plugs M14, electrode gap 0,5 mm
Rotax 912: NGK DCPR7E, spark plugs M 12, electrode gap 0,7 mm
Rotax 912S: NGK DCPR8E, spark plugs M 12, electrode gap 0,7 mm
- Rotax 912 and 912S : carburettor air vent line should not be sealed, removed, or lengthened
- Exhaust: the exhaust springs should be secured by steel cable
- Lubrication :
Fuel and brake cables, ball-joints: use WD 40 or equivalent
Steering Fork pin, Wing hang cube: silicone lubricant
- Exhaust knuckles : use high temperature grease or Loctite 767
- Console : the console face plate retention screws must be moderately tight; they are screwed into aluminium inserts fixed on the polyester
- Battery: Electrolytic 'gel-cell' batteries should never be discharged completely. Charging must be carried out with a charger specific to the type of battery.



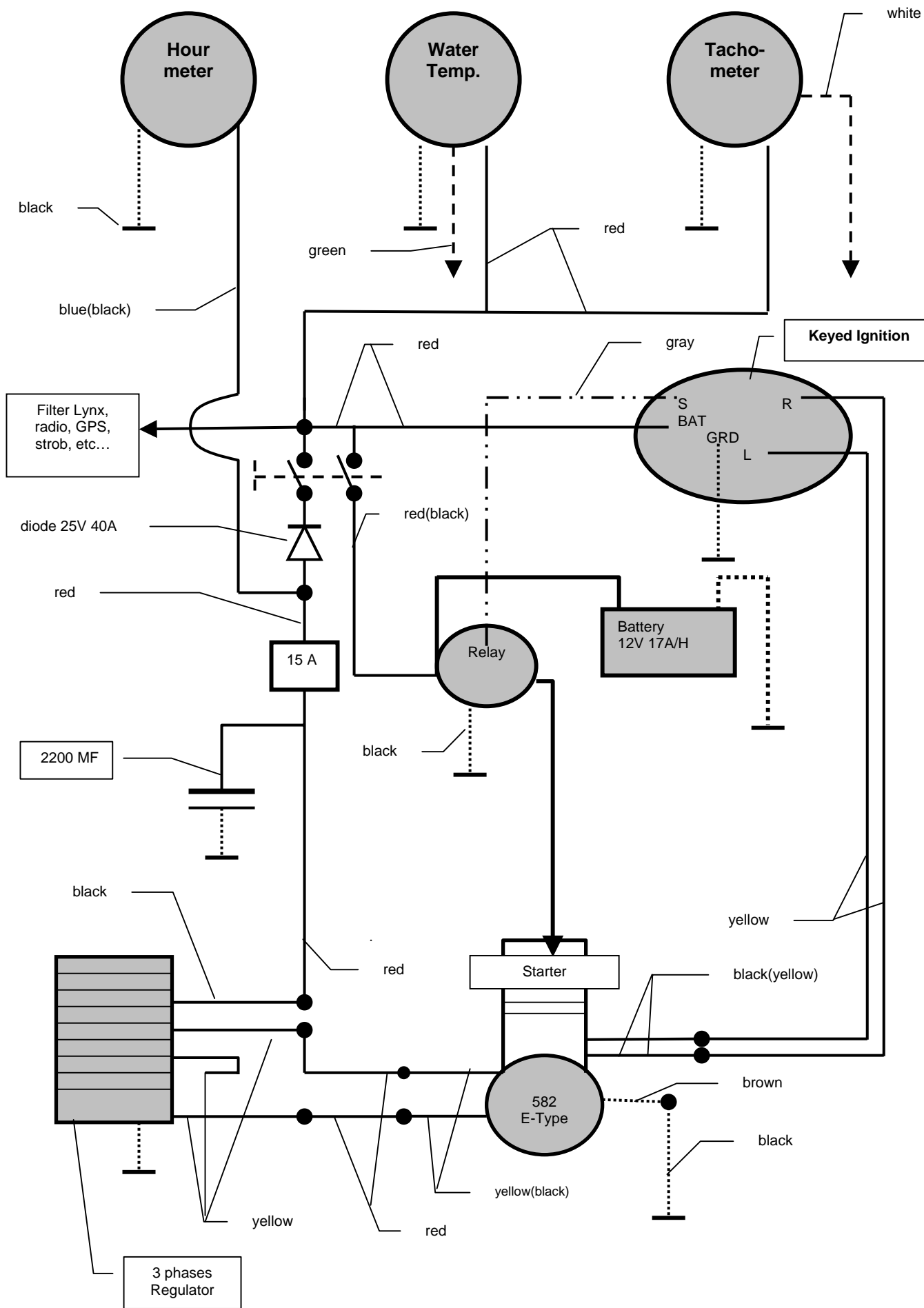
Note: all the maintenance carried out must be logged on the Maintenance Cards.

SECTION 3 / APPENDICES (DOCUMENTS)

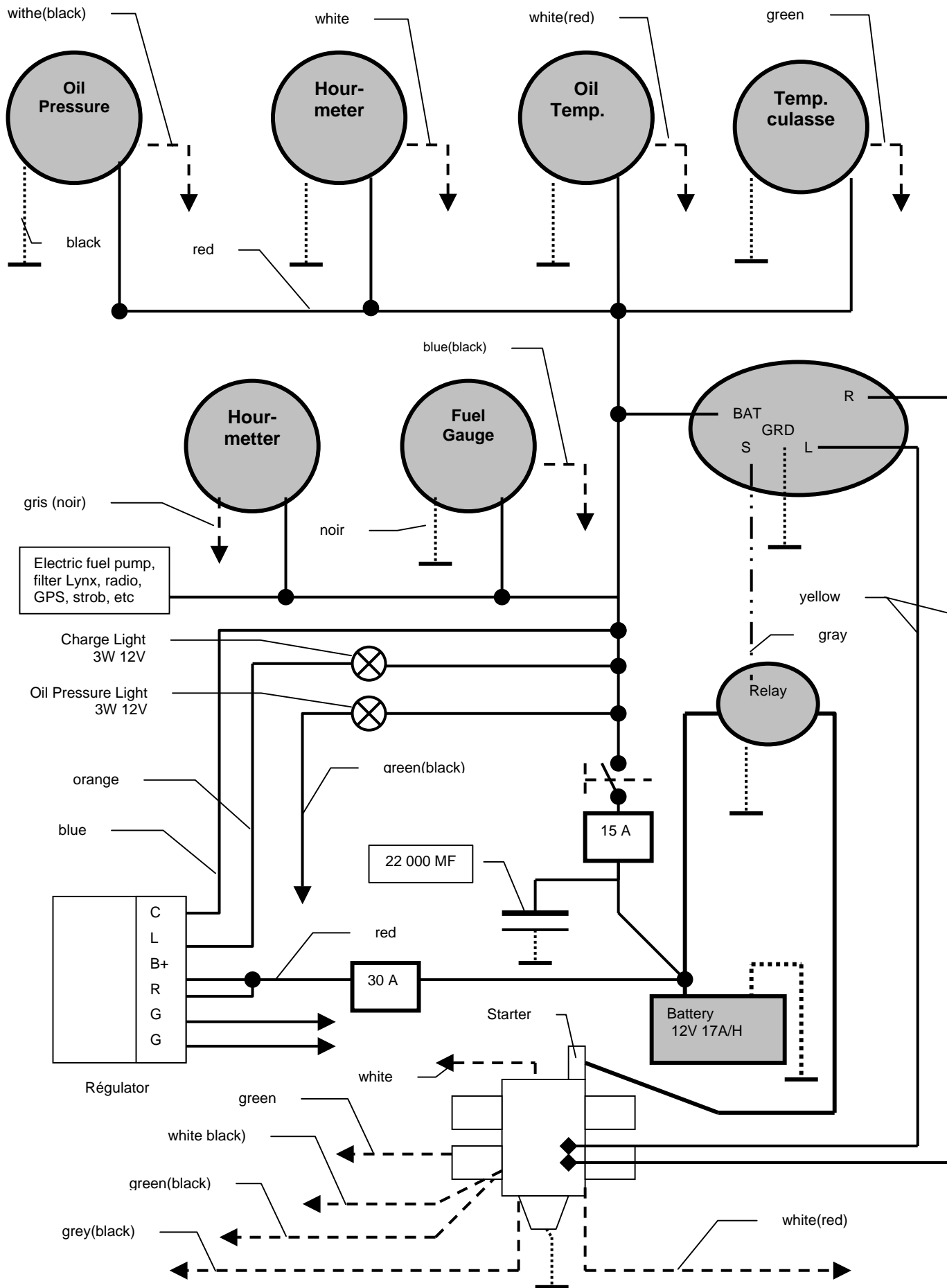
Electrical Schematic 582 GMP – analogue instrumentation – without battery



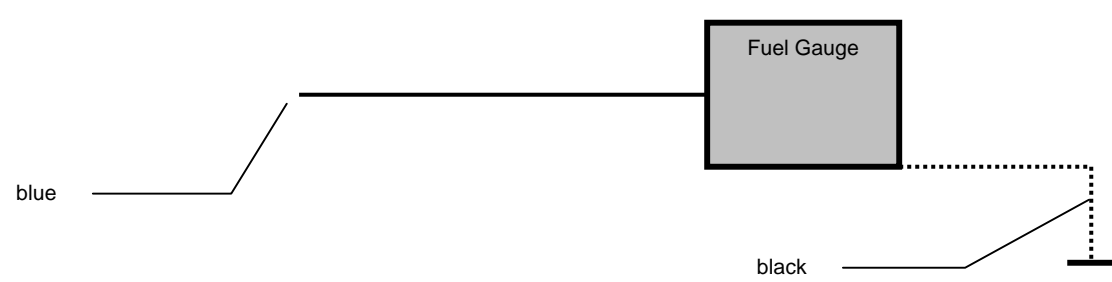
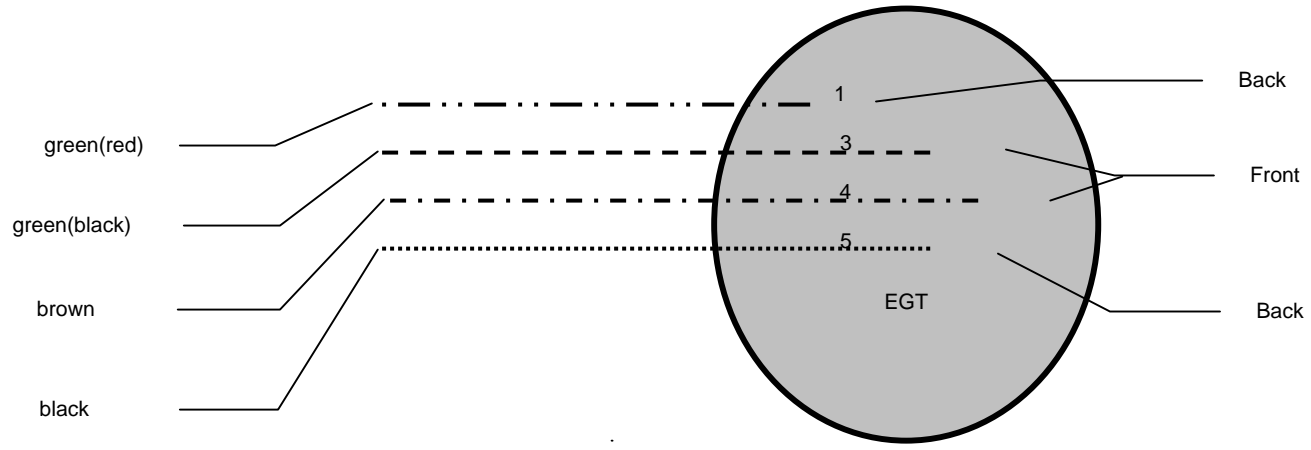
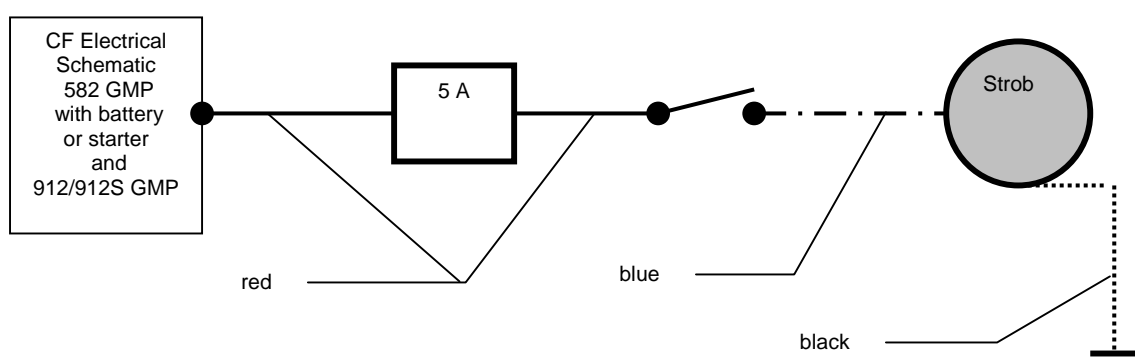
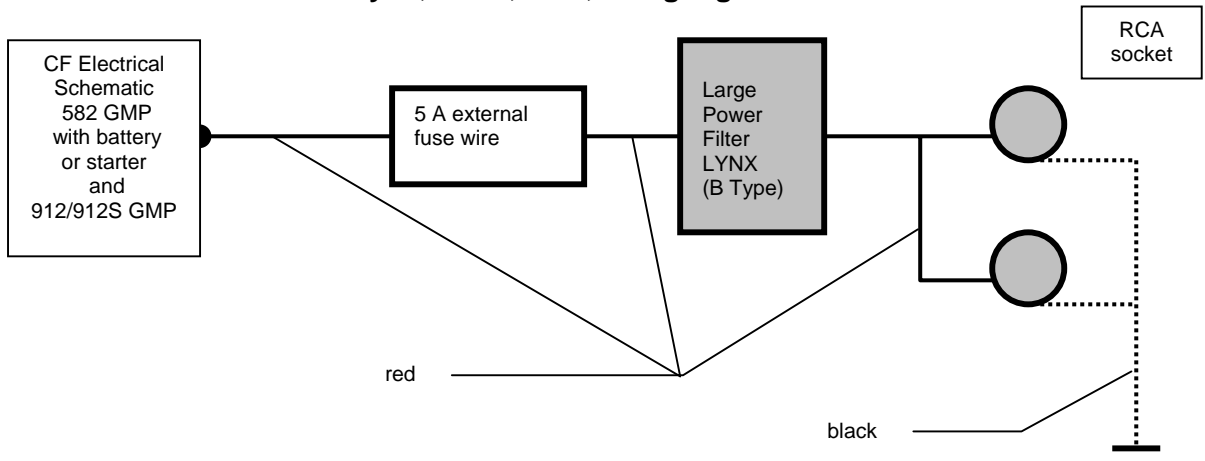
Electrical Schematic 582 GMP with starter – analogue instrumentation



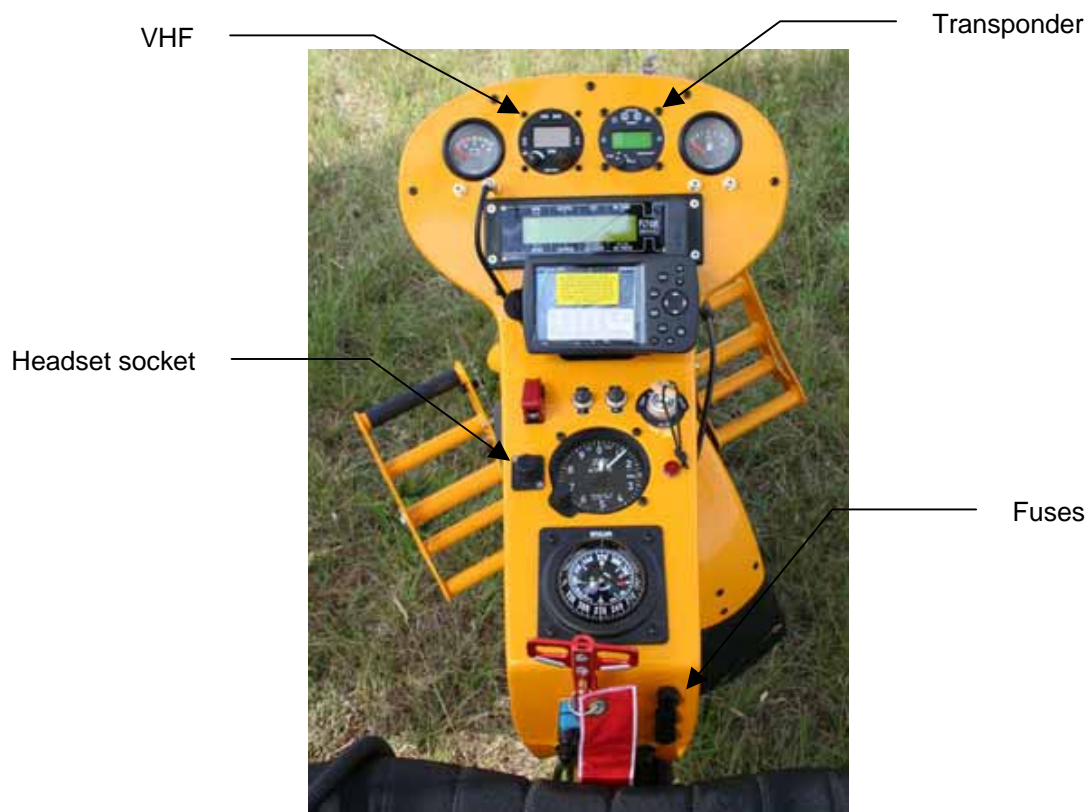
Electrical Schematic 912 / 912S GMP – analogue instrumentation



Electrical Schematic filter Lynx, strob, EGT, fuel gauge



VHF and Transponder setting up



Parachute setting up

Cheminement du câble
acier de parachute

Le câble passe à l'extérieur du cadre passager et se
fixe au profil arrière, sous le verrouillage de la poutre
verticale

Poignée de parachute



Rocket
pyrotechnique

Container parachute

Poignée du parachute fixée
sur une platine spécifique



Goupille de sécurité

Spare parts trike Dynamic VOYAGEUR II - extract

Code	Designation
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Airframe	
B0030	BHC 6X13 FRONT SEAT / BRACKET CD026
B0039	BHC 6X50 SUPPORT REAR SEAT
B0064	BHC 8X30 SUPPORT FRONT SEAT
CD002	AIRFRAME DYNAMIC 503/582
CD008	AIRFRAME DYNAMIC 912
CD024	M8 FORK JOINT OF FRONT SEAT
CD026	FRONT SEAT BRACKET
CD035	REAR SEAT BELT
CD036	FRONT SEAT BELT
CD037	CHC 8X73/15 FRONT BELT / 503-582 ENGINE MOUNT
CD038	FOOTREST TUBE Ø 30 L640
CD063	REAR BUCKET SEAT CARBON COMPOSITE
CD064	FRONT BUCKET SEAT CARBON COMPOSITE
F0200	PLASTIC SHAFT BEARING Ø 20 FOR REAR SEAT
Q0080	SIDE BAGS
SD046	RUBBER THRUST BLOCK FOR REAR SEAT
SD048	JOINTED RUBBER THRUST BLOCK FOR FRONT SEAT

Rear landing gear and front forke	
A3045	CLAMPING PIN 6" FRONT BRAKE
AD003	FOURNALES SPACER 10X8/50
AD004	CHC 8X63/15 FOURNALES OR FRONT BRAKE 8'
AD005	CHC 8X34/15 STREAMLINED STRUT / AIRFRAME
AD014	CHC 10X52/27 LANDING GEAR TUBE / AIRFRAME
AD022	UPPER SPACER FOURNALES 12X8/26
AD026	LARGE ALL-MOVING FOOT PEDAL OF THROTTLE
AD027	LARGE ALL-MOVING FOOT PEDAL OF BRAKE
AD028	Ø20 PLASTIC SPACER FOR FOOT PEDAL
AD029	FOURNALES SHOCK ABSORBER
AD031	CHC 8X45/12 ROD / FRONT SHOCK ABSORBER
AD032	CHC 8X40/15A LEFT FRONT SHOCK ABSORB. / FORK
AD034	CHC 8X40/15 RIGHT SHOCK ABSORB./ FORK
AD038	ROD FORK SPACER
AD040	ROD FOR FORKE
AD079	FORK SHOCK ABSORBER
AV001	FORK 6" WITHOUT BOLTS AND NUTS
AV004	RIGHT 6" FRINT WHEEL SPACER
AV005	LEFT 6" FRINT WHEEL SPACER
AV006	FRONT WHEEL 6" AXLE
AV011	RIGHT STREAMLINED STRUT FEEL/VII L1140
AV012	LEFT STREAMLINED STRUT FEEL/VII L1140
AV014	LANDING GEAR TUBE FEEL/VII L830
AV017	SUSPENSION TUBE FEEL/VII L920
AV018	RIGHT SPINDLE OF AXLE FEEL/VII
AV019	LEFT SPINDLE OF AXLE FEEL/VII
AV020	CHC 10X46/16 SUSPENSION TUBE / SPINDLE OF AXLE
AV025	600X6" DRUM BRAKE

Code	Designation
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AV030	OUTSIDE LEFT ROD FOR FORK
AV0301	INSIDE LEFT ROD FOR FORK
F0501	M8 SPHERICAL JOINT (STREAMLINED STAY)
F0502	M10 SPHERICAL JOINT (LANDING GEAR TUBE)

Vertical mast, hanging point	
DD009	SAFETY CABLE OF WING
DD020	CHC10X95/17 MAST / AIRFRAME BOLT OF ROTATION
DD022	CHC10X110/15 HANGING POINT BOLT OF ROTATION
DD023	CHC10X105/15PTP WING BOLT
DD024	H10X85/15AP MAST BOLT
DD025	WING PLATE
DD030	SPACER OF WINGS PLATE
DV001	CANTILEVER VERTICAL MAST
DV004	CHC10X122/32P BUTTED INCIDENCE / CABLE
DV005	CHC6X85/10PTP BUTTED INCIDENCE
DV006	SIDE BUTTED INCIDENCE
DV007	Ø25 BUTTTED INCIDENCE THRUST SPACER
DV008	CHC6X85/10PTP BUTTED INCIDENCE
DV009	PLASTIC SPACER
DV013	LOWER AND MIDDLE NYLON SPACER OF MAST
DV014	UPPER NYLON SPACER OF MAST
E9066	NYLON HANGPOINT OF WING

Engine mount	
AD063	CHC12X85/23 912 ENGINE MOUNT / AIRFRAME
B0242	CHC12X100 912 ENGINE / ENGINE MOUNTS
CD037	CHC 8X73/15 FRONT BELT, 503/582 ENGINE MOUNT
M3001	503/582 ENGINE MOUNT
MD013	CHC6X10A BACK RUBBER-MOUNTED OF 503/582
MD015	CHC6X78/10 SAFETY STRAP OF 503/582
MD016	SAFETY STRAP OF 503/582 ENGINE MOUNT
MD226	INJECTION MOULDED FUEL TANK 75 L
MD236	Ø25 TUBE OF FUEL TANK 75 L
MD231	TRANSVERSE FUEL TANK 75 L STRAP
MD232/3	25 MM FUEL TANK 75 L STRAP
MD220	912/912S ENGINE MOUNT
SD017	BACK RUBBER-MOUNTED OF 503/582
SD018	BACK INSIDE RUBBER-MOUNTED OF 503/582
SD019	45 SHORE FRONT RUBBER-MOUNTED OF 503/582
SD060	60 SHORE FRONT RUBBER-MOUNTED OF 912

Personal notes

