



1. To cut the flap drive hole in the wing root the wings must be installed. Also because the flap will not fit all the way inboard without the hole cut, 3 long 1/4" bolts will be needed to temp fit in place.
2. With the flap in place and the drive lug pushed against the wing root, rotate the flap thru its range of motion. This could be up to 45 degrees of deployment. The drive lug will seem to trace a line on the wing root. Use a sharpie to follow it thru the range of motion.
3. Mark the top and the bottom of the drive lug track. this will give you a reference to cut out. remember this is the lug so the slot much be 1/8" larger for sufficient clearance.



1. Once the slot is cut for the drive lug the flaps can be temporarily installed.
2. Use a piece of scrap angle aluminum to create a jig that located the inboard flap bracket pivot point.
3. The inboard flap bracket will be installed once the wing is removed.





1. Once the wing is removed the inboard flap bracket can be installed.
2. If you are Building a Lightning Classic or LSA Sport , you can use the standard holes drilled in the bracket for mounting.
3. If you are Building the XS, the lower hole in the bracket must be moved down 1/2" and forward at a 45 degree angle.
4. In all installations use AN3 bolts of correct length, AN970-10 washers, and a nyloc nut.
5. An alternative installation is to use 3/16" stainless rivets with AN970-10 washers as a backer. The 0.500 grip rivets used for the firewall are perfect if you have left overs.



1. In most cases the lower skin and rear attach hard point must be trimmed to allow clearance for the inboard flap bracket.
2. Once the wings have been removed and the flap bracket installed It is easy to take measurements based on the rear AOI hole.
3. Removal of material from the rear attach point is permitted. If you trim what is required and not be excessive , too much material wont be removed by design.

