

SPECIAL NOTES:

- **The tail wheel can be waxed and left the color it is or scuffed up with Scotchbrite Red, and painted to your choice of color.**
- **Always be sure the locking pin is free and greased or heavy oiled. Do not change the spring strength to a higher load rating.**
- **Put the tail wheel inspection on your preflight walk as it is no different than any other part of the plane to check**
- **Unless your tail wheel gets really wet I would not over grease the king pin area to prevent pushing out the bottom seal. If the seal is ever pushed out, a good sealing caulk can keep it in place.**
- **With general care, 1000's of hours of use should be obtained.**
- **Wear parts are kept on hand at my location if needed.**
- **The holes on the steer arms are small to accommodate the various ways to attach springs, chains, ect. Drilling out to size needed is ok, to 1/8 inch**
- **The spring attach point is tight (narrow by a few .001 of an inch) on purpose. Slightly grind your spring to fit the tail wheel spring socket area. This won't take much, but will ensure that you will have the tightest fit possible. If this area is ever loose, thin shim stock should be used to ensure a tight fit, use a castle nut to ensure 100% retention of the nut.**
- **Tail wheel should be attached with bolt and castle nut assembly.**
- **Checking the tail wheel AXLE bolt, at no time should the bushing/seal be turning on the axle bolt. This would cause axle bolt wear! If turning, tighten the castle nut.**

Please sign and return this for my records.

I have read the above statements and will follow them as a standard of safe flying.

_____ name

_____ Date signed

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