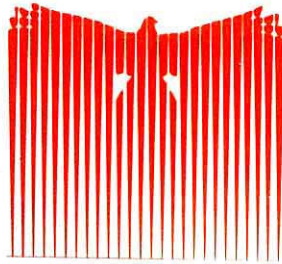


mainair sports



MAINAIR SPORTS LIMITED Alma Industrial Estate
Rochdale, Lancashire, England. OL12 0HQ.
Tel.(0706) 55134 Telex 635091 ALBION G ATTEN.MAIN

TRI-FLYER BULLETIN No. 10

16-1-1984

If you no longer own your Mainair Trike please pass this bulletin to the new owner and contact us immediately so we can alter our records.

1. All models - Throttle sticking - Throttle cables need frequent attention to prevent jamming. Bent or kinked cables must be replaced. We have made an amendment to our procedure which prevents the cable end FERRULES from sliding out of the hand/foot throttle 2 into 1 connector and front fork adjuster nut. The ferrules can catch on the outside and prevent full throttle closure. The attached sketch shows a simple modification which will prevent this. We will supply locking wire free on request. Please tell us the serial number of your machine when contacting us.

After carrying out the modifications ensure that the wire nipples are free to slide through the plunger inside the body of the 2 into 1 connector. Also make sure that the plunger hole edges are chamfered to stop the nipples catching the sides.

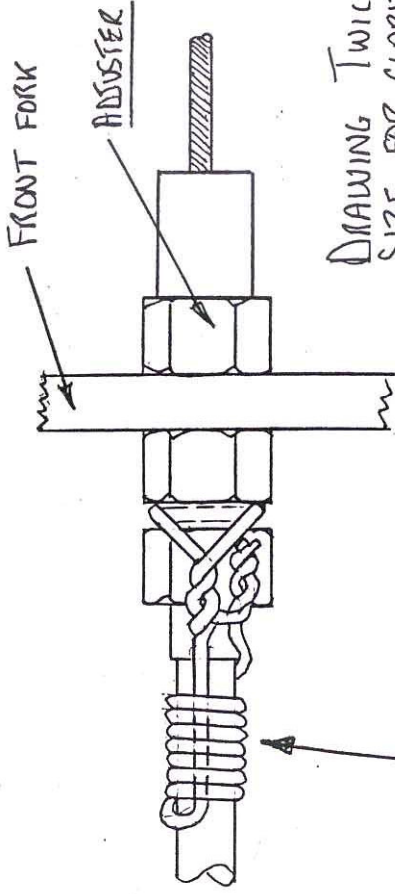
2. 440 Upright - This is a repeat reminder that the 440 upright engine is more susceptible to high frequency vibration damage. It is important to ensure that all reduction drive bolts are kept tightly fastened and that the propellor is balanced.
3. Transit damage - We now sell transit ties made from 1" webbing with a quick release catch to prevent damage to the airframe during transit. The rear tie goes from each axle leg to the prop hub and stops sideways movements. Cost £6.50 each, please contact us.
4. Wheel lubrication - We have had a few cases of wheel bearing wear and damage and think the problem may be related to grease type and frequency. We recommend a Lithium based grease (non synthetic) such as Castrol LM or similar. If you are in doubt as to what is at present, remove and wash out the wheel and bearing relubricating with Castrol LM to prevent future problems. Regular wheel greasing is also important particularly if the machine is used in beach areas or on airfields where substantial taxiing takes place.
5. New developments - We are currently testing rear wheel suspension for dual seaters used for heavy work - training schools etc. We are using special indespension units which are excellent and work very well indeed. Interested parties should contact us.
6. Airworthiness - We sold our first dual machine made to full CAA Section S specification on the 13th January. Although still waiting for paperwork to be signed, we have finally got there. It's been a mammoth and very expensive exercise carrying out the many tests and submissions, altering our whole manufacturing procedure and trying to stay in business in the meantime. Now we have it, we are sure it will provide great benefits in quality control, product improvement and general all round reliability.

John Hudson
John Hudson (Director).

mainair



Mainair Sports Ltd. Shawclough Road Rochdale Lancashire OL12 6LN
Telephone Rochdale (0706) 55131/2/3 Telex 635091 MAIN

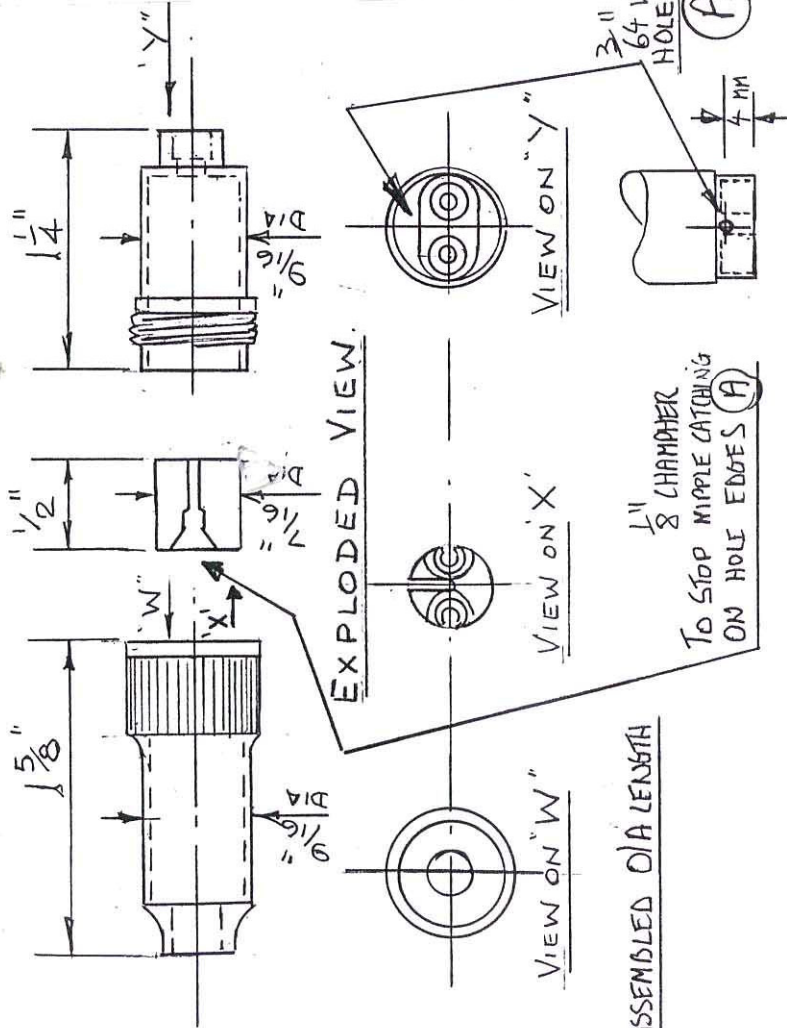


DRAWING TWICE FULL SIZE FOR CLARITY

STAINLESS LOCKING WIRE TWISTED AROUND ADJUSTER & WRAPPED AROUND OUTER CABLE

10

RETENTION OF CABLE TO FOOT THROTTLE ADJUSTER



EXPLODED VIEW.

VIEW ON "W"

VIEW ON "Y"

2 9/16" ASSEMBLED O/A LENGTH

1/8" CHAMFER TO STOP NIPPLE CATCHING ON HOLE EDGES (A)

3/64" WIRE HOLE (A)

3/64" DIA BETWEEN CABLE SOCKETS

TWO INTO ONE CONNECTOR

STAINLESS LOCKING WIRE WRAPPED TWICE AROUND EACH CABLE AND TWISTED - PULL TO CHECK THAT OUTER CANNOT SEPARATE FROM CONNECTOR - DO NOT DISTORT CABLES

1. RETENTION OF CABLES INTO 2:1 CONNECTOR 9

CABLE JUNCTION BOX.