

As mentioned in the previous article, the rear intersection of the side with aft baffle where the oil cooler is mounted is a very weak point for developing cracks due engine vibration.

Most builders beef up this angle with an additional aluminum stock angle. I plan to do the same.

I placed the FF-713 spacer and CB-1004A side baffle on the angle and copied/matchdrilled the drilled holes in the doubler to the angle.

Lots of cleco clamps and putting rivets in the holes as I moved on.



The outer corner is rounded down so it sits within the CB-1004A cylinder 4 baffle corner.

The stock angle is 1/8" thick. Really beefy.



The angle brings some additional problems. The angle interferes with the CB-1004B doubler plate which holds the screw attaching the baffle to the engine. I have cut out a slot on the angle to provide space for the doubler. I preferred to cut out the slot instead of cutting the angle higher. The little extra support and stiffness in the bottom is welcome.

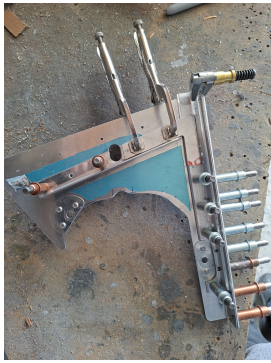
Additionally, I have created some linking angles which connect and stiffen the new angle to the CB-1004C stiffener. As the angle is thicker than the CB-1004C stiffener, there is an additional spacer underneath the angle. (where the visegrips are in the image)

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The additional spacer is visible in this image between the angle connector and the CB-1004C stiffener.



Then I also drilled the other side of the angle to the cylinder 4 aft baffle to #30.



Work on this will continue in the next session.