18/04/26 - Dimple and rivet reinforcement angle oil cooler - 3h

Category: 6.7 Oil System
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The reinforcement angle is now read for rivetting. I also cut a small cut out for the second rivet on the bottom on the CB-1004A cylinder 4 baffle.

Next I started test fitting the nutplates.. grrrrr... I have been drilling the row of holes on the CB-1004A and FF-713 spacer on the conservative side leaving lot's of edge distance not thinking about the reinforcement angle. When installing the nutplate it interfered with my connection angle.

I had to cut a notch in the connection angle and fortunatly, the nutplate was laying nice and flag in the angle now.

In the nutplate below this, the I had en even worse problem. The holes did not line up anymore. In the end I decided the drill a one leg nutplate on one side.
It's an additional rivet holding thingstogether and spacing is ok so I'm happy with it. In the end, the nutplate ears keep the nut in the plate from rotating and it doesn't matter if it's on both side or on one side. Fortunatly the ear spacing on a K1000-3 of a one leg version is the same for the first hole. Otherwise, this would have been a lot of scrap pieces.

Spot the place in the image below. I'll help a bit... the misplaced nutplate ear is the 3rd one from the left in the bottom, then you seen the right ear and an additional hole above it.

Next I dimpled all the holes. Pay attention to the orientation of the

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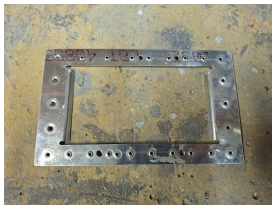
dimples, some go inward, the side ones outwards, the bottom ones stay flat and undimpled. Off course I made the mistake of dimpling them. Your can push back a dimple one time. so no big deal but a shitty day when it comes to making mistakes. I hate that;



The CB-1004C stiffener and the 2 custom pieces: spacer and connection angle ready to go. No dimples here, they get AN470 rivets.

Put the angle in place, put some AN3 screw in to ensure alignment and started rivetting the angle to the assembly using the pneumatic squeeze.

Definitly not my best rivetting but all acceptable. The image below shows also the nutplates installed.

Something I didn't mention yet. I have also made a stiffener angle on the 2 nutplates for the inner connection of the oil cooler. also made from 1/8" angle.

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Image below shows all rivets set also on the FF-709 doubler

Here is a view from the rear side.Only the top row left. These are in junction with the CB-705B oil cooler brace and will be rivetted next.

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