C150C2800P Installation – Cessna 150 SN17001-15064532

June 28, 2011 Rev E Instructions STC/SK28150.doc

CLoc® SK28S3 Series Conversion for Screw Cowlings

Changes from previous SK2601 Conversion Kits –

Because most early Cessna cowlings use platenuts with 11/16-hole spacing, a receptacle adapter was required in order to mount typical SK212 or SK213 receptacles with the standard ¾ inch hole spacing. This drove the kit cost higher. There are also issues with clearances around the engine mounts. The revised SK2602 Kits use a specially made receptacle, the SK213-26 with 11/16 inch spaced rivet holes. Even if your cowling used clip-on platenuts, the SK213-26 requires mounting holes to be drilled and dimpled accordingly.

Because the rivet hole spacing is closer to the barrel of the receptacle, we modify the adjustment process to enhance riveting. Note that the SK213-26 receptacles have no anti-lock pins installed, in other words, the locking clip is engaged and the insert is locked. This allows clearances for riveting.

Note: Pay attention to the orientation of the receptacle such that the locking clip groove is facing outward/upward for ease of access. Note Figures 1 and 2. If you install them facing inwards, access for adjustment is difficult.

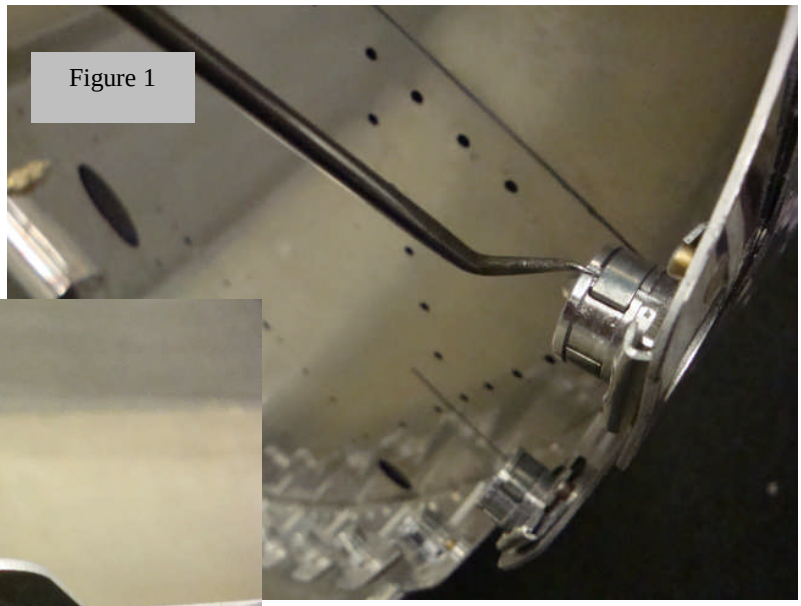
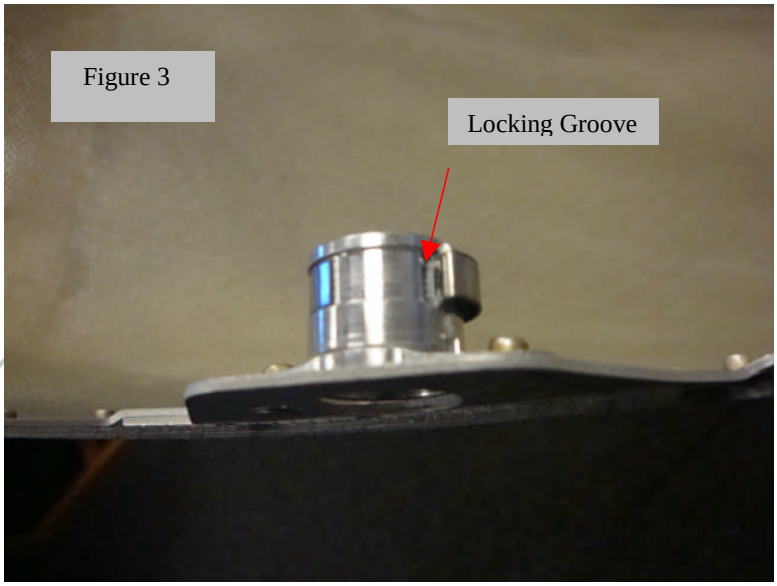


Figure 1

Figure 2

Once receptacles are installed, with a pick tool, pry the clip out of the groove onto the barrel to unlock the insert.



Upon the initial reinstallation of the cowling, engage the SK28S3 studs into the receptacle and screw the studs to the proper set position. Push and turn to unlock studs without disturbing the inserts. Remove the cowling. Turn each insert to align the “slot” with the rivets. With the pick tool, snap the clips back into the locking groove and check that the insert is locked (the slot will be a few degrees past being aligned with the rivets).

To begin installation -

1) Remove Cowling.

2) Drill out all platenuts mounted to firewall lip and cowling sides.

3) With Unibit 1, expand center hole to 7/16".

4) Mount SK213-26 Receptacle Assembly with MS20426AD3-4 Rivets. Note: Some locations require blind rivets CCR264SS-3-3.

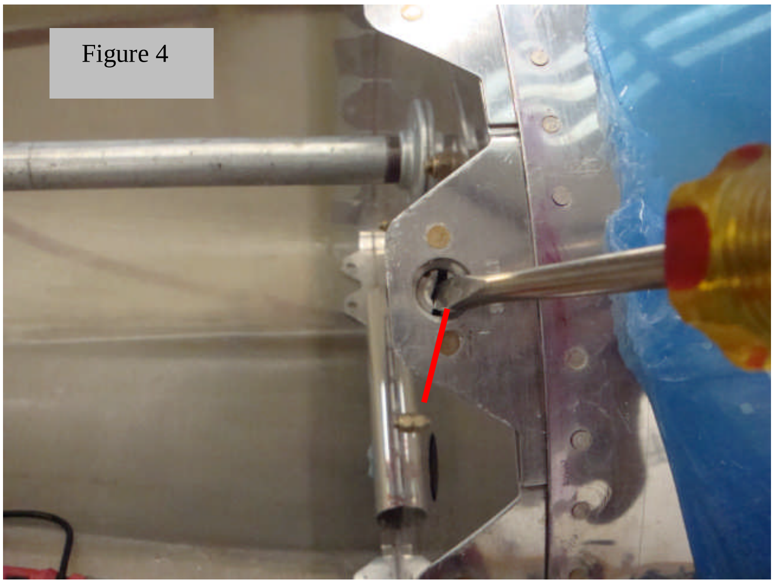
5) With pick tool, pry locking clips out of groove onto barrel surface.

6) Drill all cowling holes to .250 to accommodate SK28S3 series studs. Countersink or dimple holes so that the stud lays flat on cowling surface. Note: Do not install retainers at this time.

7) Position cowling. Lock studs and continue to turn studs, thus adjusting receptacle inserts, until the stud is set to the proper locked height.

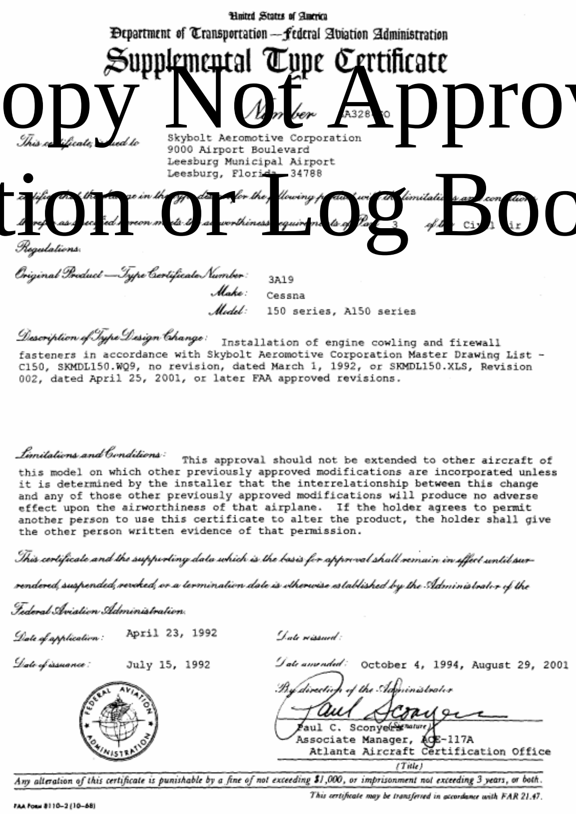
11) Unlock studs (Quick push-turn motion) and remove cowling. Turn each insert to align (approximately 1 o'clock to 7 o'clock as shown in Figure 4) the "slot" with the rivets. With the pick tool, snap the clips back into the locking groove and check that the insert is locked (the slot will be a few degrees past being aligned with the rivets).

Figure 4



8) Install retainers on all studs with SK-T26 tool.

9) Reinstall cowling. Note any studs that may require further adjustment.   One 180-degree revolution is equivalent to .015 of an inch adjustment.



United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number [illegible]A328[illegible]

This certificate, issued to Skybolt Aeromotive Corporation
9000 Airport Boulevard
Leesburg Municipal Airport
Leesburg, Florida 34788

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product — Type Certificate Number: 3A19
Make: Cessna
Model: 150 series, A150 series

Description of Type Design Change: Installation of engine cowling and firewall fasteners in accordance with Skybolt Aeromotive Corporation Master Drawing List - C150, SKMDL150.WQ9, no revision, dated March 1, 1992, or SKMDL150.XLS, Revision 002, dated April 25, 2001, or later FAA approved revisions.

Limitations and Conditions: This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: April 23, 1992
Date reissued:
Date of issuance: July 15, 1992
Date amended: October 4, 1994, August 29, 2001

By direction of the Administrator

FEDERAL AVIATION ADMINISTRATION

Paul C. Sconyers (Signature)
Associate Manager, ACE-117A
Atlanta Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)