Angled Pins and Delrin Guides

Read through before installing pins

With the angled pins you need to know a few things. The inside of the stainless pins are hollow with a solid end. This allows you to use Vans’ proximity switch kit which is supplied with your finish kit. You just drop some epoxy down into the pin and then drop the magnet in place. Try to clean the glue off the threads with a tap. Let dry. The magnetic switches will work the same as Vans intended. After the glue dries you can screw in the set screw.

The pins are two inches long so cut your pushrods accordingly. Also tap the end of the pushrod for the set screw and pin to be used. When the pushrods are cut the right length for the pins you can test fit the pins on the pushrods using the supplied 5/16-24 set screw. If the pin bottoms out in the wrong “clocked” position, you will need to lightly file down the end of the pushrod until it seats or clocks in the correct direction which is OUT and UP from the fuselage. This way it will pull the door down and in as it closes. This is an easy process and only take a few tries. Just make sure you lightly sand it and try again. If you sand too much you have to sand enough to turn it all the way around again. After testing your door you can use Loctite to glue it in place on both ends of the set screw.

The guides supplied have the same bolt pattern as the original Vans blocks. Sand the bottom of the guides to fit nicely against the fiberglass cabin door opening. The best results are when the guides center the door in place. If they hold the door in place, the door can’t shift fore nor aft. There will always be one pushrod which has a little more friction than the other. That makes the door shift fore or aft if the door is not capture without play between the two guides. This is why the guides are thicker than needed. You need to sand them for YOUR specific opening.

If you have any questions email [sean@planearound.com](mailto:sean@planearound.com) or call 801-580-3737.

Thanks,

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