

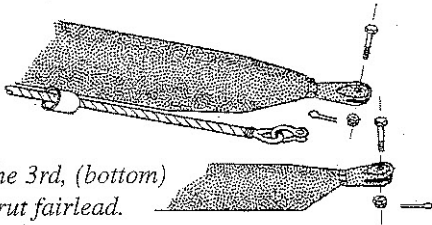
[J3 Aileron Cable Pulley Installation.doc](#)

## J-3 Aileron Cable Pulley Installation:

By Joel Gehring From Cub Clues #139 March/April 2007

Since we covered how one could convert an earlier Cub airframe to 1220 lb gross weight, this is a great time to discuss another change that should be made at the same time. That is the replacement of the fuselage aileron cable fairleads with pulleys. In using a fairlead for the cable to pass out of the fuselage, Piper had used a third fairlead that was located at the bottom of the front strut, P/N 12363-00

This was a new design when compared with the E2s & J2s. Piper-changed the routing of the aileron and elevator cables when the J3 was designed. The aileron cables on the Taylor Cubs were exposed in the cabin because they attached to the rear control stick above the torque tube. On the J3 they attached the cables to the control stick below the torque tube. The initial thought was that a pulley was no longer needed since the cable did not need to make such an extreme radius.



*The 3rd, (bottom)  
strut fairlead.*

*Taken from the non-Friese wing  
panel dwg. in the Post-War Parts Manual.*