

Yak 52, 52W Aircraft Tug Assembly Instructions



1. Carefully unpack contents of carton and locate the charger and battery. The battery may or may not be installed in the drill. Plug in the charger and charge the battery for at least one hour. You will need a 7/16" boxed-in wrench to assemble your tug.
2. **DEWALT DRILL:** Locate the 1/2" drive shaft and chuck the end with three flats into the Dewalt drill. Be sure the flats align with the jaws in the chuck and are seated on the jaw tips. Tighten by hand as hard as you can with the clutch in the **drill bit image** position, and in speed selector switch setting **1**. See Dewalt drill operation instructions.
3. See there is a foam drive shaft alignment insert installed 8" inside the handle tube end which inserts into the tug receiver. With the drive shaft installed in the drill, insert it into the expanded handle end and see that it slips through the foam alignment insert (A light source at the end of handle helps with this task.) and push the drill into the handle as far as it will go. (Visually inspect that drive shaft is centered in handle tube) Turn the drill in handle tube so that top is aligned with the Decal and tighten clamp securely. [Fig.2]
4. Be sure the stainless steel compression clamp [Fig.1] is fit onto the tug handle receiver approx. 1/8" from the top. Install the handle into the tug receiver fully 1-7/8" rotating as necessary to engage the square drive socket. You can lightly "bump" the drill trigger to engage the socket if necessary. Tighten the T-bolt clamp snugly noting that drill is in proper alignment with forward / reverse switch facing up. It is important that this connection is always tight when the tug is in use. Install side handle if you choose.



1. You must replace the hinge pin on the nose gear sway bar assembly at the point it connects to the gear yoke with the free replacement part provided. Consult your mechanic prior to installation. Please print and read this important document [Owner Produced Aircraft Parts](#) prior to installation should a field approval be required.
2. Loosen red locking knob and fully open fork assembly. [Fig.3] Attach tug to aircraft nose gear slipping left (fixed) fork hub onto newly installed left tow pin with drive roller resting on nose tire. Close fork fully to engage hub onto right tow pin and tighten locking knob securely noting that hubs are positioned fully onto aircraft tow pins. Reverse to remove.
3. Push down on the tug handle and slowly pull the drill trigger all the way in to move your plane. When stopping, slowly let off on the drill trigger until plane stops. Avoid sudden starts and stops as this can damage the chain and transmission gears in your tug. Keep chain and axel bushings lubricated per ["Use and Care Guide"](#).

NEVER LEAVE TUG ATTACHED TO AIRCRAFT WHILE NOT IN USE!

Practice makes perfect! Thank you for buying a Minimax Aircraft Tug!

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