



Selecting Hardware

The shock cord mount systems have been tested to withstand at least 110 lbs of force applied to the eyebolt without damage. This exceeds the opening strength of many non-forged eyebolts. Therefore, it is recommended to use a forged eye bolt with a shank length of 11 - 13 mm. The nut capture within the sled is approximately 11 mm in diameter which is ideal for most 1/4-20 nylon lock nuts (M6 is also a good choice). You can however use any nut that fits. In the case that the nut is too small to be captured while turning you can wedge a small screwdriver or other tool along the nut while tightening the eyebolt. Care should be taken to ensure the nut cannot spin free during decent, therefore we recommend the use of nylon lock nuts or thread lock whenever attaching an anchor point. 1/4-20 Stainless steel welded eye bolts with 1.5 in shanks are available in our shop. Swivels inserted between the eyebolt and shockcord also help protect the anchor point from becoming free. These choices again are the responsibility of, and at the sole discretion of, the flyer.

Secure your sled

Eggfinder mini sled used as an example in pictures: Cut your eye bolt to length, and screw the assembly together taking care to torque the base of the sled, and not the top during assembly.

Final Assembly

When it's time to fly there are a few simple steps. Hook up the power, and properly secure the connector to something to support it in flight...I like to tape the JST connectors, and cable tie them to a fixed point for support, usually a battery support cable tie. Next, carefully slide the sled into the sleeve. There are indexing ridges inside the sleeve that ensure alignment. If the sled does not slide freely, do not force it. Remove the sled and check that the hole in the back of the sled, and the hole in the sleeve are on the same side, there is a front and back to the sleeve. Once the sled is fitted in the sleeve, secure the two using three of the included 4-40 screws.

Placement for Flight

Attach the tracker assembly to the shock cord, and protect it as much as possible from direct ejection charge forces. When possible place the parachute burrito between the tracker assembly and the ejection charge(s). If this is not possible wrap the tracker assembly in a nomex protector to protect it from direct ejection gases. Always test fit the assembly to make sure it will not bind in the airframe on ejection...just like everything else in your recovery train, ground testing is important.