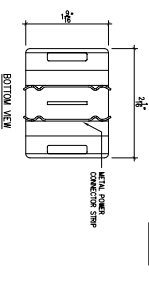
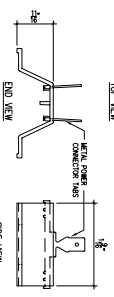
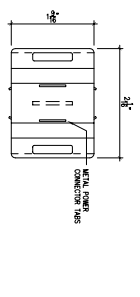
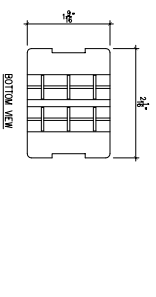
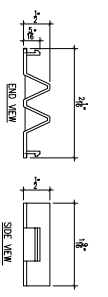
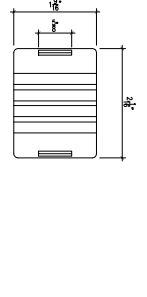


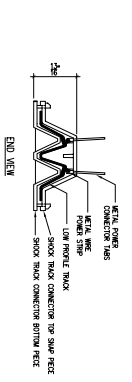
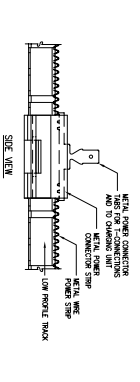
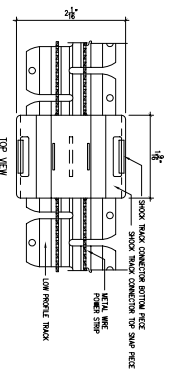
BIRD-B-GONE, INC.
 SHOCK TRACK
 SHOCK TRACK CONNECTOR
 SHOCK TRACK CONNECTOR BOTTOM PIECE
 SHOCK TRACK CONNECTOR TOP SHAPED PIECE
 SHOCK TRACK ASSEMBLY VIEWS
 LOW PROFILE TRACK
 (100 ROLLS)



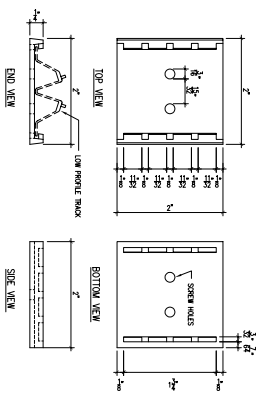
SHOCK TRACK CONNECTOR TOP SHAPED PIECE



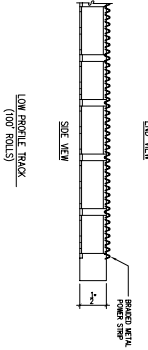
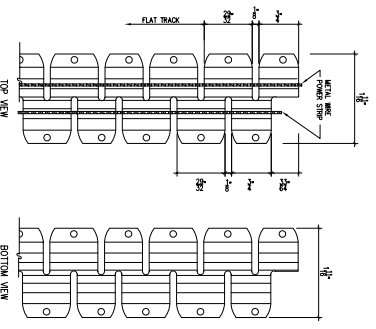
SHOCK TRACK CONNECTOR BOTTOM PIECE



NOTE:
 A) BOND ALL LOOSE ENDS AND END PROTRUSIONS FROM INSULATION SURFACE. SURFACE SHOULD BE THOROUGHLY CLEANED AND CONNECTED USING BRID-B-GONE CONDUCTIVE GEL.
 B) INITIAL SHOCK TRACK WOUNDING CAPS SHOULD INCLUDE SHOCK TRACK SCISSORS AND/OR CUT OFF TOOLS TO PREVENT DAMAGE TO TRACK. SCISSORS SHOULD BE USED TO CUT TRACK TO THE DESIRED LENGTH. IF CUT IS NEARLY SET UP BEFORE INSULATING TRACK, SCISSORS SHOULD BE USED TO CUT TRACK TO THE DESIRED LENGTH.
 C) SHARP ALTIMETER TRACK AT THE END ADJUSTED FROM THE ELECTRICAL CONTACT PLATE A MIN OF 0.005 INCH TO PREVENT TRACK FROM SHORTING OUT.
 D) USE AN APPROPRIATE ADHESIVE TO SECURE THE SHOCK TRACK TO THE WOUNDING CAPS AND SURFACE. ADHESIVE SHOULD BE APPLIED TO THE TRACK AND WOUNDING CAPS AND SURFACE.
 E) INITIAL SHOCK TRACK WOUNDING CAPS SHOULD BE USED TO PREVENT TRACK FROM SHORTING OUT.
 F) FOR CONNECTIONS, SIDE POWER CONNECTORS OVER ALL FOUR ENDS OF SHOCK TRACK CONNECTORS.



MOUNTING CAP



LOW PROFILE TRACK (100 ROLLS)

