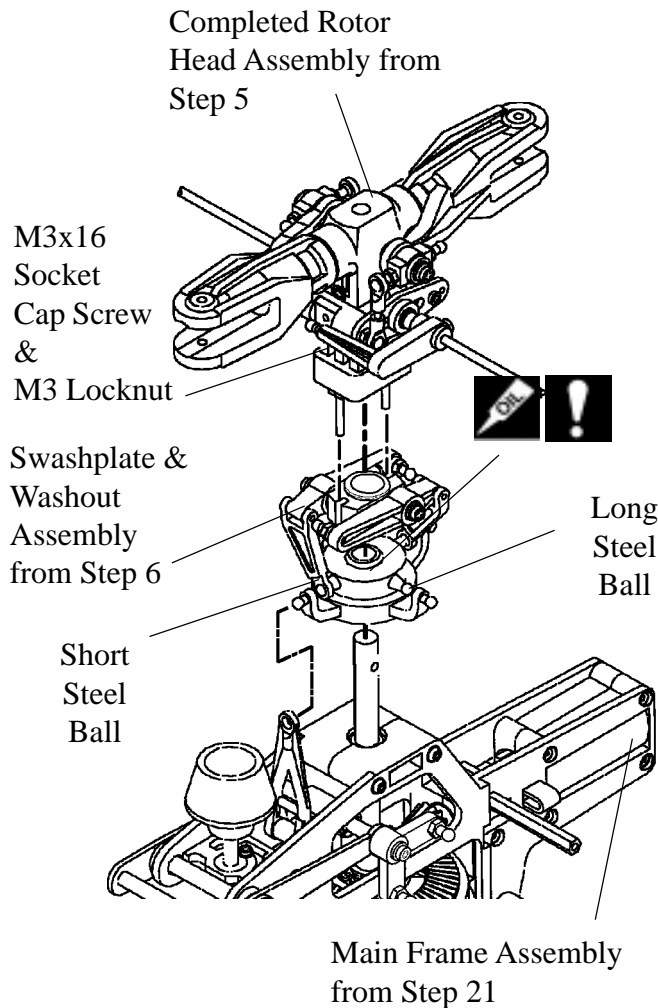


STEP 22-23 Final Rotor Head Assembly & Muffler

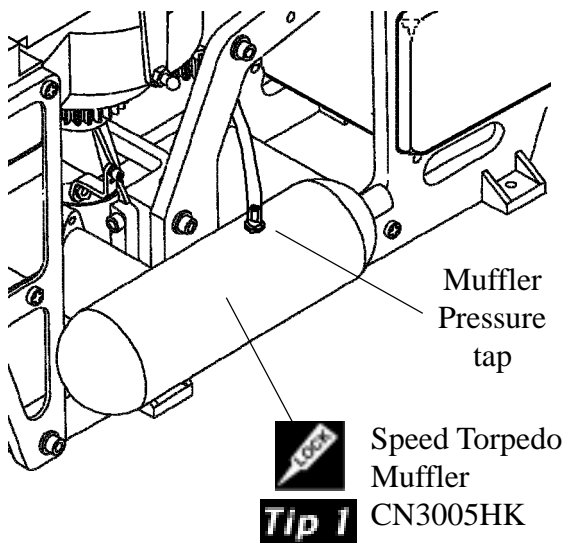
STEP 22



Slide the washout assembly from **Step 6** onto the main shaft and snap the elevator lever arm onto one single front ball on the swashplate. Slide the completed rotor head assembly from **Step 5** onto the shaft and align the hole in the head block with the hole in the top of the main shaft and insert one 3x16mm Socket Cap Screw and 3mm locknut (from Bag 2) to secure the two. (**Note: Make sure the pins in the rotor head block are aligned and inserted into the holes in the washout unit.**) Apply some oil sparingly to the washout hub assembly to insure they slide smoothly.

Following assembly, move the collective lever fore and aft to the endpoints. The swashplate and washout unit should be very smooth throughout the movement range. If not, inspect the fit of the washout guide to the pins in the rotor head, these pins can be bent slightly if binding. Also check the collective axle, the screws here may be too tight. Lastly the fit of the ball links sometimes can cause binding. These few points are the most common which will cause servo strain leading to premature wear and will appear as a jump in altitude when flying the helicopter.

STEP 23



Attach the muffler to the engine with the screws provided with the muffler (**Tip 1**) using threadlock. Attach the pressure tap to the top of the muffler and the M4x6 Phillips Machine screw to the bottom hole in the muffler, remember to use threadlock on these parts.

Tip For a good seal between the muffler and the exhaust port, use a gasket made from thin aluminum, brass or use high temperature RTV engine sealant found in an automotive supply store. To properly seal the fit, after running the engine for several minutes on the first run, shut down the engine and tighten the bolts again, with the hot engine you will gain 1/4 turn on the bolts which will seal the muffler in place.

*Optional High Performance Tuned Pipe or Tuned Muffler Also Available.