

mechanics. Trim the flexible cable using the cutoff wheel on the moto-tool. ***Do not try to use side cutters to cut the cable as you will damage the cable.*** Once trimmed, the last 5/8-3/4" of the cable needs to be "tinned". Silver Solder is highly recommended but Rosin Core Solder can be substituted, heat the end of the cable with a soldering iron until the solder takes to the cable. Continue until an even silver coating has been applied. If the end will no longer fit into the coupler, gently file along the length of the end until it can be fully inserted into the coupler.

NOTE:

It is important at this stage to lubricate the entire length of the cable inside of the brass housing with a thick, high temperature grease. Our best recommendation is to use a product designed for lubricating the same types of flexible drive shafts in R/C model boats. Installation usually consists of squeezing an amount of grease into the tail end of the housing and inserting the flexible shaft completely until grease exits the front end of the housing. The cable can be coated ahead of time.

Step 38.

Included in the kit are two "L" channel brackets. These are to brace the mechanics to the F11 or F9 formers. As helicopter mechanics have evolved over the last decade, there may or may not be a vertical surface to attach the bracket to the mechanic, in this case some fabrication is necessary to make the connection. Align the "L" brackets and mark and drill the mounting locations. Using socket head cap screws and lock nuts (not included) mount the "L" bracket to both the mechanics and the closest former. After final installation of the mechanics and the flexible cable has been attached, then the "L" brackets can be attached.

Step 39.

To prepare the dome, depending on the version of the SeaKing that is being built, remove the gelcoat surface from the rounded keys. The dome is to be mounted on the tail section just past the joint between the tail and the main mechanics. Once located, mark and sand through the gelcoat surface for bonding after the fuselage has been painted.

Step 40

The choice to permanently bond the wooden substructure in place really comes down to how much masking will be done to avoid having over-spray coat the substructure, this may be an issue if it has been painted a different color to the outside fuselage. Having test fit the substructure on repeated occasions you should be an expert for installing it. In a similar fashion to bonding the tail formers, this will be done with the same technique. Issue that need to be considered is the exact alignment of the Retract axle holes, preparing the inside fuselage surfaces for a proper bond at the locations where the formers that contact the floor of the fuselage have been marked. Rough sanding of the fiberglass contact areas. Once dry, reinforcement is recommended, a minimum filleting of the formers to the fuselage or additional reinforcing with fiberglass cloth (not included) and Epoxy resin.

Section Four: Final assembly

Step 41.

Once painting is completed these steps will assist in assembling the working mechanics. Insert the flexible cable and clean the end of shaft that will engage the tail coupler with acetone, let dry and secure two 4x4mm set screws using threadlock. Attach the "L" Brackets to secure the rear of the mechanics to the fuselage.

Step 42.

Using the hardware provide with the helicopter kit, secure the main mechanics at the landing gear points. Due to the limited clearance, two solutions can be used to gain access to the lock nuts underneath the F1 Floor former. One solution is to cut 3/8" holes directly aligned with the lock nut positions and a Nut Driver can be used to tighten the bolts. Alternately, access can be gained through the cooling fan hole in the bottom of the fuselage, however complete access is tedious.

Step 43.