

Step 13 Main Gear Assembly

The Main Gear is **pre-assembled with the Auto-Rotation Bearing installed**. From parts bag 2, the Main Shaft has a step in the end of the shaft that is inserted through the auto-rotation assembly. Insert the bottom end through the auto rotation gear assembly aligning the holes and secure the Main Shaft using one 3x16mm Socket Cap Screw and one 3mm Locknut.

Step 13A Slipper Assembly -

SE50 - Standard equipment

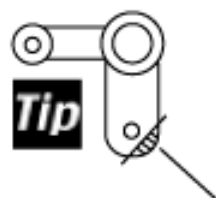
SE30 - Optional

The slipper drive unit will continue to turn the tail rotor blades in the event of an auto-rotation. Before installing the main shaft the Cir-Clip must be removed from the top of the main gear assembly, use Cir-Clip pliers that have special tips to spread the clip (very useful when changing the main gear). Slide the thin washer followed by the thick washer, grease the o-ring and set in place. Install two set screws (**Tip 1**) and slide against the o-ring, apply just enough pressure that when the main shaft is turned the main gear rotates. Remove and apply threadlock to one set screw at a time.

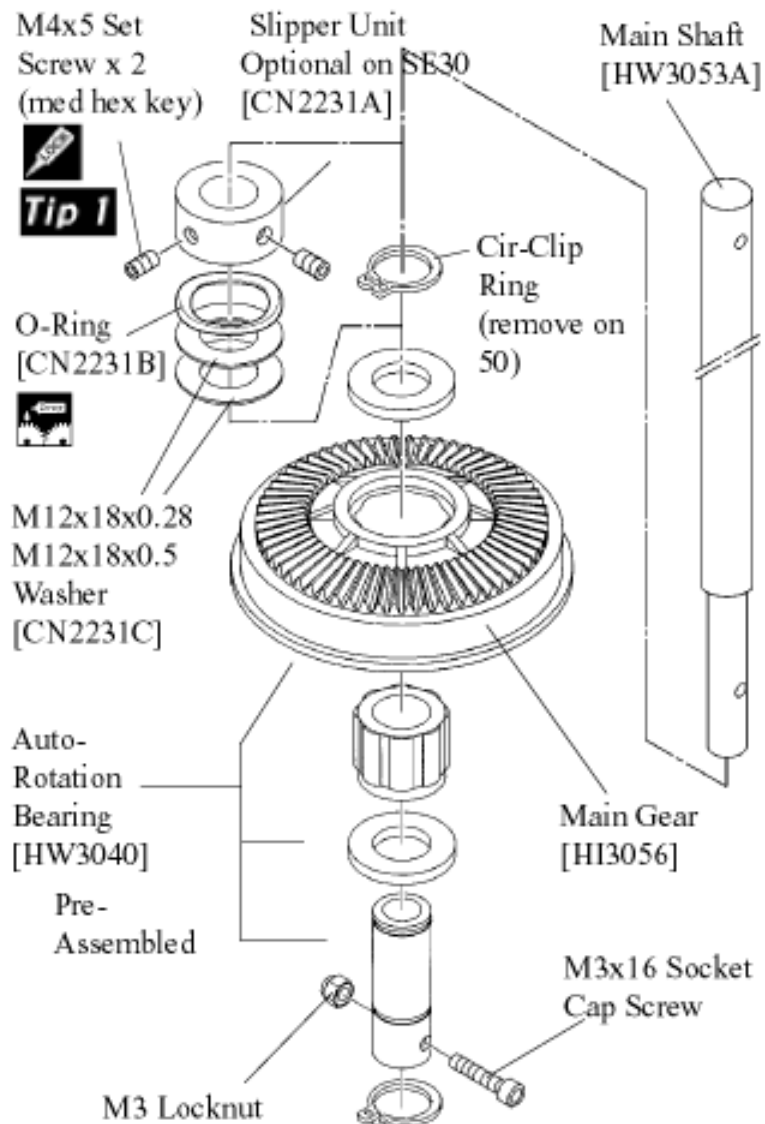
Step 14 Elevator Bellcrank Assembly

From parts bag 2, insert the long threaded axle and one M3x7 ball bearing from each end of the bellcrank. Slide one short spacer over one 3x30mm Socket Cap screw and attach to the threaded axle (**do not use threadlock here at this time**), Repeat for other side. The 2x16mm pin is assembled, just insure the elevator radius link moves freely against the Bellcrank. Thread one short black ball into the elevator arm.

CNQSC04
Optional machined ball bearing elevator arm w/ adjustable ball link.



On the 50SE kit the bellcrank needs to be modified as shown to avoid binding at high cyclic while inverted. Use a file to remove a bevel as shown.



Only assemble, do not use threadlock now!

