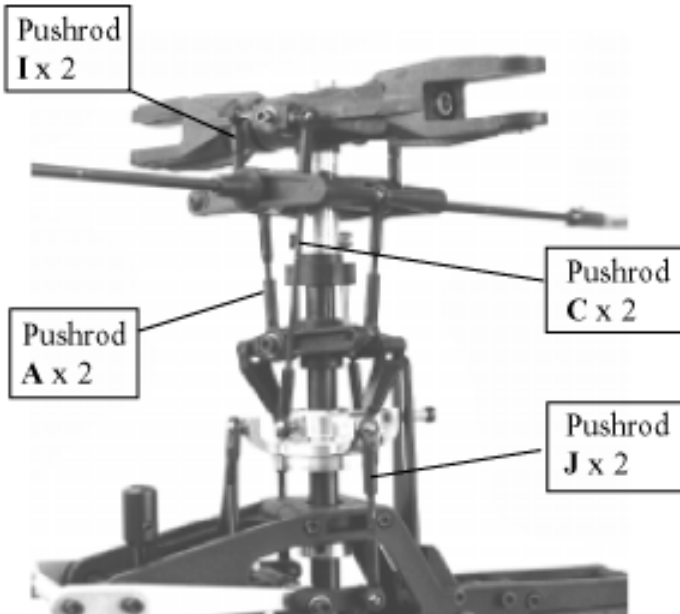


Step 41 Rotor Head Linkage

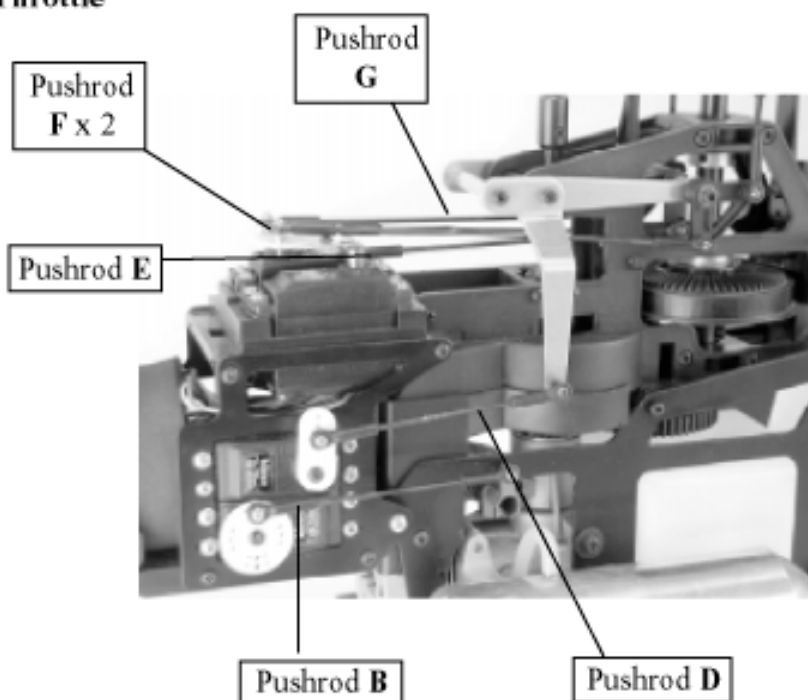
When attaching all pushrods, make sure that all same length pushrods are actually the same length from the beginning, otherwise it will be difficult later to figure out where the binding or mixing problems are coming from. Attach the following:

- 2 x Flybar to Washout pushrods (A), 54mm
- 2 x Bell Mixer to Seesaw pushrods (I), 33mm
- 2 x Bell Mixer to Inner Swashplate pushrods (C), Sport -107 & 3D -108mm
- 2 x Aileron Bellcrank to Outer Swashplate (J). 61mm



Step 42 Roll, Elevator, Collective, Rudder & Throttle Linkage

- 1 x Tail rotor pushrod (G)
- 2 x Roll (aileron) pushrods (F), 160mm
- 1 x Fore/Aft (elevator) pushrod (E), 134mm
- 1 x Collective pitch pushrod (D), Sport - 96mm and 3D - 94mm
- 1 x Throttle pushrod (B), 30 SE-103mm, 46SE- 100mm



Step 42 Elevator Linkage

The elevator pushrod controls the tilt of the swashplate forward and backward which causes the helicopter to pitch forward or backward (hence fore-aft cyclic pitch).

From Bag 4, use a servo horn in the shape of a cross and trim the 3 of the 4 arms off. Install one steel ball and one 2mm nut at a distance of 10-11mm from the center of the servo (**mount the ball directly against the bottom of the servo arm and tighten the nut on top, trim off the screw level with the nut to avoid hitting the Aileron pushrods**), remember to use threadlock. With the radio on and the elevator trim set at the center, attach the elevator pushrod (E) to the elevator bellcrank, then attach the servo horn for a 90 degree angle between the control rod and the servo arm. **It is important that the swashplate sit at 90 degrees to the main shaft.** The elevator bellcrank should align with the two roll bellcranks at mid servo travel of the collective servo.