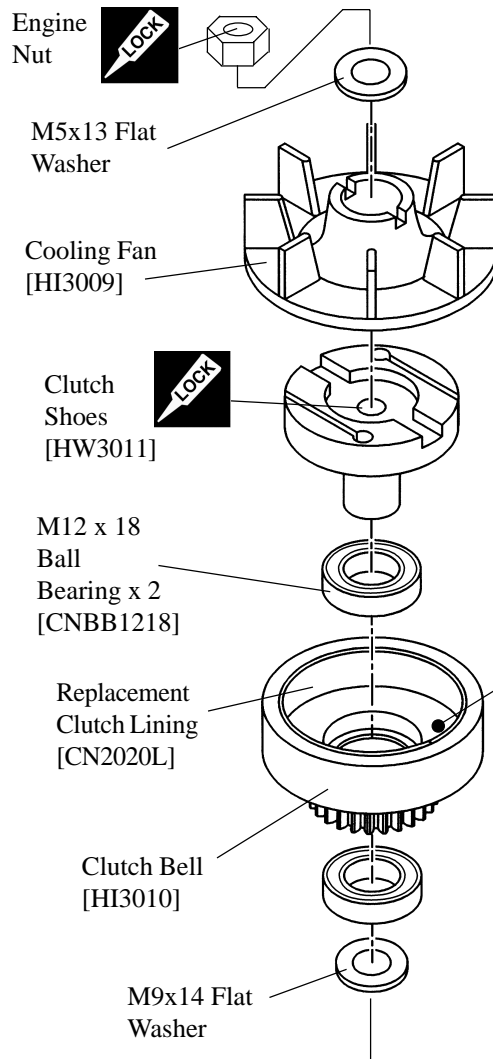
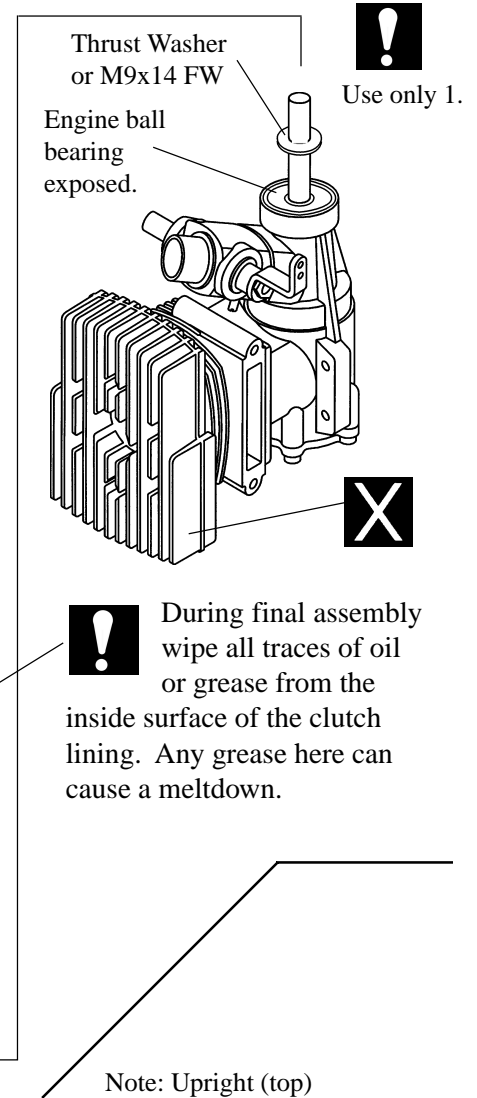


STEP 3-4 Clutch, Fan & Engine Mounting

Remove all parts from the engine crankshaft until you can see the front ball bearing. Install the M9x14 Flat washer (or washer provided by engine manufacturer), insert the Ball Bearings into the clutch bell assembly and place on the crankshaft. Clean the threads on the crankshaft and on the clutch, carefully apply blue threadlock on the last 6mm of the crankshaft threads nearest the bearing (be careful not to get threadlock into the ball bearings) and on the threads in the clutch. Thread the clutch onto the crankshaft until the crankshaft can be seen through the top. Insert the fan, keying it to the clutch. Wrap a cloth over the fan (provides grip to the fan without breaking the fins) and tighten until the clutch stops, torque an additional 1/16 of a turn. Using a Piston Lock [CN2155 Optional Parts] makes this easier. Secure the fan with the M5x13 Washer and the engines prop nut onto the crankshaft. **Apply some high strength red threadlock to the prop nut to insure its security** Again only torque the nut 1/16th of a turn more.



Sub Assembly 3 Main Mechanics

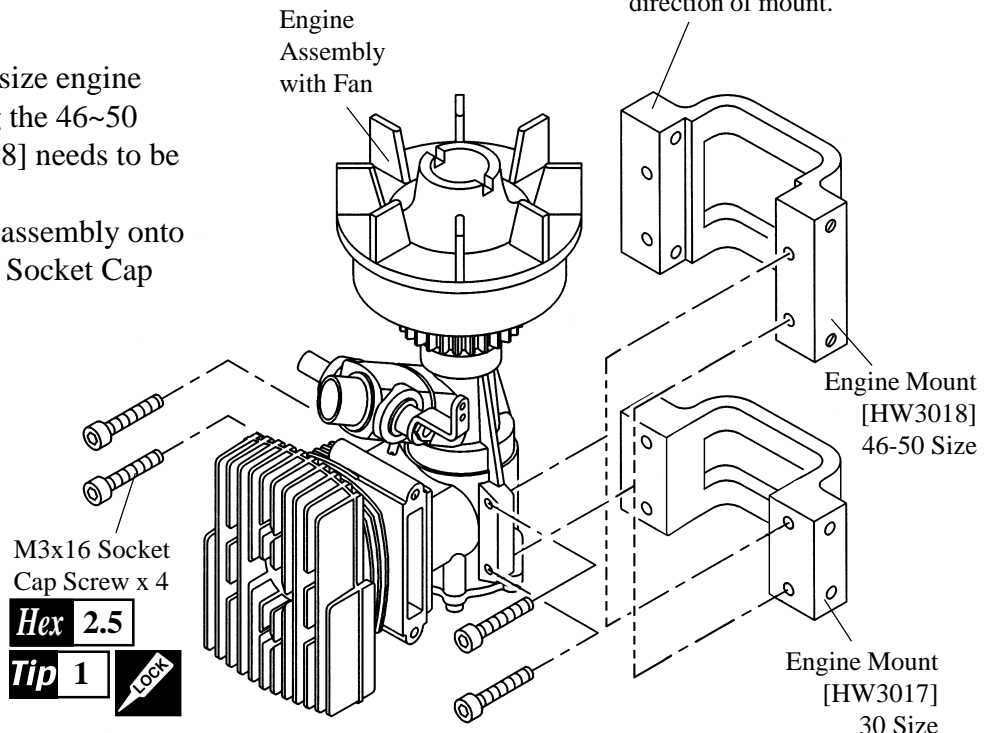


STEP 3-5 Engine Mount

The scale mechanics include the 30 size engine mount, however if you are installing the 46~50 engine conversion then the [HW3018] needs to be purchased separately¹. Using threadlock, secure the engine assembly onto the engine mount using four M3x16 Socket Cap Screws.

ARF Version

Remove the four M3x16 Socket Cap Screws and large M3 Flat Washers that hold the engine mount inside the mechanics, temporarily insert them back into the mount as not to loose them.



¹ The Bell 47G II includes the [HW3018] mount for the 46~50 helicopter engine.