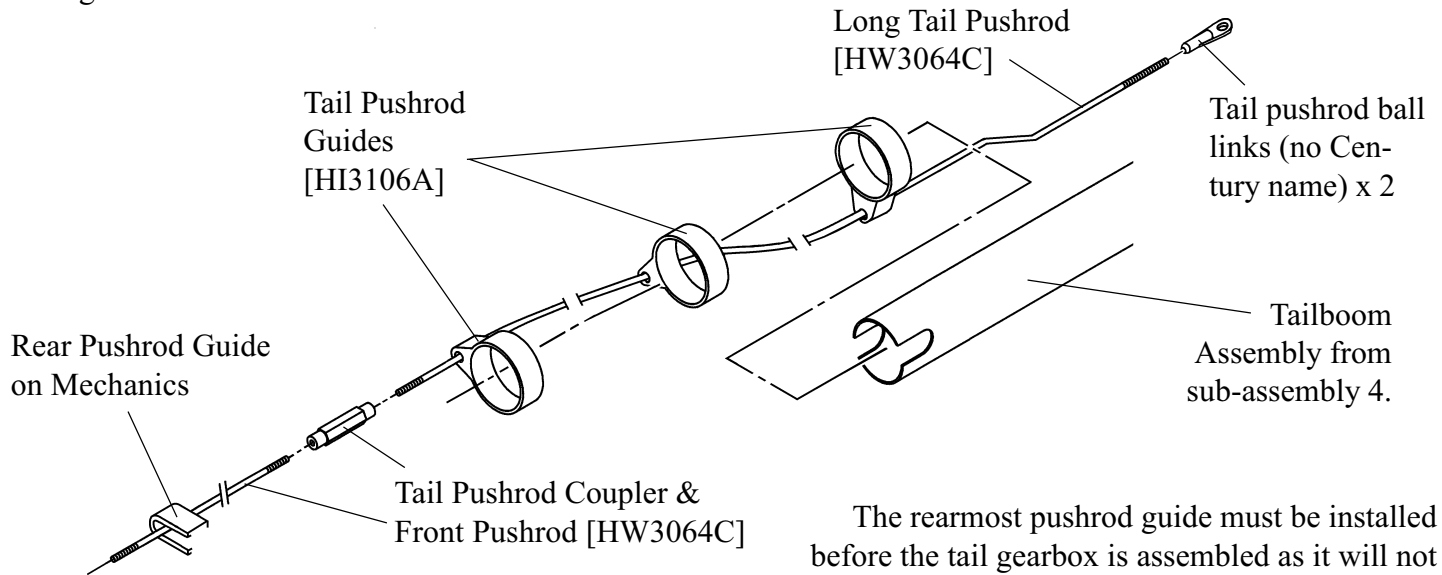


STEP 5-3 Tail Rotor Pushrod & Support Guides

Final Assembly

Slide the three tail pushrod guides onto the tail boom, position each guide to allow the pushrod to rotate from beneath the tailboom at the tail gearbox to beside the tailboom on the right near the main mechanics. Do not glue the guides until the rudder pushrod is installed and moving freely. Slide the front pushrod through the **large molded guide** (the small front guide is no longer used) at the rear of the upper mechanics and thread into the pushrod coupler after the tail boom is installed. Also, after radio set up is complete and the mechanics are inside the fuselage, glue the pushrod guides using a single drop of Zap Ca. One drop will stop the pushrod from binding and still be able to remove them later.



Airwolf, Agusta 109, Bell 222, Long Ranger

10-20mm be cut off from the threaded sections of the tail pushrod. It is best that after the tailboom is installed, attach both ball links to the ends (no Century name) and **not** attach the pushrod coupler. Attach the ball links to the steel balls on the servos according to the rudder setup instructions and then see how much thread must be cut off. Remember that each threaded section can be trimmed up to 5mm but always err on the safe side.

STEP 5-4 Tail Boom Assembly

Attach the tail boom assembly to the main mechanics by sliding the tailboom tube into the mounting hole at the rear of the upper frame using five M3x25 Socket Cap Screws, one M3x30 Socket Cap Screw and six M3 Locknuts. Slowly press the tailboom in, being careful to engage the flattened end of the drive wire into the slotted tail rotor output shaft. The slots on the end of the tailboom will self align with molded pins inside the upper side frame. Take your time and the wire will slide in. Once engaged, press the tail boom in completely until it is fully seated. Hold the

main gear from moving and try to turn the tail rotor to insure proper engagement, you should not be able to turn the tail rotor. If you can rotate it, the drive wire is probably not properly seated into the slot of the front output shaft.

