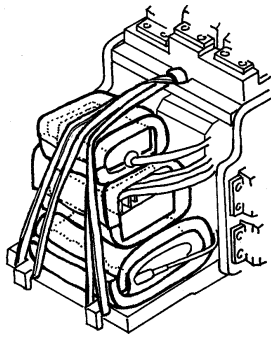


# Radio Components & Balancing

Having completed all the assembly for the helicopter mechanics, it should be disassembled now for installation into the scale fuselage. Included with this assembly manual is a detail manual for the particular scale helicopter you are building. The detail manual will cover all the necessary steps to prepare the fuselage to receive the mechanics.

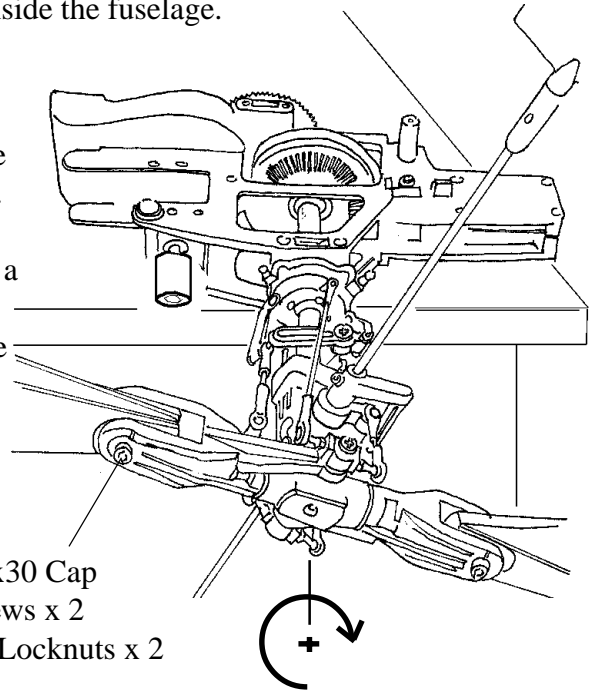
**Gyro:** Mount the gyro on the radio tray. A different arrangement from the picture may be required to mount everything. **If using the PG2000 II, the gyro can be mounted between the collective & throttle servos and the right servo frame sideplate.** It is extremely important that the gyro is attached using only the supplied two sided tape onto a clean flat surface. Keep all wires and components away from the gyro housing. **Do not** use straps or elastics to secure the gyro. Install the gyro using at least a 1/8" double sided foam tape (supplied with gyro). Put a full strip along the bottom of the gyro unit and press onto the surface. For a good bond make sure both surfaces are clean and dry.



Schweizer 300 & Bell 47G II only!

## Receiver, Battery Pack & Antenna Routing

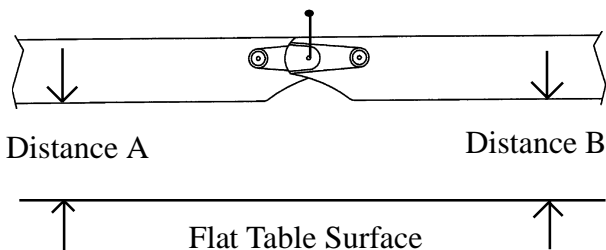
Using foam rubber, wrap the battery pack & receiver. **Schweizer 300 & Bell 47G II**, using two #64 elastic bands, looped through the front of the top servo tray, secure the components to the two hooks on the lower servo tray. Collect the servo and gyro wires and plug them neatly into the receiver. Tie these wires neatly together using small tie wraps. Depending on your equipment, the switch can be mounted on the provided bracket or on the lower side frame with the double sided foam tape. For the **Airwolf, Agusta 109, Bell 222, Long Ranger and Twinstar**, the receiver and battery pack need to be secured forward of the mechanics inside the fuselage.



M4x30 Cap Screws x 2  
M4 Locknuts x 2

## Balancing the Rotor Head & Attaching Main Blades

Balance is the most important part in maintaining a safe, reliable and vibration free helicopter. First check the blades for balance. This can be done on a balancer but can also be done directly on the helicopter by tipping the helicopter on its side at the edge of a table and attaching the blades with two M4x30 Socket Cap Screws and M4 locknuts. Temporarily remove the bolt to secure the autorotation bearing so the head spins free (remember to replace this bolt!!). If one blade stops at a spot lower than the other, add some tape to the lighter (higher) until they balance at the same level. The same procedure can be used to balance the flybar without the main blades attached.



Bolt the blades together and support by the ends of the bolt off a flat surface. If one blade tips to one side add small pieces of tracking tape until both blades hang an equal distance from the table ( $\text{Distance A} = \text{Distance B}$ ). Attach the Main Blades to the helicopter using two 4x30mm Socket Head Cap Screws and M4 Locknuts.

**When attaching the main blades, the direction of rotation is clockwise, when looking from the top of the helicopter.**

\*\*Blade Bolt tension on the main blades should be set by tightening the bolts a little at a time until the blades will hold straight out as the helicopter is tipped on its side and a light shake will cause them to move. Too tight and a vibration may occur, too loose and a boom strike can happen. Tail blades can be set much looser.