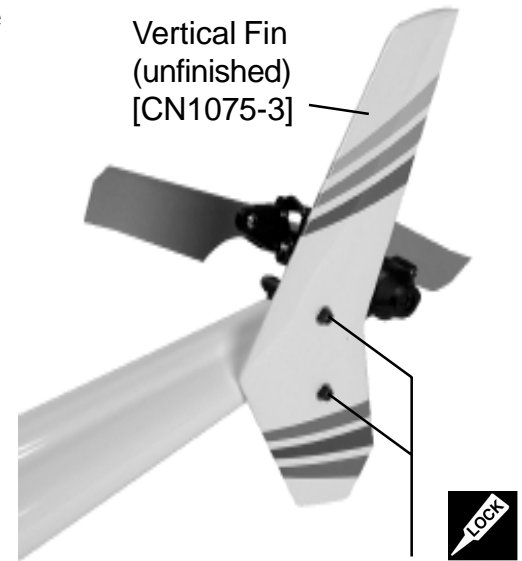


STEP 5 Vertical Tail Fin

The vertical tail fin is attached with the short portion on the bottom. Slide one M3 Washer onto one M3x12 Socket Cap screw and insert through the pre-drilled hole in the vertical fin, repeat for the second hole. Apply thread lock to the exposed threads and thread into the vertical fin mounts already installed on the tail gearbox. Be careful, tighten until snug and then only a 1/16" of a turn more. Warning, these fasteners only hold the fin in place, overtightening will crush the fin.

Kit Version

The edges of the fin need to be sanded before the paint is applied. After painting, the holes for the screws will need to be re-drilled to remove any paint that accumulated in the holes.



M3x12 SHCS x 2
M3 Flat Washer x 2
[CN1075-5]

STEP 6 Landing Gear & Muffler Attachment

As there is enough space to attach the 30 size muffler after the mechanics are secured to the landing gear, remove it for now. If you have chosen to install the 46-50 size engine, it is very important that the muffler screws are installed loosely in the engine before the side frames are attached, if this is not the case, do it now. Place the mechanics and the rear fuselage on top of the assembled landing gear. Slide one M3 Flat Washer onto one M3x15 Socket Cap screw and insert from the bottom of the front landing strut, through the fiberglass floor and the align to the front hole of the mechanics. Attach one M3 Locknut on the inside using pliers to hold the nut while the bolt is tightened from below. Repeat for the other side. To attach the rear strut, repeat the same procedure but tip the mechanics over the side of a table. Using a 5.5mm nut driver, place a drop of grease on the top of the locknut and insert into the nut driver (this will hold the nut from falling out) and carefully insert the nut driver between the side of the mechanics and the fuselage. You will need to maneuver past the angle supports but with patients and keeping the nut driver horizontal, the rear locknuts can be secured. This can also be accomplished with the muffler installed but more patience is needed as you are unable to see the bolt. Repeat for the other side, this time with the fuel tank as the challenge.

It is assumed that the muffler holes have been cut for the muffler to be installed, the edge of the hole should be fuel proofed with a Polyurethane paint or simple clear nail polish to seal the paint finish to the fiberglass. There is enough room to use a long allen key or hex screwdriver to access the muffler bolts. If you have been test flying the mechanics, clean the muffler bolts, the muffler threads and the through holes on the engine with rubbing alcohol before assembling. Make an aluminum gasket if none is provided with the muffler, after tightening the bolts, torque an additional 1/16" of a turn. Finally, run the pressure line back to the fuel tank and arrange any other fuel lines for optional filler valves or fittings.

