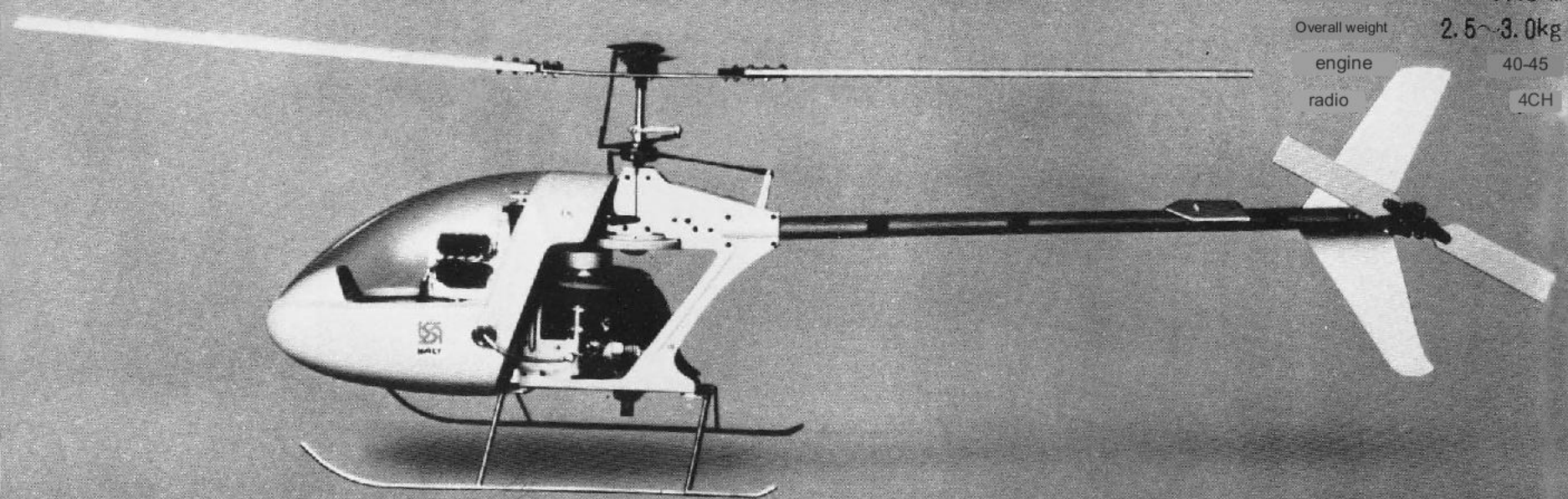


You can fly like an airplane.

cult baron

Helicopter Pioneer Cult has been passionate about developing helicopters that anyone can easily fly. The result is the Cult Baron, which we bring to you right here. The dream of flying a helicopter with the same flying skills as a fixed-wing aircraft has now come true. The Cult Baron is perfect for beginners, and of course has flight performance that will satisfy even the Peralan. The Cult Baron is a versatile helicopter that meets the expectations of a wide range of helicopter fans.

rotor diameter	1200 ^{mm}
Body length	1115 ^{mm}
Overall weight	2.5~3.0kg
engine	40-45
radio	4CH



[KALT KALT HELICOPTER BARON

greeting

Thank you for purchasing a Cult Helicopter.

Thank you very much for coming.

For correct assembly and safe flight of the helicopter, please be sure to read this instruction manual before assembly. Each part, manufacturing order, etc. We ask that you fully understand this before starting to raise.

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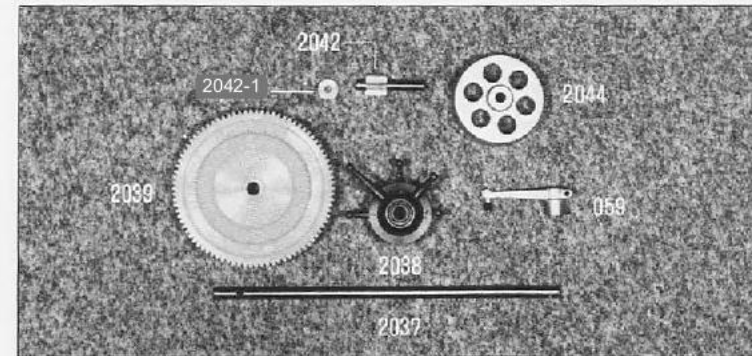
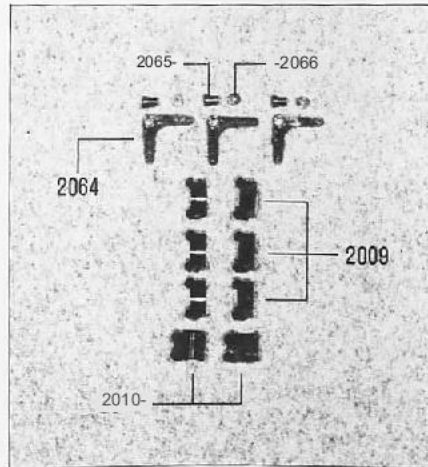
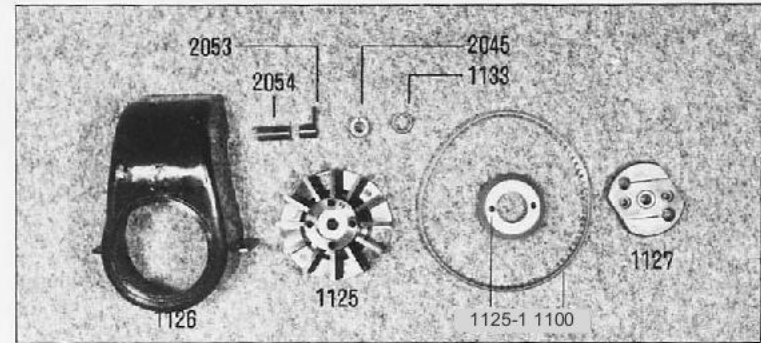
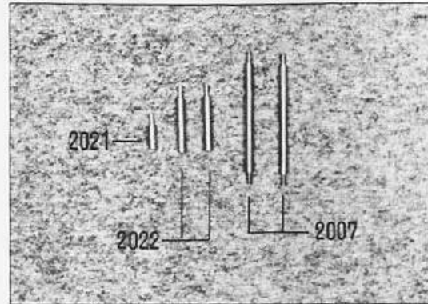
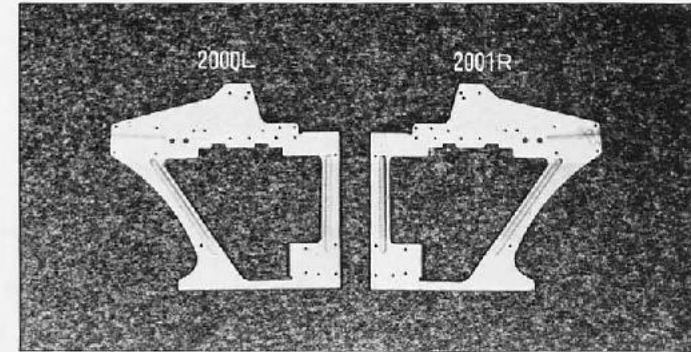
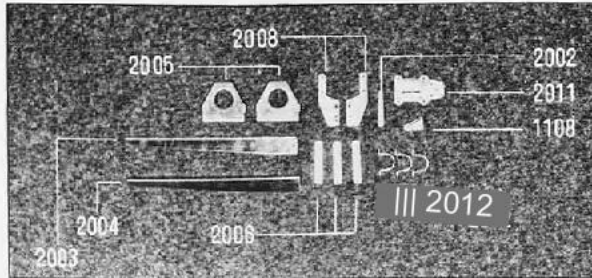
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This kit includes the parts shown on the right. Please check carefully before assembling.

The parts list on page 20 allows you to check the part numbers, designations, and quantities.

Also, read the bolt set list below carefully.

Although not shown in the photo, there is another pre-molded FPR body set. (divided into left and right)

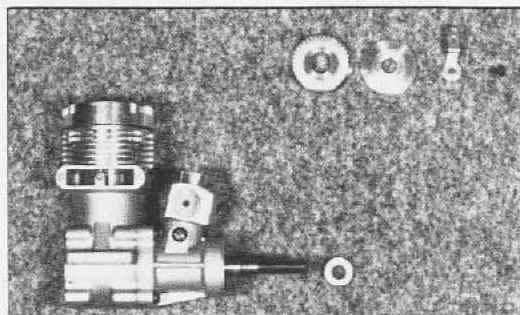


B. How to assemble

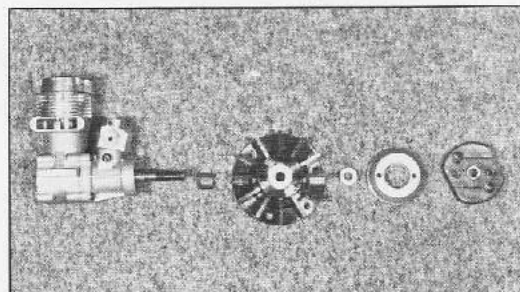
Once the parts have been inspected, it's time to move on to assembly. After carefully assembling each part, double-check thoroughly before moving on to the next step. Ease of making is also one of the characteristics of the Cult Baron.

Assembly of the power section

1 Remove the engine drive washer and slot seal lever.

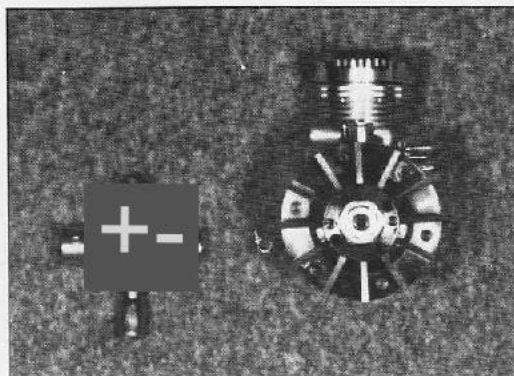


2 Install the taper spacer, cooling fan, pulley and clutch in the order shown in the photo.

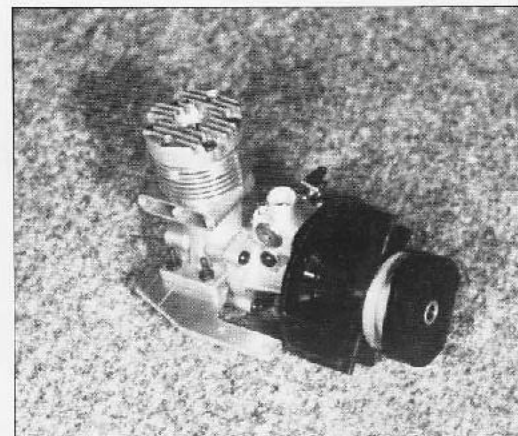
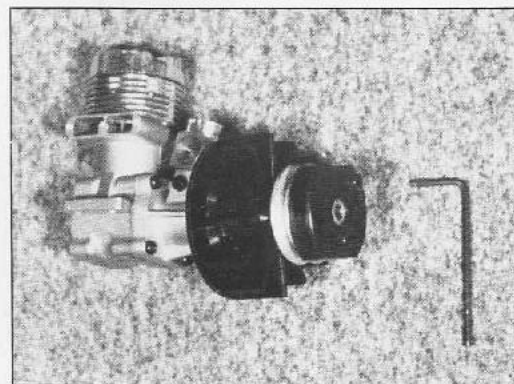


3 Insert the taper spacer into the propeller shaft, insert the cooling fan, and fully tighten the Vera Knot with a cross

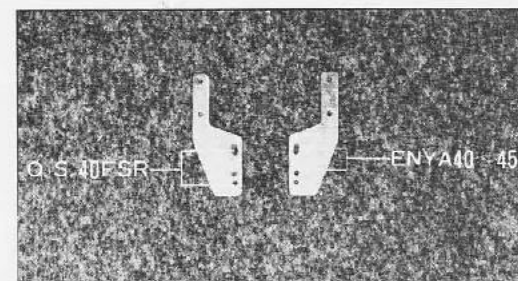
wrench.



4 Attach the pulley and clutch to the cooling fan, and slowly tighten the cap bolts M4×25 alternately. (cap bolt M4×25:?)

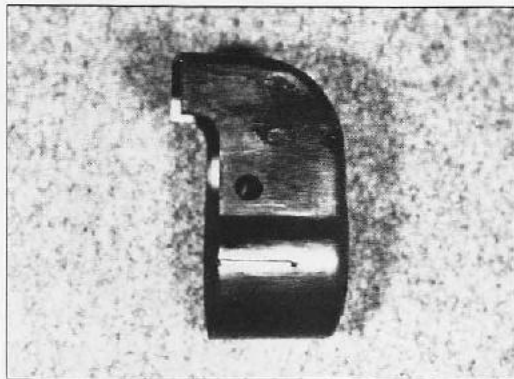


5 Attach the mounting plate to the engine with cap bolts M3×1B and M3 black nuts. (Cap bolt M3×18:4, black nut M3:4)

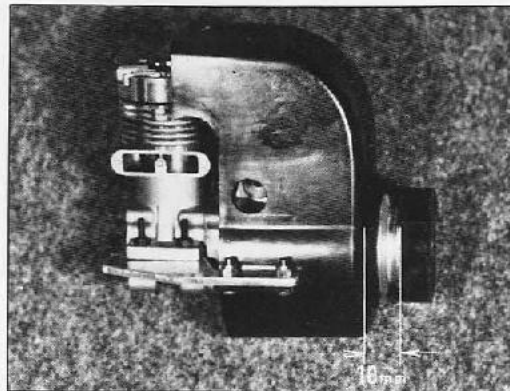
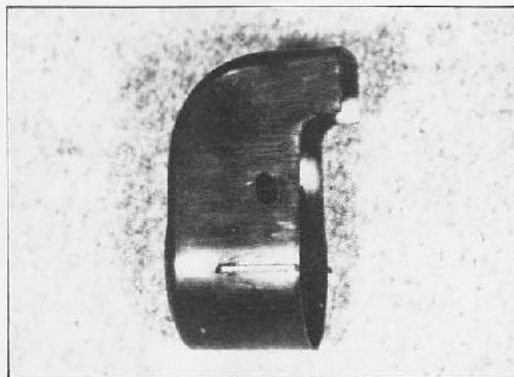


Q. S. 40 FSR outside
ENYA40 - 45 inside

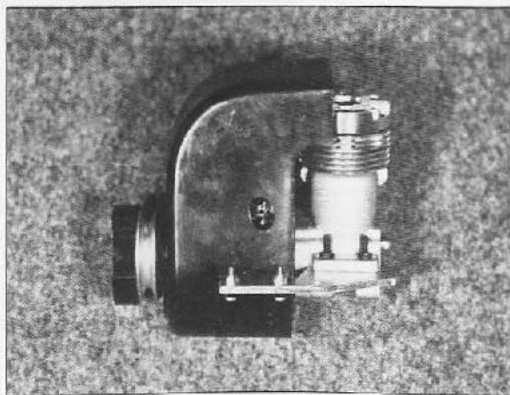
- 7 Align the cooling cover with the mounting plate and open the mounting holes. [Note] The distance between the surface of the cooling cover and the clutch mounting surface of the pulley should be 100. Next, open a 10g hole for the throttle lever.



- 8 Drill a needle hole on the other side.



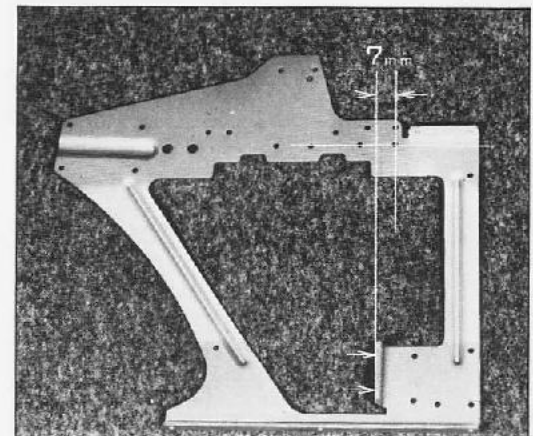
- 9 Attach the cooling cover to the mounting plate with Phillips bolts M3×12, plate washers and nylon nuts. (Phillips bolt M3×12: 4, plate washer: 4, nylon nut: 4)



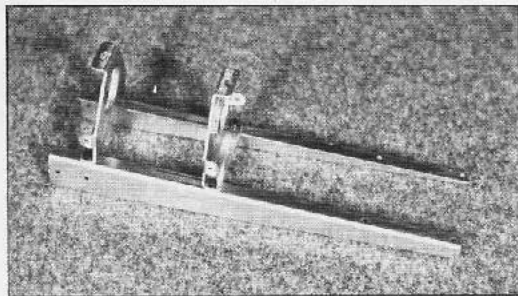
- 10 Remove the engine temporarily attached to the mounting plate.

Assembling the mainframe

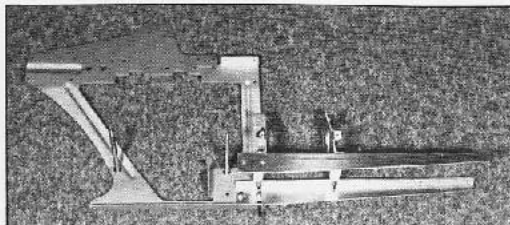
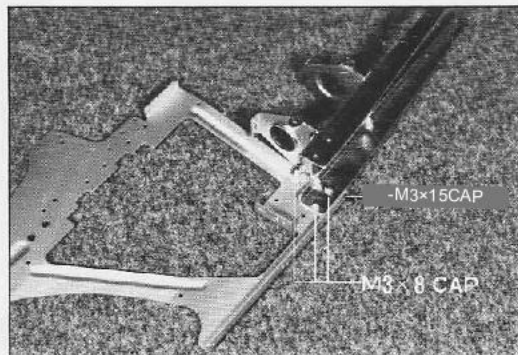
- 11 Make a mark 7m from the center of the pinion gear shaft mounting hole on the back side of the main frame. Then place a ruler against the engine mounting surface and make sure it lines up correctly with the previously marked position. If not, use a file to fix the mounting surface.



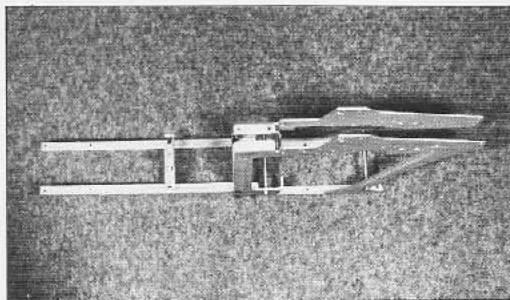
- 12 Assemble the subframe and servo retainer (2 pieces). Install both servo retainers on either the left or right subframe, then install the other subframe. The outer dimension of the subframe is 62. (Cap bolt M3×8: 4, Nylon nut: 4) At this time, the whole structure should be parallel and right angle.



13 Insert a cap bolt M3x15 into the hole at the bottom front of the left main frame, then attach the subframe with a cap bolt M3x8 and a nylon nut. Make sure the main frame and sub frame are orthogonal. Install the servo retainer to the main frame with M3x8 cap bolts and nylon nuts. (Cap bolt M3 x 15: 1, M3 x 8: 3, nylon nut: 3)



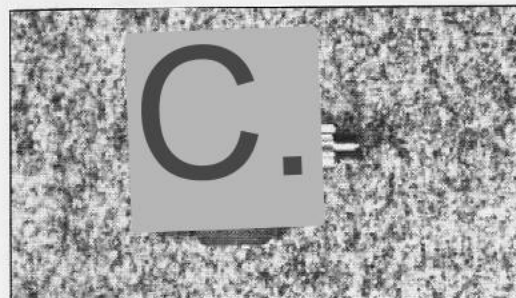
14 Attach the cross member B (x2) with a plate washer inside and a nylon nut from the outside. (Platelisher: 2, nylon nut:?)



15 On the right main frame, insert a cap bolt-M3x15 into the bottom front hole and temporarily attach it in the same way as the front (Vo13). (Cap bolt M3 x 15: 1, M3 x 8: 3, nylon nut: 5, plate washer:?)

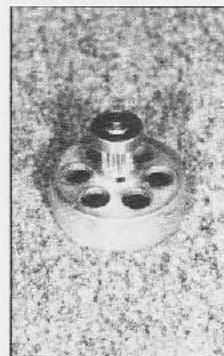
Incorporating a gear.

16 Attach the clutch bell to the pinion gear shaft with the set screw M4x4. (set screw M4x4:2)

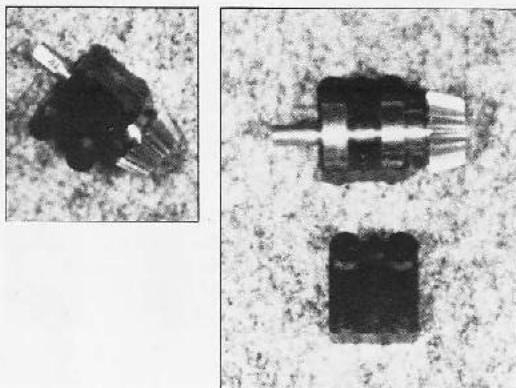


17 Insert the bearing 626 DD into the pinion gear shaft, tighten it with an M3 (outer diameter 10m) washer and cap bolt M3x8, then put it in the bearing case A and join.

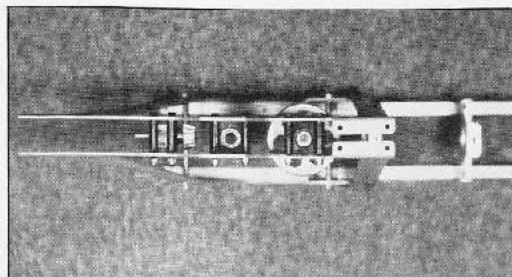
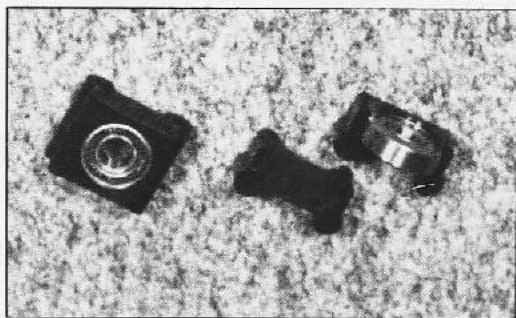
(Cap bolt-M3x8:1)



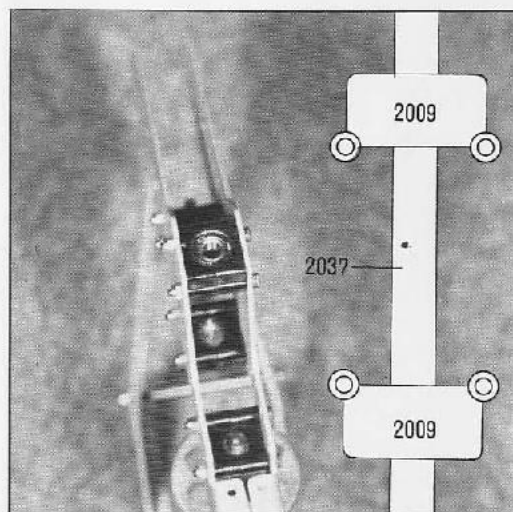
18 Insert a brass bush (outer diameter 14m, inner diameter 5m) into the bevel pinion shaft and join the bearing cases (left and right).



19 Insert brass bushings (outer diameter 19m, inner diameter 7m) into pairing case A (4 pieces) and join them.

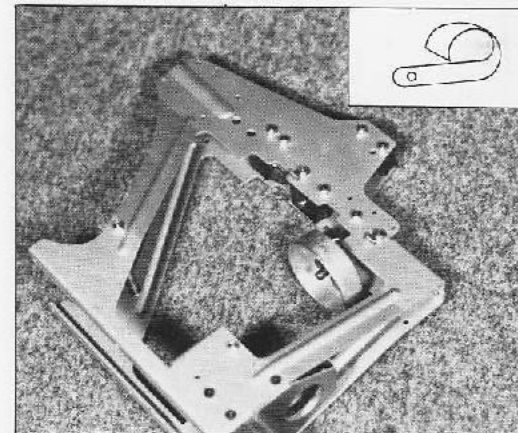


20 Secure each pairing case in place.

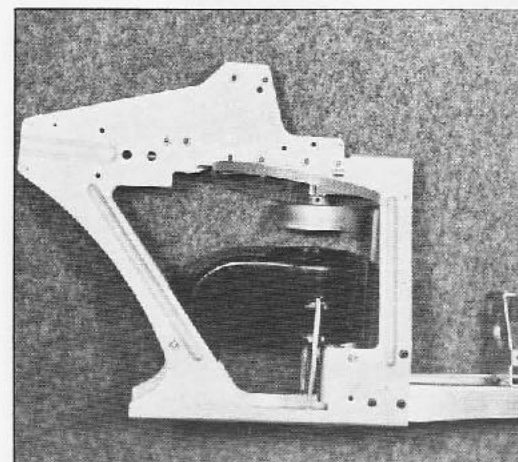


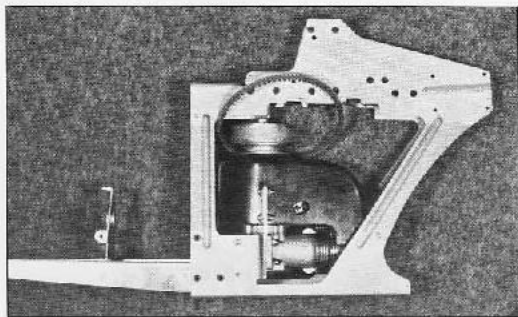
21 Mount the bearing case containing brass (No.19) upside down.

22 When installing the pairing case, process the PC wire bracket as shown in the photo.

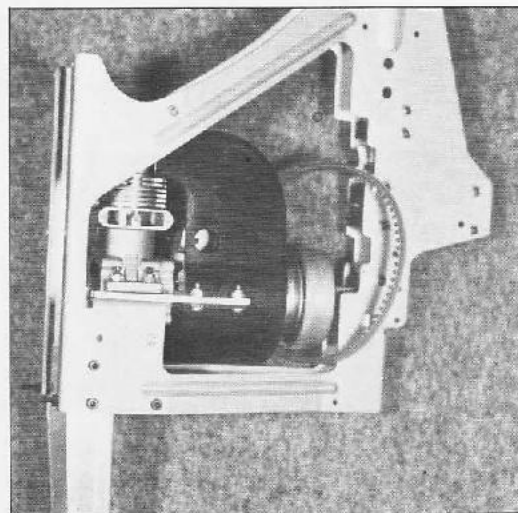


23 Insert the whirling cover between the main frames and insert the belt.



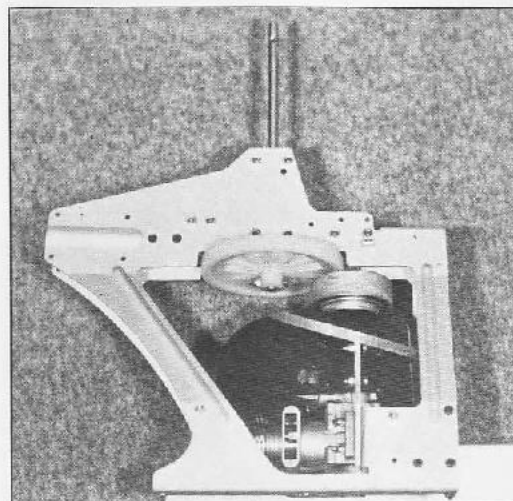


24 Insert the waring cover up to the top of the clutch bell, and insert it between the main frames from the rear of the engine assembly. Align the clutch push with the main shaft and put it inside the cooling cover.

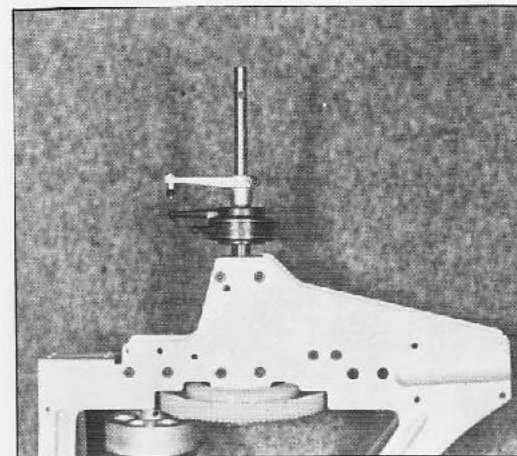


25 Engine, mounting plate, main frame in order, through plate washer

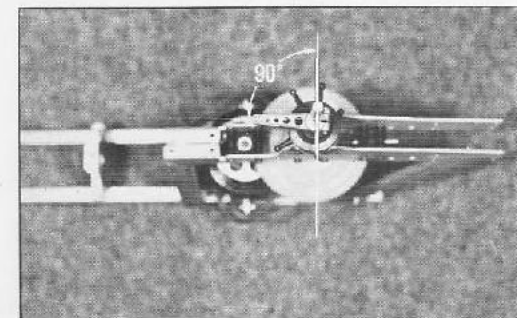
and install with cap bolt M3×18 and nylon nut. At that time, check the parallelism of the clutch bell and the surface of the clutch mounting pulley. (Cap bolt M3 x 18: 4, Plate "Asher: 4, Nylon nut: 4)



Align the 26 pinion gear with the rotor drive gear, insert the mast, and attach with the cap bolt M3×20 and nylon nut. (Cap bolt M3×20:1, Nylon nut:1)

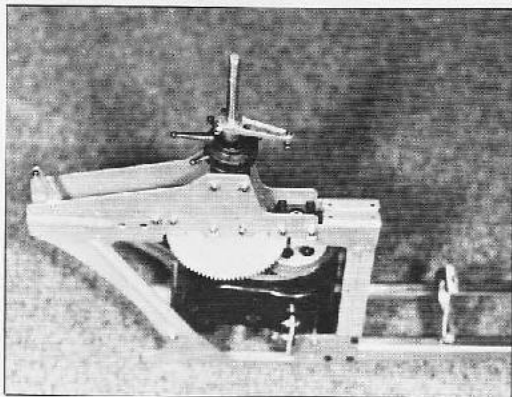


27 Put the swashplate on the mast and fix it with the upper plate lock. (Cap bolt M3×15:1, Nylon nut:1)



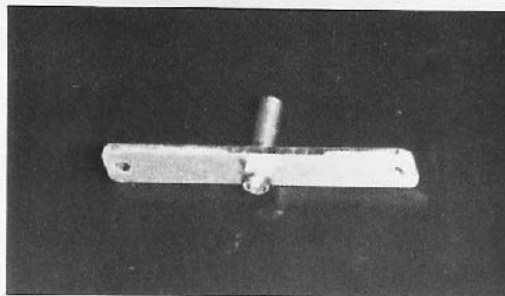
28 Secure the swash plate with the upper plate lock so that it does not loosen vertically. Make sure it is perpendicular to the hole in the top of the mast.

- 29 Attach the plastic ball to the radius support and secure it to the mainframe.
(Phillips bolt M2×10: 3, M2 nut: 3)

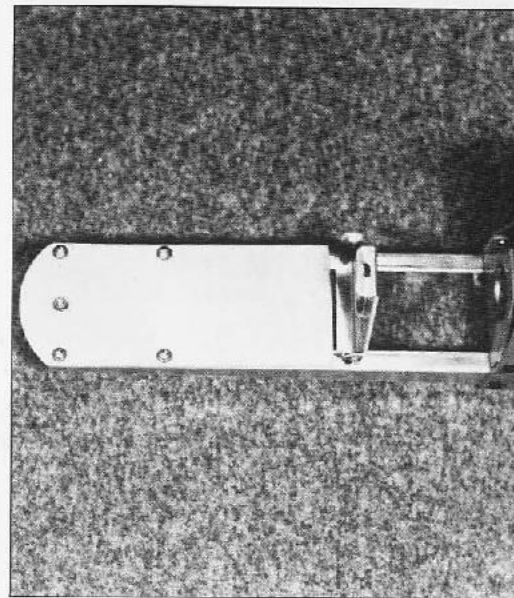
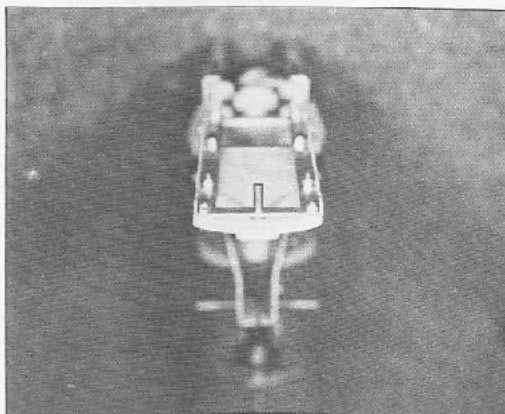


Preparing the body mount

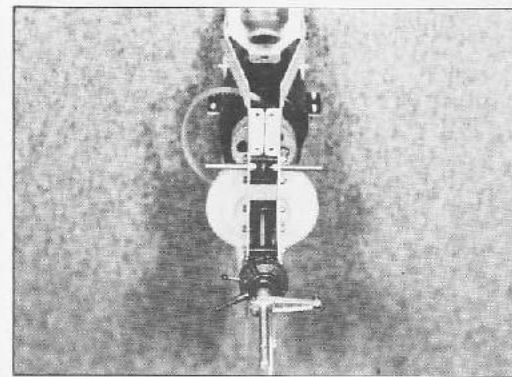
- 30 Fix the body mounting port (F) to cross member A with a nylon nut.



- 31 Secure the front bed and cross member A to the subframe with Phillips bolts - M3×12, plate washers and nylon nuts. Phillips bolt M3×12: plate washer: 4, nylon nut: 4)



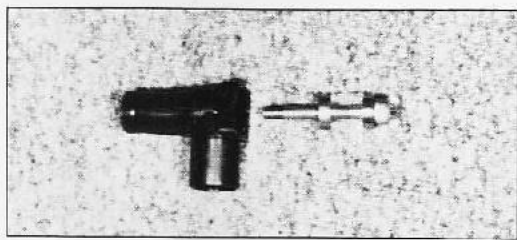
32 Viewed from above.



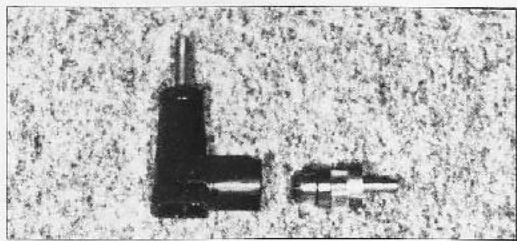
- 33 Install the body mounting bolts (R) (2 pcs.)
Secure with a nylon nut.

Assembling the tail gearbox

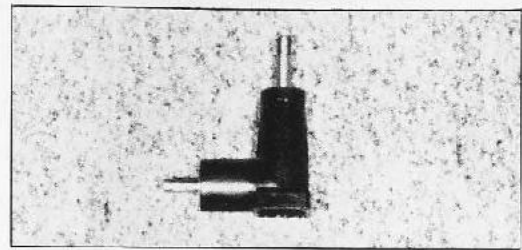
39 Insert the tail output assembly from the cap side of the tail gear case.



40 Insert the till input shaft halfway into the top of the tail gear case, check the engagement of the bevel gear and teeth of the till output assembly that has already been inserted, and then insert it all the way.



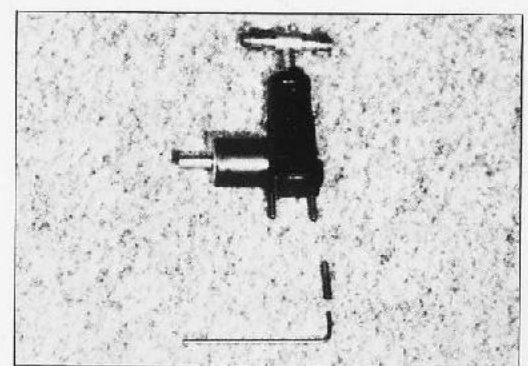
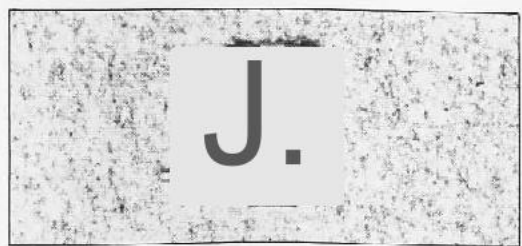
41 Once the proper alignment position is determined, apply a small amount of superglue between the brass bushing and galley and leave it there until it is completely bonded.



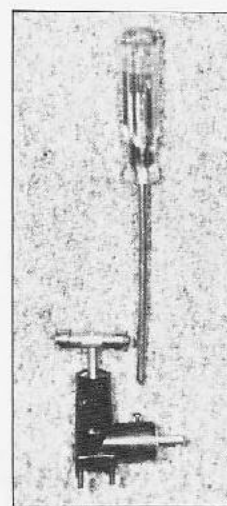
[Note] Gear engagement is adjusted by alternately moving the input shaft and the tail output shaft. First, make the meshing tighter at first, and then move it back very little at a time. The proper meshing position is where the rotation of the shaft is the lightest. If the meshing (backlash) is too tight, the rotation of the shaft will be hard and at the same time, the lubrication of the gear tooth surface will be poor. Also, if it is too loose, it will cause wear of the tooth surface.

42 Tighten the tail rotor hub onto the till out butt shaft and secure with superglue.

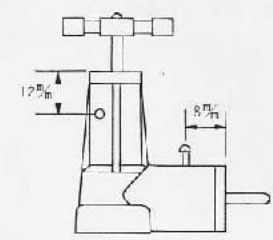
[Note] Please note that this is a left-hand screw.

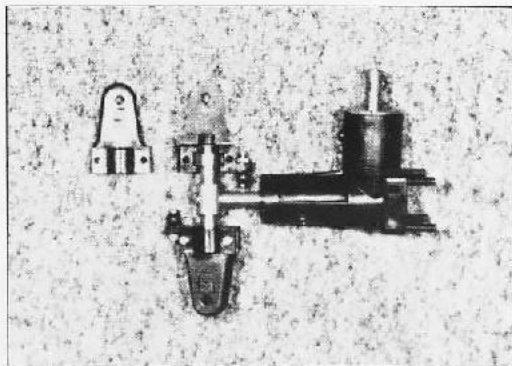


43 Sufficiently fill the grease from the cap side of the till gear case and put the cap on. Next, screw the set screw M3×12 into the gear case mounting hole and fix it with instant adhesive.

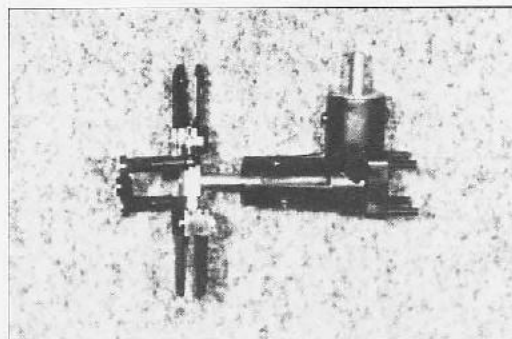


44 Drill a hole with a 2Φ drill at the position shown in the photo and fix it with a tapping bolt.





45 The 45-pitch housing sandwiches the brass bush of the tail tab and tightens it with a Phillips bolt M2 x 10 and an M2 nut, and attaches a plastic ball to the arm protruding on one side with a Phillips bolt M2 x 10 and an M2 nut. (Phillips bolt M2x10: 6, M2 nut: 6)



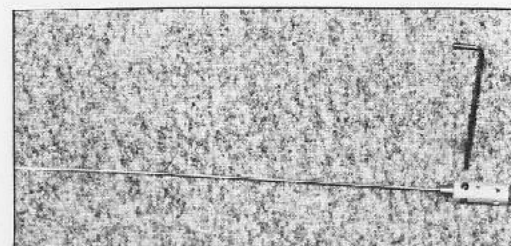
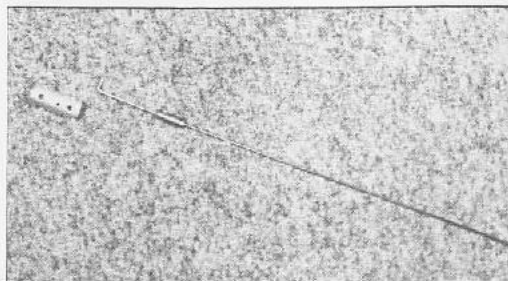
46 Attach the universal link to the PC plate with Phillips bolt M2.3x8 and connect it to the ball on the pitch housing side. (Plusport M2.3x8:2)



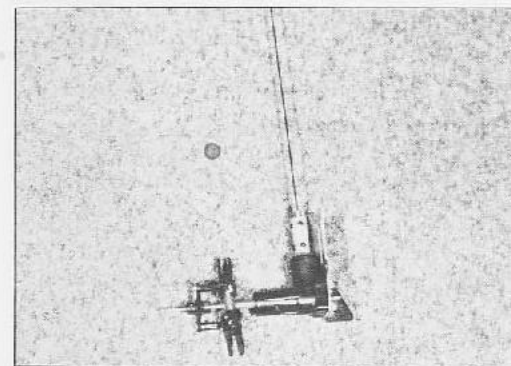
47 As shown in the photo, combine the tail bracket, PC guide and PC lever, and secure them with nylon nuts. (Nylon nut: 4)

Installation of the tail drive shaft

48 Insert a joint spacer into the piano wire, and bend it at 90° at position 5 from the green end.



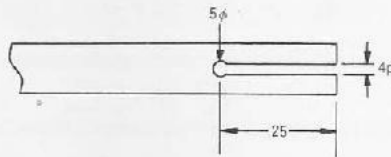
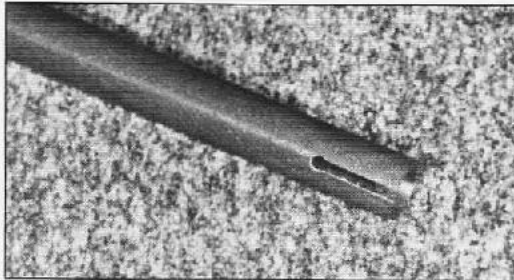
49 Insert the bent end of the piano wire into the 2φ hole of the joint, push in the joint spacer, and fix it with the set screw M4x4. (set screw M4x4:2)



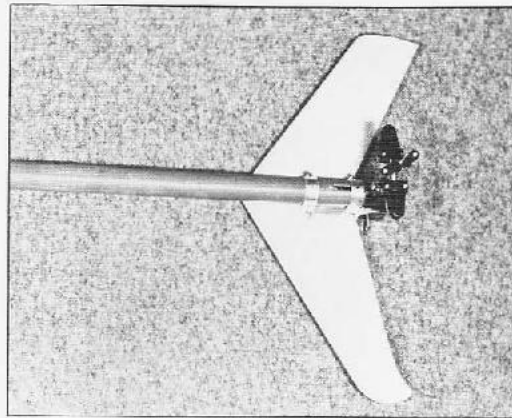
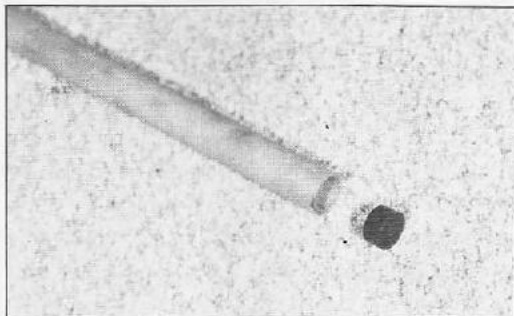
50 After attaching the piano wire to the Tilgapax with the set screw M4x4, insert the PC plate into the PC lever. At this point, it should be slightly loose with stoppers on both sides so that when the PC lever moves along the diagonal, the PC plate can rotate with it. (set screw M4x4:2)

Assembling the tail section

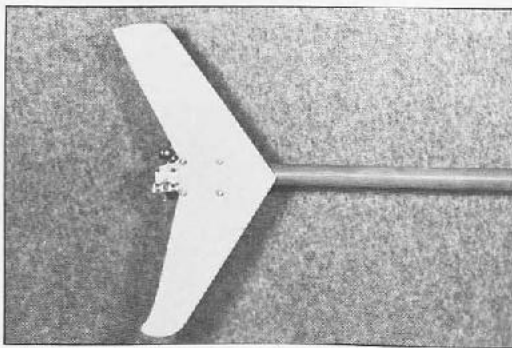
Process the 51 class pipe as shown in the picture.



52 Insert the tail drive shaft guide into the glass pipe until it stops and secure with instant glue.

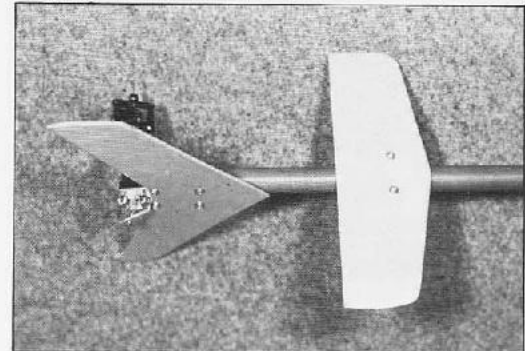


53 Insert the till gearbox into the glass pipe and attach the vertical stabilizer with the till clamp. (Phillips bolt M3×12: 4, plate washer: 4, nylon nut: 4)

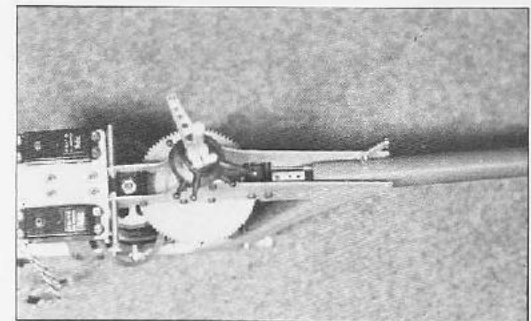


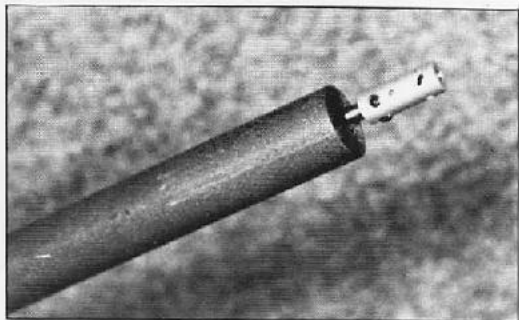
54 Viewed from the other side.

55 Attach the horizontal stabilizer with the tail clamp. Attach the wire bracket together at this time. (Phillips bolt M3×12: 2, plate washer: 2, nylon nut: 2)

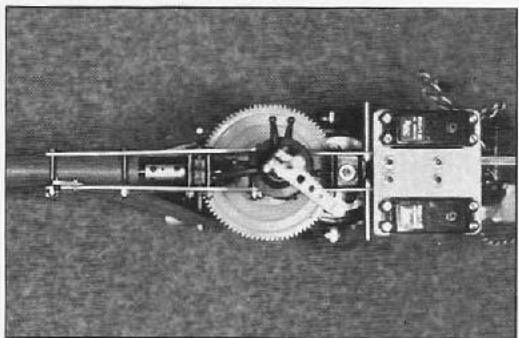


56 Temporarily attach the joint to the bevel pinion shaft, and insert the joint spacer into the piano wire. Next, insert the glass pipe into the main frame, mark where to bend the piano wire, and bend it 90°. Cut at 5m from the bent point.



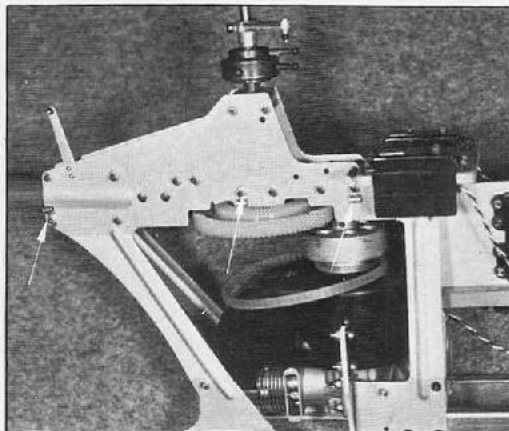


57 Remove the joint temporarily attached to the pevel pinion shaft, and fix it to the piano wire as before (48). (set screw M4×4:2)



58 Attach the assembled tail section to the main frame with cap bolts M3×30 and nylon nuts. (Cap bolt 3×30:4, Nylon nut:4)

59 At that time, also process and install the PC wire bracket. The joint is also fixed to the bevel pinion shaft with a set screw M4×4. (set screw M4×4:2)

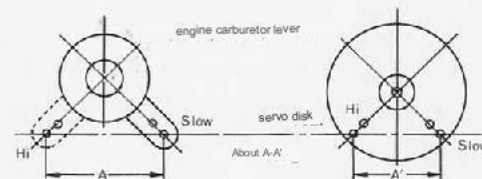


engine control

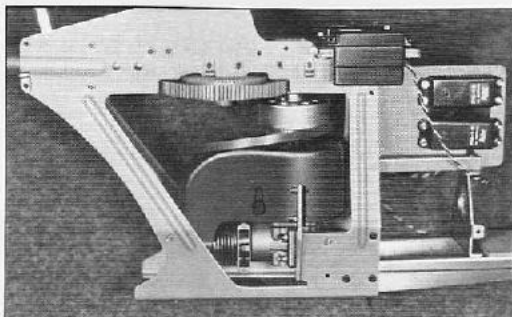


Install the 60throttle lever with a cap bolt M3×25 through a spring washer as shown in the picture.

- Enya JIS bolt
- O.S. ISO bolt-

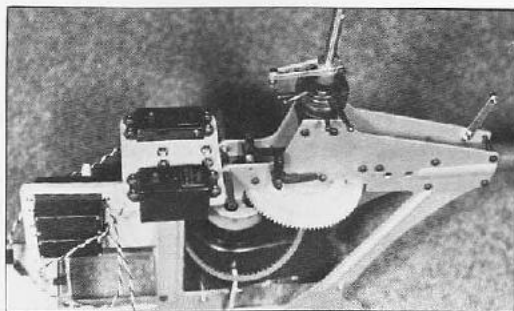


[Note] The engine control is the same as that of a general RC model, but since the carburetor drum fully open position cannot be seen, it may not fully open. Be sure to check the full-open and full-close stroke widths, adjust the lever so that it has the same stroke width when operating the engine control, and then carefully connect the lever to the servo.



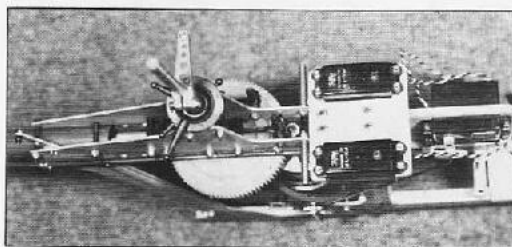
61 Fix the position of the throttle lever so that the linkage can be easily connected as shown in the photo. Use a quick link (sold separately) or the like with a rod for the linkage.

Rudder control

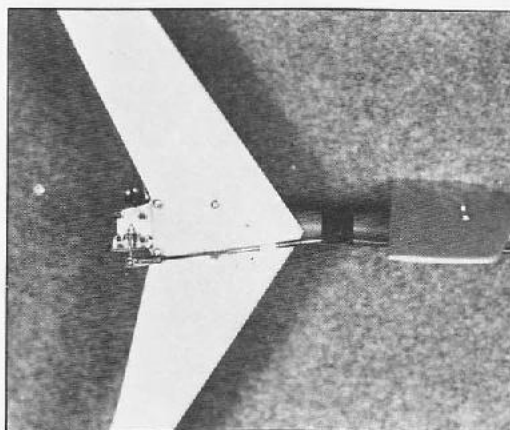


62 Install the 2 bellcranks with the cap bolts M3×18, plate washers and nylon nuts as shown in the photo. (Cap bolt M3×18: 2 plate washer: 2, nylon nut: 2)

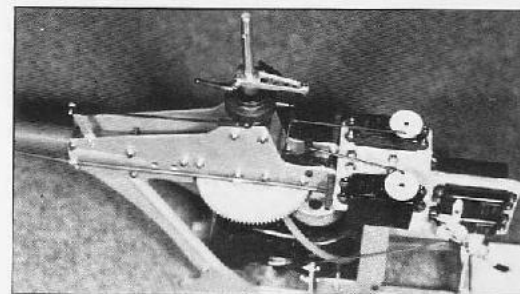
63 Thread the PC wire through the previously installed PC wire bracket and link it to the tail.



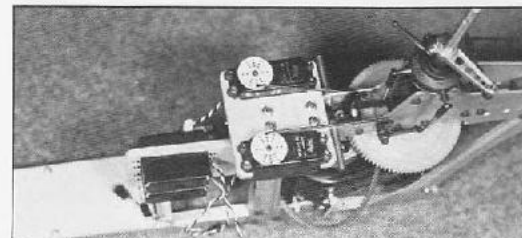
64 Tail rotor pitch change range is adjusted with the PC lever and stopper so that the plate angle is 0 or slightly negative when the rudder stick is fully left. Check if the PC lever moves smoothly against the PC guide groove, and apply a small amount of grease to the sliding surface.



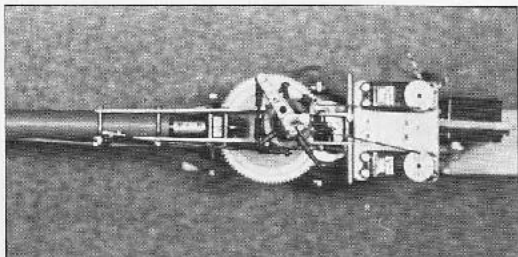
aileron, elevator



The two long arms emerging from the lower disc of the 65 swashplate have ailerons to the left and elevators to the front. The short arm is the radius arm, which locks onto the ball of the radius support to keep the underside of the swashplate from rotating.



66 Use the threaded part of the rod for the linkage between the swashplate and the bellcrank, and use the remaining unthreaded part of the rod between the bellcrank and the servo.



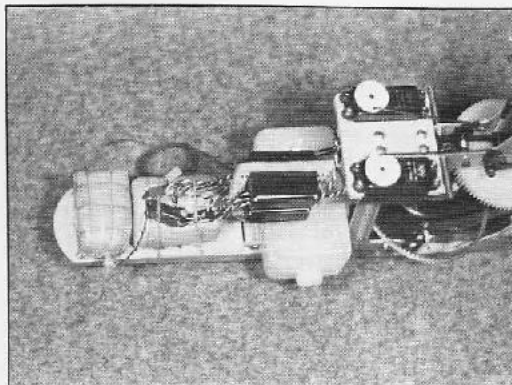
67 Connect the short arm protruding from the upper disk of the swash plate and the upper plate lock with the upper plate link. Similarly, adjust the length of the link so that the long arm protruding from the upper disk and the upper plate lock are aligned.

[Note] Aileron movement should be such that when the transmitter stick is to the left when viewed from the rear of the fuselage, the swash plate should also be tilted to the left. The elevator should have the elevator stick up and the swashplate forward up. If each servo is in the neutral position, adjust the swashplate so that it is perpendicular to the mast or slightly forward ($0.5^{\circ}\sim 1^{\circ}$).

At that time, adjust the servo linkage so that the amplitude of the control arm protruding from the swashplate is 120 (6mm each up and down) for both the aileron and elevator.

Formally, the aileron is called lateral cyclic control, and the elevator is called fore-out cyclic control.

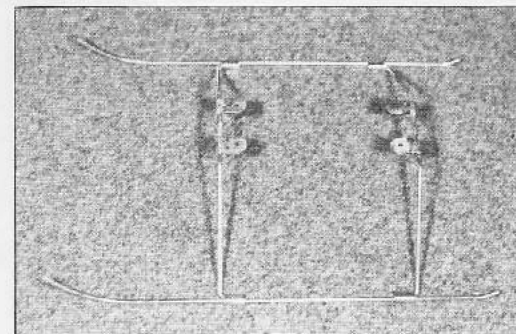
Mounting the receiver and battery



68 Secure the receiver and battery with a rubber band or double-sided tape.

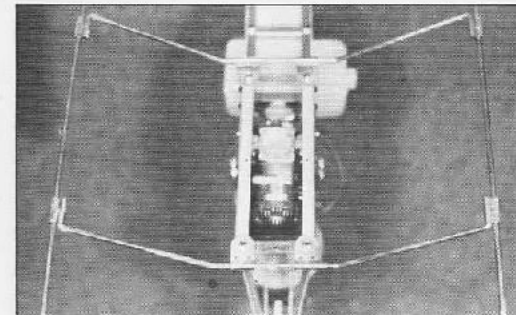
leg assembly

69 Assemble by hand-tucking the piano wire legs according to the dimensions of the aircraft as shown in the photo.



70 Attach the finished legs to the fuselage with nylon nuts.

(Nylon nut: 4)



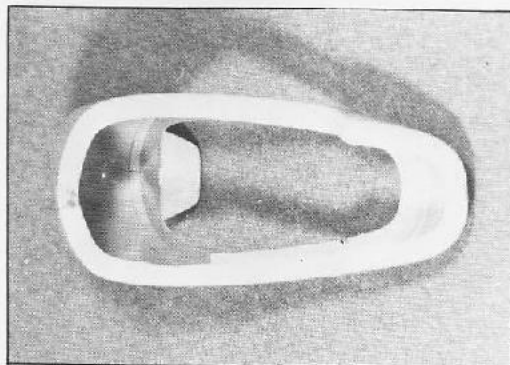
body assembly

71 Combine the left and right parts of the body and temporarily fix them with sellotape. Next, apply liquid adhesive to a fine brush, etc., and attach the overlapped parts. This adhesive dries quickly, so the tape can be removed in about a minute. Lay a 10-width plastic plate on the inside of the mating part. The canopy is attached with a tapping ball.

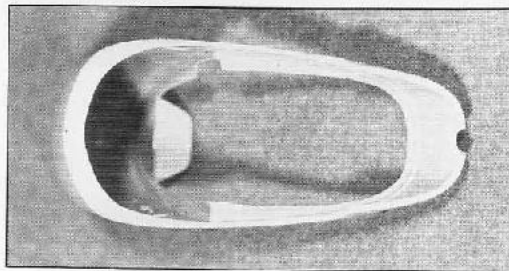
[Note] This adhesive is strictly prohibited from fire. Also, it is highly volatile, so close the lid tightly after use.



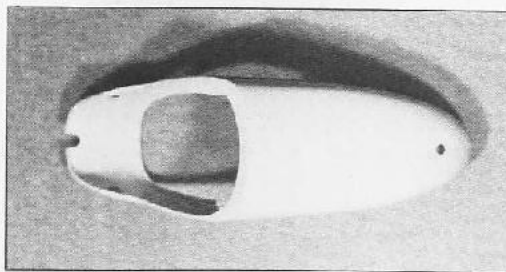
72 Viewed from the rear.



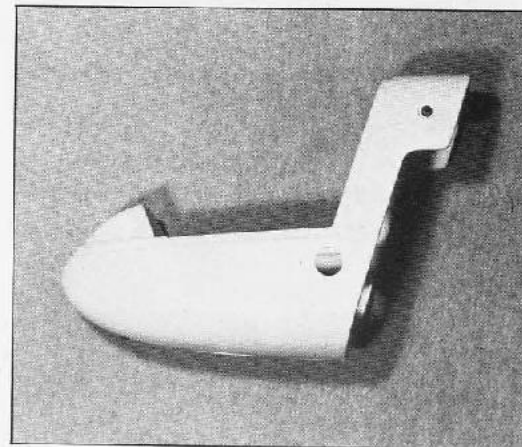
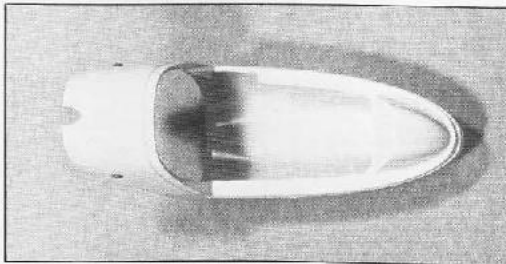
73 Cut the finished body to fit the fuselage as shown in the picture.



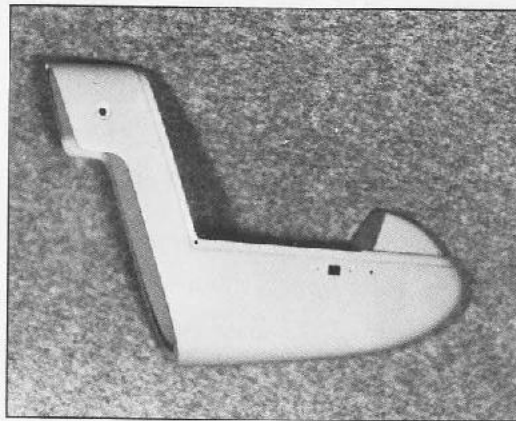
74 Insert the clammet into the body mounting hole and fix the plate washer inside with instant adhesive. (Plummet: 3, plate washer 3)



Viewed from the top of 75.



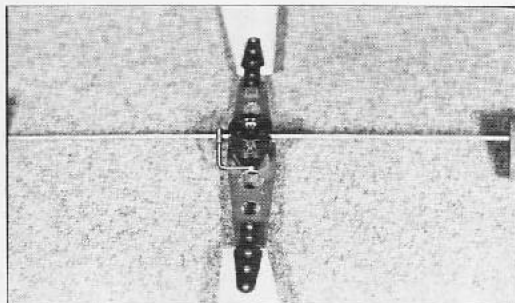
76 Drill a hole in the fuel tank.



77 Open the hole for the switch. The body is assembled with cap bolts M3×12 through plate washers. Attach to the canopy with 3 tapping bolts. (Cap bolt M3×12:3, plate washer:3, tapping bolt:)

Assembling the main rotor

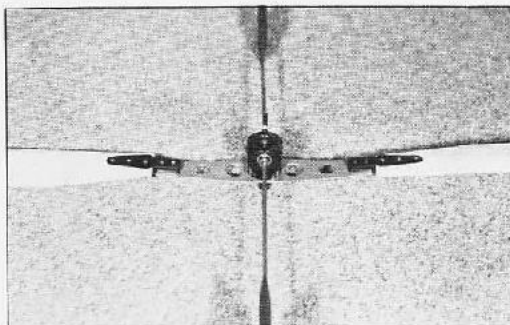
[Note] The gimbal ring has been temporarily assembled, so tighten each bolt. After retightening, each moving part should move lightly.



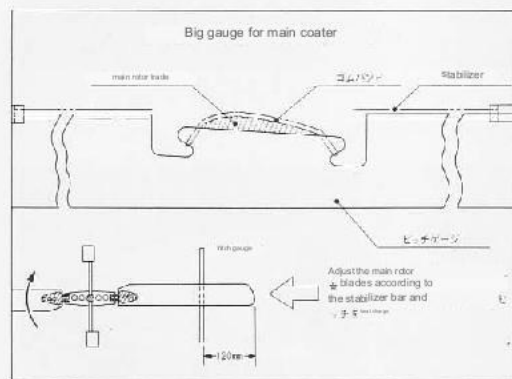
78 Insert the stabilizer blade into one side of the stabilizer bar, insert the control lever, stabilizer stopper, and attach it to the gimbal ring. Insert the stopper from the other side to fix the stabilizer plate. This bar is properly balanced left and right and is fixed by tightening the stopper and control lever with the set screw.

(Set screw M4:1, M3:2)

Note: Take special care to ensure that the control lever is concentric with the chord of the left and right stabilizer blades.



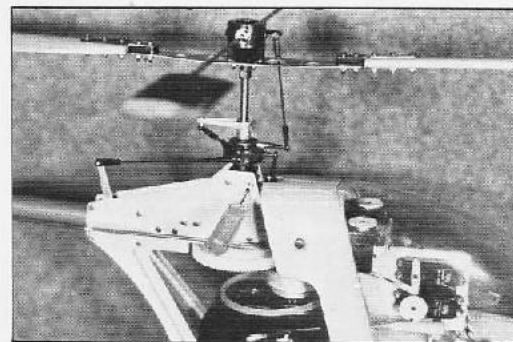
79 Attach the plate holder to the hub plate via the hub spacer. To adjust the weight balance of the left and right blades, wrap vinyl tape around the tip of the lighter wing to complete it. A long arm protruding from the upper disk of the swashplate connects with a control lever and a control rod. Adjust the rod so that the stabilizer blade is perfectly parallel to the swashplate.



80 The long arm coming out of the upper disk of the swashplate connects with the control lever and control rod. Adjust the stabilizer so that it is perfectly parallel with the swashplate. (bottom photo)

center of gravity adjustment

80 Weight adjustment is very important, more than in the case of general airplanes, so you must be very careful. In the case of this machine, since it has a considerable margin in terms of weight, it can be balanced by fixing lead or the like to the nose. After completion, insert a screwdriver or the like into the balance adjustment hole and lift it so that it is horizontal or slightly forward.



Part No.	Nomenclature	No. Unit	Summary
2000	Mainframe L	1	
2001	" " R.	1	
2002	Radius support	1	
2003	Subframe L L	1	
2004	" " R.	1	
2005	Servo plate retainer	2	
2006	Cross member A A	3	
2007	" " B.	2	
2008	mounting plate	2	
2009	Bearing case A	6	
2010	" " B.	2	
2011	till bracket	1	
2012	till clamp	3	
2013	till glass pipe	1	
2013-1	till drive shaft guide	1	
2014	Servo mounting plate A	2	China veneer
2015	" " " B.	2	" "
2016	Mounting squares (10 x 10	1	
2017	x 88) front bed	1	China veneer
2018	horizontal stabilizer	1	" "
2019	vertical tail	1	
2020	PC wire bracket	4	
2021	Body mounting bolt F	1	
2022	" " " R.	2	
2023	M3 pinion washer	1	
019	radius arm	2	
021	long rod	3	
2026	PC rod	2	
2027	M·R·Blade	1 (pr.)	
2028	T·R·Blade	1 (pr.)	
031	gimbal head	1	
2030	Gimbal head bearing	2	
2030-1	" " Bush	2	
2031	head housing spacer	1	

Part No.	Nomenclature	No. Unit	Summary
2032	Head housing (top)	1	
2033	" " (under)	1	
2034	hub plate	1	
2035	hub spacer	2	
040	blade holder	4	
059	upper plate lock	1	
2037	mast	1	
2038	swash plate	1	
2039	rotor drive gear	1	
2040	bevel pinion gear	1	
2041	till drive shaft	1	
2042	pinion gear shaft	1	
1100	belt	1	
1102	till gear case	1	
2044	clutch bell	1	
1125	pulley	1	
1125-1	tapered spacer	1	
1126	cooling cover	1	
1127	Centrifugal clutch (nylon)	1	
1133	taper spacer	1	Enya OS (SR40)
2045	Tapered spacer (optional)	1	Webra 40
2046	stabilizer bar	1	
027	blade	2	
028	control lever	1	
1134	" stopper	2	
1135	landing leg]	1 SET	
1136	piano wire	1	
1101	PC Wire/Tube SET	1	
1103	till input shaft	1	
1104	till output shaft	1	
1105	till joint spacer	2	
1106	till joint	2	
1107	till rotor hub	1	

D. Bolt set list

Part No.	Nomenclature	No. Unit	Summary
2048	Till bearing (bush)	2	(equivalent to 1050)
2049	R-1350	1	
2049-1	Bush (equivalent to R-1350)	1	
2050	R-1650	1	
2050-1	Bush (equivalent to R-1650)	1	
2051	Bearing spacer (A)	1	
2052	" " (B)	1	
1108	PC guide	1	
1109	PC lever	1	
1110	PC housing SET (1110-1 PC housing A 1110-2 PC housing B 1110-3 PC plate)	2 2 1	
1111	PC stopper	2	
2053	throttle lever	1	
2054	" " "spacer"	1	
2055	Till bevel gear	1	
2056	Till bevel pinion gear	1	
1093	joint ball	4	
1094	universal link	11	
2057	626DD	1	
2058	Bush (607 equivalent)	2	
2059	605ZZ	1	
2059-1	Bush (605ZZ equivalent)	1	
2060	rubber grommet	3	
2061	BARON Body L	1	
2061-1	" " R	1	
2062	Baron Canopy	1	
2063	pitch gauge	1	
2064	bell crank	3	
2065	" " "spacer"	3	
2066	" " "Washer"	3	
2067	fuel tank	1	
2068	Assembly instructions (this document)	1	
2069	Completion sketch	1	

No.	Nomenclature	No./Unit
1	M2×10(+) bolt	5
2	M2 x 12 bolts	7
3	M2.3×8 + bolt	2
4	M2 nut	12
5	M2.6×12 Servo mounting bolt nut	16 each
6	M3×8 cap bolt	13
7	M3 X 12 " "	12
8	M3 x 15 " "	16
9	M3 x 18 " "	8
10	M3 x 20" " "	1
11	M3×25 JIS cap bolt, M3, SW, wrench	1 each
12	M3×30	12
13	M3×12 + bolt	10
14	M3 nylon nut	74
15	M3 nut	4
16	M3 flat washer	37
17	M4 X 25	2
18	M2.3 tapping bolt	6
19	M3×4 set screw	4
20	M3 x 12 " "	4
21	M4X 4 " "	11

● Before and after flight, be sure to check

that the bolts and nuts of each part are not

loose. Especially essential is the inspection

of stabilizer stoppers, stabilizer control

levers and tail joints.

● If the hexagonal part of the cap bolt or set screw

head is rounded even slightly, be sure to replace

it with a new one. If you keep using it as it is, you

may not be able to replace it. In the case of the

actual aircraft, the bolts and nuts are replaced depending

on the flight time, but in the case of the model, it is

even more so. Be sure to replace all bolts and nuts

once every three months. This not only prevents

troubles, but also leads to a safe and enjoyable flight

with peace of mind.

★ After tightening the nuts, be sure to apply

rubber-based adhesive to prevent them from

loosening. No need for nylon nuts.

To customers who purchased

The contents and quantity of this kit have been thoroughly inspected, but please check before tearing the packing film.

(Refer to P2, 20, left

table) In addition, if the film is torn,

We may not be able to replace it.

Please understand in advance.

● This specification is subject to change without notice for improvement.

● If you have any questions, please contact your dealer or us.

Cult Sangyo Co., Ltd.

Head

Office T 107 3-5-2 Kita-Aoyama, Minato-ku (2nd Blue Building)

Tel.03-405-1685 Service Center T 116 2-33-1 Nishinipponi, Atakawa-ku (Tanaka Building) Tel.03-8011249

Supplement and specification change of assembly manual

Thank you for choosing the Cult Baron.

Since its release, this kit has undergone improvements to each part, resulting in even higher performance and enhanced content. We ask that you read this document in conjunction with this manual.

Change of parts contents

The bell cranks on page 2 02064-6 are 3 pairs in the photo.

Two sets of errors.

- The 2045 and M1133 taper spacers are no longer needed due to the design change of the 1125 cooling fan.
- The 2007 cross member B has been redesigned.
- The 059 upper plate lock is made of plastic (black).

The control lever of 3 028 is made of die-cast aluminum.

Page 19 1125-1 → Deleted

2045 → Deleted

Page 20 2048 Tail bearing (bush) KC1050 pairing

2049-1 bush → R1350ZZ bearing

20501 bush → R1550 bearing

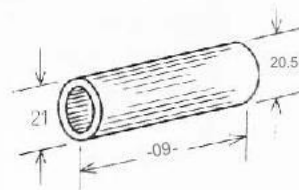
2057 626DD → 628 bearing

2058 Bush → 607 Bearing

2069 605ZZ 605 Bearing

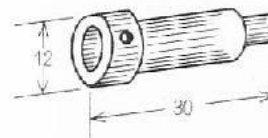
The following parts have been added.

- 2013-2 inner sleeve



○ Throttle adapter for S40FSR

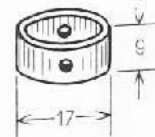
For 2013 tailpipe reinforcement
(made of black nylon)



QS4B type carburetor only
adapter for

(Made of aluminium)

○ Ring for rotor drive gear



New, chrome

⊕ finish

2059-1 bush → 605 bearing

2064-6 3 → 2

○ Bolt set list

No.14 M3 nylon nut

74 +70

N15 M3 nut

4-5

No16 M3×4 set screw 48

Additional M3×8 cap bolt

4

⌘

Chromatitanium solder

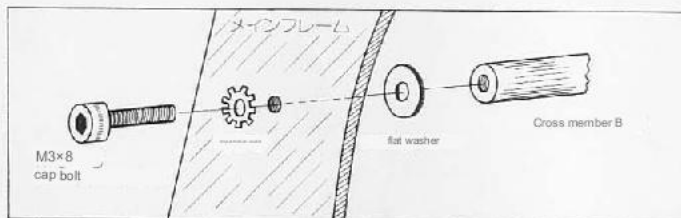
4

Change of assembly method

Page 4 No. 1~2 Use taper spacers for the cooling fan.

Please attach it in the same way as attaching a propeller. Therefore, use the drive washer on the engine without removing it. In addition, the inner diameter of the cooling fan is divided into 3 stages so that it can be used for various engines, so please shave it with a propeller rim first class to match the shaft of your engine.

Page 6 No.14 Cross member B has been changed to be bolted from the outside. Install using M3x8 cap bolts, flat washers, and star washers as shown.



When installing the 8-piece No.26 rotor drive gear, cover the boss of the gear with a ring.

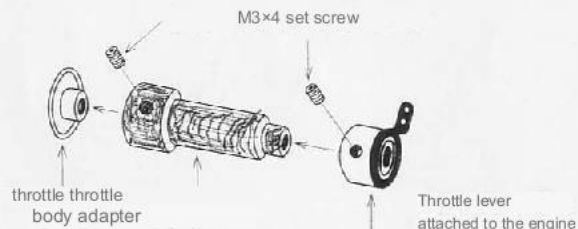
Page 9 No.30 Please install the remaining 2 pieces of cross member A between the main frame and the main frame as shown in the photo when installing the No.70 leg on the 16th.

11 No.39 If it is difficult to insert from the cap side, you can easily insert it from the opposite side. At this time, if the shaft is pushed, the bond between the bearing and the shaft may come off, so use the tail joint and push the bearing in.

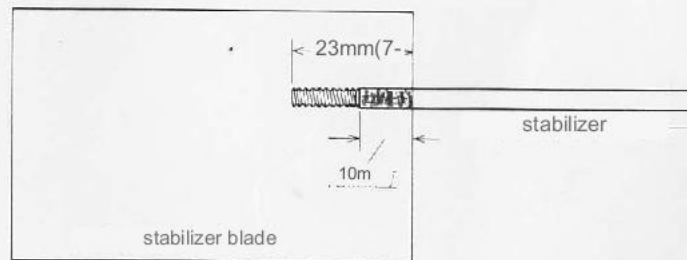
Page 13 No.52 After fixing the tail drive shaft guide,

- Insert the sleeve from the narrow end to the end of the pipe.

Page 14 When using the NB0 Enya engine, follow the instruction manual, but when using the OS40FSR, use the dedicated throttle adapter and install as shown in the illustration.



18 Summer No.78 Insert the stabilizer bar into the stabilizer blade about 10mm deeper than the screw part as shown in the figure. In this case, first mark the place 10mm from the screw of the stabilizer bar with magic ink, etc., and be sure to insert it up to the mark. please



Other precautions

The swash plate used in this machine uses special grease and does not require lubrication, so you can use it as is. Never use liquid oil.