

## Maverick - Clockwise Rotation Conversion Instructions

This Maverick RHR conversion kit uses a belt driven first stage transmission in place of the original gear drive. The belt drive is used to change the direction of the main rotor to turn clockwise (right hand rotation).

The following points and revised part numbers should be noted.

Part no. **407** is replaced by part no. **F4071**

Part no. **405** is replaced by part no. **F4051**

Part no. **500** is replaced by part no. **F5002** or **F5003 (Alloy reinforced)**

Part no. **206** is replaced by part no. **F2062**

Additional Part No. - **F5004** - (T5/200 flexible toothed drive belt)

### Instruction Notes

Using the belt drive, gear mesh is no longer a consideration, simply install the belt between the clutch and 1st stage pulley and ensure that the height of the engine is adjusted so that the belt is positioned centrally on both pulleys.

The fan duct enclosure moulding (part 507/1) is normally fitted approx 2mm clear of the fan. Using the belt drive it is necessary to lower this enclosure considerably to clear the belt and the mounting slots must be extended to allow this. Some trimming may be necessary to clear the engine carburettor correctly.

The main gear 12 tooth pinion must be changed for the new 11 tooth pinion supplied, this gives the correct engine to main rotor ratio and allows the increased tail rotor speed to be effective.

The tail gearbox output shaft (no F2061) now has the gear positioned on the opposite side of the input gear, this corrects for the reversed main rotor direction.

If using the standard plastic rotorhead it is necessary to use a "reverse collective" set-up - this means that to increase collective pitch the swashplate is lowered and to decrease collective pitch the swashplate must be raised. This set-up is the reverse of what is usually used but will not cause any practical differences in flying. The main rotor blades must be reversed in the blade holders.

If you have any questions please do not hesitate to contact us for further advise.