

INTREPID

BERGEN

60



Owners Manual

Assembly Instructions

Rev. 3

INTREPID 60

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WARNING!



The radio controlled model helicopter built from this kit is not a toy and is not meant for children. It is a flying machine capable of causing property damage and serious bodily harm to both the operator/assembler and/or spectator if not built and operated correctly and responsibly. Rotating components, especially the main rotor blades, are an ever-present danger.

Model helicopters operate differently than model cars and airplanes. Helicopters by their nature are not positively stable, meaning that even if properly assembled and adjusted, helicopters will not recover from an unwanted flight attitude, nor will they hold any particular orientation without constant control inputs from the pilot.

IT IS YOUR EXCLUSIVE RESPONSIBILITY TO PROPERLY BUILD, MAINTAIN AND OPERATE THIS HELICOPTER. Bergen R/C Helicopters has spent considerable time making this product reliable and easy to build, but only the operator can insure that it is safe. Because the safe operation of this helicopter is beyond the control of the Manufacturer and distributor, the owner/operator assumes all risk of use.

Construction Manual
Acknowledgments

Bergen R/C Helicopters wishes to thank the facilities and friends for their continuing support during the development of the Intrepid Helicopter.

The Instruction Manual and illustrations were completed by Dan Williams along with the input of numerous customers and staff. We wish to recognize Gary Wright, who had been the test pilot and helicopter guru in its early years. We would also like to recognize Mike DeMetz for his continuous support and knowledge in electronics and maintenance.

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Introduction

The first of its kind, interchangeable modular engineered helicopter to accommodate the beginner to a FAI expert...

An idea in 1994 to manufacture an interchangeable, modular helicopter, led to the research and development in 1995. Focusing on quality, engineering details, and price, a prototype was produced. After extensive test flights and fine-tuning, the INTREPID HELICOPTER is now what you see today. The first of its kind, strength combined with simplicity for easy maintenance and flying.

Although beginners can successfully build and fly their INTREPID, the process can be made significantly easier with the help of an experienced modeler and instructor pilot. We recommend that all beginners join the Academy of Model Aeronautics (AMA). The AMA is a non-profit organization that provides services for modelers. The AMA can help you locate a model aircraft club in your area with an instructor pilot (you can also check with your local hobby shop). Membership benefits include a monthly magazine and liability insurance. Many flying clubs require an AMA modeler's license to operate a model on their flying field. For more information on the AMA contact:



*Academy of Model Aeronautics
5151 East Memorial Drive
Muncie, IN 47302
Phone: (317) 287-1256*

Consumer Warranty

IMPORTANT! Before building the **INTREPID 60/90** Helicopter kit, read and fully understand the following warranty, and review the entire Construction Manual. By building and/or flying this helicopter you indicate your acceptance of the following warranty terms and conditions, and further agree to build and operate this helicopter in safe and responsible manner.

If you find any term or condition unacceptable, or if you feel that this helicopter is just not suited to you, you may return it to your place of purchase in NEW and UNUSED condition within thirty (30) days of the date of purchase for a refund of the purchase price less shipping and handling. Partially assembled kits, and kits with opened parts packs or missing parts can not be returned for a refund.

Warranty:

1. Bergen warrants to the first consumer Purchaser that the INTREPID 60/90 helicopter substantially conforms to its published description when used as intended as a hobby product, and will be free from defects in materials and workmanship for a period of 90 days after the date of purchase. Bergen R/C will repair or replace (at his option) any defective part, and supply any missing part at no charge to the Purchaser within this period. We make no warranty, express or implied. This warranty does not apply to parts damaged by improper assembly, modification, abnormal service or handling, or crashes.
2. To take advantage of this warranty, the Purchaser must provide proof of purchase, and ship any defective part (at Purchaser's cost) to Bergen R/C for repair or replacement.
3. It is the responsibility of the Purchaser to properly assemble, maintain and operate this helicopter in accordance with manufacture's instructions, AMA safety codes, local laws and ordinances, and COMMON SENSE. It is also the responsibility of the Purchaser, when operating this helicopter, never to operate it in any way, which might endanger persons or property including the Purchaser. Purchaser is advised to carry appropriate liability insurance such as that commonly provided to modelers by the AMA.
4. **THIS WARRANTY SPECIFICALLY EXCLUDES THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.** The selection of this helicopter for a particular application or use (beyond hobby/entertainment) is the sole responsibility of the Purchaser. Any advice supplied by any representative of Bergen R/C pertaining to any particular application is given freely as an opinion and is not meant to bind Bergen R/C or in any other way modify this warranty.

1. Notwithstanding the paragraph above, this warranty is in addition to whatever implied warranties may be granted to the Purchaser by law. To the extent permitted by law, all implied warranties, including the warranties of merchantability and fitness for a particular purpose are limited to a period of (1) year from the date of purchase. Some states do not allow limitations on how long an implied warranty last, so the above limitation may not apply.
2. This warranty shall be the sole and exclusive remedy available to the Purchaser. Correction of defects, in the manner and for the period of time specified above, shall constitute complete fulfillment of all liabilities and responsibilities of Bergen to the Purchaser, and shall constitute full satisfaction of all claims, whether based on contract, negligence, strict liability or otherwise. Bergen R/C shall not be liable for any cost or expenses incurred in; the replacement of any effective or non-conforming parts, and **IN NO EVENT SHALL BERGEN R/C BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES, OR ANY DAMAGES DUE TO THE USE OR INABILITY TO USE THIS PRODUCT.** Bergen R/C shall not be liable, or in any way responsible, for any damages related to modifications, repairs, attempted repairs, or crashes. **IN NO EVENT SHALL BERGEN R/C's OBLIGATIONS TO THE PURCHASER EXCEED THE ORIGINAL PURCHASE PRICE PAID BY THE PURCHASER.**
3. Some states do not allow exclusion of incidental or consequential damages, so the above exclusion may not apply. This warranty gives the Purchaser specific legal rights. The Purchaser may also have other rights, which vary, from state to state.
4. No modification or amendment to this warranty will be effective unless reduced to writing and signed by an authorized representative of Bergen R/C Distributorship.

If you do not understand any aspect of this warranty, you may contact Bergen R/C Helicopters for clarification. **IF YOU DO NOT AGREE WITH ANY ASPECT OF THIS WARRANTY, RETURN THE UNASSEMBLED HELICOPTER TO YOUR MANUFACTURER FOR A REFUND.**

Bergen R/C Helicopters believes that information contained within its published materials is accurate as of the date of publication, and is not responsible for inadvertent errors or omissions. Bergen R/C reserves the right to make changes and improvements in its products without notice.

PARTS LIST

INTREPID 60 TORQUE TUBE DRIVE

BAG 1

1	1485	LOWER FRAME (RIGHT)
1	1480	LOWER FRAME (LEFT)
1	1510	SWITCH & GYRO SWITCH PLATE
2	1555	SKID BAR
1	1515	BATTERY TRAY
2	1525	BATTERY TRAY SPACER
10	5165	16.5 FRAME SPACERS
10	5045	3X30M SHCS
8	5090	3X8M FHCS
1	5105	3M LOCK NUT
5	5010	3X8M SHCS
4	1945	CANOPY GROMMET
2	1931	STANDOFF LONG
2	1932	STANDOFF MEDIUM
2	5097	3X13M SET SCREW
4	1946	THUMB SCREWS
2	#5015	3X10M SHCS
2	#5010	3X8M SHCS
4	#1946A	THUMB SCREW CAP

BAG 2

1	1574	LANDING GEAR SET (BLACK OR WHITE)
4	5095	3X4M SET SCREWS
4	5030	3X16M SHCS
4	5105	3M LOCK NUTS

BAG 3

1	1845	FUEL TANK
1	1850	CLUNK
1	1855	SINGLE END FITTING
1	1860	DOUBLE END FITTING
2	1865	FUEL TANK NUTS
1	1870	FUEL TUBING

BAG 4

4	1450	FAN SHROUD SPACER
1	1440	FAN SHROUD MOUNT ALUMINUM
1	1445	FAN SHROUD MOUNT G10
1	1350	FAN ASSEMBLY
1	1365	¼-28 HEX COLLET
1	1375	5/16-24 HEX COLLET
1	1380	8MX1.0 HEX COLLET
1	1381	YS-60 SHORT STROKE SPACER
1	1390	3/8 SPLIT COLLET
1	1435	FAN SHROUD
3	5206	3X8 PANHEAD SCREWS
2	5030	3X16M SHCS
10	5110	3M WASHERS
8	5015	3X10M SHCS

4	5060	4X12M SHCS
1	1465	MOTOR MOUNT

BAG 5

2	1250	MAIN SHAFT BEARING BLOCK ASSEMBLY
2	1475	UPPER FRAME
1	1535	RUDDER SERVO MOUNT
1	1596	ELEVATOR CONTROL YOKE
1	1600	ELEVATOR CONTROL SHAFT LONG
1	1605	ELEVATOR CONTROL SHAFT SHORT
2	1620	COLLECTIVE AXLE
4	1635	COLLECTIVE SHAFT BEARING CUP
4	3035	6X10X3 BEARING
1	1832	VERTICAL FIN
1	1835	HORIZONTAL FIN
4	5001	3X4M SHCS
2	5015	3X10M SHCS
4	5050	3X35M SHCS
4	5105	3M LOCK NUT
2	5110	3M WASHER
5	5170	26M FRAME SPACER
2	5190	SHORT BALLS

BAG 6

1	1233	MAIN SHAFT ASSEMBLY
2	1245	SPLIT MAIN SHAFT COLLAR ASSEMBLY
1	1305	CLUTCH BELL ASSEMBLY
1	1275	CLUTCH ASSEMBLY
1	1260	START SHAFT BEARING ASSEMBLY
1	1345	START CONE
1	1265	AUTO HUB ASSEMBLY
4	5015	3X10M SHCS
4	5110	3M WASHERS
2	5095	3X4M SET SCREWS
2	1295	DELTRIN BUSHING
2	1300	STEEL INSERT
2	5065	4X16M SHCS
4	5308	3X8 SPECIAL LOW HEAD CAP SCREWS
1	1270	MAIN GEAR

BAG 7

2	1616	COLLECTIVE ARM
2	3031	5X8X2.5F BEARING
1	1625	COLLECTIVE BELLCRANK TRIPLE
1	1630	COLLECTIVE BELLCRANK SINGLE
1	1540	AILERON SERVO MOUNT
3	1645	CONTROL ARM JAMNUT
1	1651	ELEVATOR X CONTROL ARM
2	3031	5X8X2.5F BEARING
1	1610	ELEVATOR CONTROL ARM
1	1545	GYRO MOUNT
1	1550	BATTERY MONITOR MOUNT
2	5030	3X16M SHCS
1	5035	3X20M SHCS
1	1230	ANTI ROTATION BRACKET
4	5105	3M LOCK NUT
2	5200	LONG BALLS

20	5010	3X8M SHCS
5	5110	3M WASHERS
6	5195	MEDIUM BALLS
2	1641	AILERON BELL CRANK
4	3031	5X8X2.5FBEARING
8	5190	SHORT BALLS
2	1546	GYRO MOUNT BLOCK 3 HOLE
1	5090	3X8M FHSCS

BAG 8

1	1155	SEESAW TUBE
2	3020	4X10X4 BEARING
2	1160	SEESAW END CAPS
2	1175	FLYBAR CONTROL ARM
2	5205	3X5M PAN HEAD SCREW
2	1151	BELL MIXER ARM
4	3086	3X7X3F BEARING
1	1105	HEAD BLOCK
2	3015	3X10X4 BEARING
1	1130	HEAD AXLE
2	1135	DAMPENING O'RING
4	5095	3X4M SET SCREW
2	1165	4M WASHER (SPECIAL)
2	1181	FLYBAR PADDLE V
6	5190	SHORT BALL
4	5155	3M BRASS WASHER
2	5136	3X12M W/6M SHOULDER SHCS
2	5115	3M NUT
2	1111	BLADE GRIP ASSEMBLY W/BEARING INSTALLED
2	3010	6X14X5 THRUST BEARING
2	1126	BLADE GRIP PITCH ARM
2	1140	8MX.015 SHIM DAMPENING WASHER
2	1145	8MX.008 SHIM DAMPENING WASHER
2	1147	8X1M SHIM DAMPENING WASHER
2	1148	10MX1M WASHER
2	5150	4X25M SHCS SPECIAL W/18M SHOULDER
2	5106	4M LOCK NUT
4	5005	3X6M SHCS FOR BLADE PITCH ARM TO GRIP
2	5010	3X8M SHCS FOR SEESAW TUBE
2	5030	3X16M SHCS
1	5035	3X20M SHCS
2	5072	5X16M SHCS
2	5111	5X10X2 SPACER WASHER

BAG 9

1	1185	WASHOUT HUB ASSEMBLY
2	1201	WASHOUT MIXING ARM
4	3086	3X7X3F BEARING
1	1215	SWASH PLATE ASSEMBLY
2	5140	3X16M SPECIAL SHCS
2	5155	3M BRASS WASHER
4	5095	3X4M SET SCREW
2	1205	RADIUS LINK
2	1210	RADIUS LINK PIN
5	5190	SHORT BALL
4	5195	MEDIUM BALL
1	5210	SWASH PLATE ANTI ROTATION ASSEMBLY

BAG 10A
ASSEMBLY 1
TAIL ROTOR BLADE GRIPS #231

1	1815	TAIL ROTOR MAIN HUB 5M
2	230A	BLADE GRIP
4	3054	5X10X4 BEARING
2	3052	5X10X4 TRUST BEARING
2	5110	3M FLAT WASHER
2	5015	3X10 SHCS
2	5146	3X19 W/11 SHOULDER SHCS
2	5112	10M OD SPACER
4	231B	BLADE GRIP SPACER
2	5105	3M LOCK NUT
1	5094	3X4M SET SCREW

ASSEMBLY 2
PITCH BELLCRANK #240

1	240B	BELLCRANK
1	240A	DELFIN INSERT
1	240C	ALUMINUM SPACER
2	3086	3X7X3 FLANGE BEARING
1	5140	3X16 W/6 SHOULDER SHCS
2	5155	3M BRASS WASHER
1	5190	SHORT BALL
1	5195	MEDIUM BALL
1	5105	3M LOCKNUT

ASSEMBLY 3
PITCH SLIDER #1960

1	1786	PITCH SLIDER HUB
2	3036	6X10X3 FLANGE BEARING
1	1792	PITCH SLIDER TUBE (NEW)
1	1793	PITCH SLIDER SPACER (THICK)
1	1794	PITCH SLIDER SPACER (THIN)
1	1801	ALUMINUM PITCH PLATE
2	5137	5X2M BALL
2	5076	2X8M SHCS
2	5120	2M NUT
2	1961	TAIL SPECIAL BALL LINKS (MUST BE TRIMMED FOR INSTALLATION)
2	1806	PIVOT PLATE ARM EYELET
2	1811	PIVOT PLATE SHOULDER BOLT 4x4

ASSEMBLY 4
ALUMINUM TAIL ROTOR GEAR BOX #1000

1	1000A	GEAR BOX ONLY
1	5094	3X3M SET SCREW
2	5095	3X4M SET SCREW
1	1000B	PITCH ARM BRACKET
1	1000C	ALUMINUM SPACER
1	3071	10X15X4 FLANGE BEARING
3	3055	5X13X4 BEARING
1	1000E	10M PIN

1	1210	12M PIN
1	1766	BEVEL GEAR SET
		BEVEL GEAR SHORT SHANK
		BEVEL GEAR LONG SHANK
1	1000I	INPUT SHAFT FOR GEAR BOX
1	1000D	OUTPUT SHAFT FOR BLADE GRIPS
1	1000J	BRASS SPACER TUBE
1	5025	3X5 PAN HEAD SCREW
2	5001	3X4 SHCS
2	5090	3X8 FLAT HEAD CAP SCREWS

ASSEMBLY 5

5 SETS	1665	TAILBOOM CLAMPS
1	1667	HORIZONTAL FIN CLAMP

ASSEMBLY 6

UNIVERSAL JOINT #9000

1	9010	DELRIN COUPLER
1	9005	OUTPUT SHAFT
1	9015	DOGBONE
1	9020	DOGBONE PIN
1	1210	COUPLER PIN
2	5095	3X4 SET SCREWS

MISC BAG

2	109D	COLLARS FOR TORQUE TUBE DRIVE
8	5050	3X35 SHCS
3	5055	3X40 SHCS
10	5110	3M WASHERS (TRANS BEAR BLOCK)
8	5015	3X10 SHCS
13	5105	3M LOCKNUTS
2	5010	3X8 SHCS (HORIZONTAL FIN CLAMPS)
1	1727	TAIL TRANSMISSION BEARING BLOCK ALUMINUM
2	3053	5X10X4 FLANGE BEARING
1	1745	PINION GEAR (TAIL TRANSMISSION)
1	1740	PINION SPACER (BRASS)
6	5094	3X3 SET SCREWS (COLLARS)
2	5095	3X4 SET SCREWS (PINION GEAR)
1	6015	TAIL ROTOR BLADES
1	109A	BEARING CARRIER
1	3090	.375X.625X1.56 BEARING
1	240A	INSERT
2	109I	O'RINGS
1	109ABI	DELTRIN CARRIER

BAG 10B

1	1171	FLYBAR
1	1671	TAIL BOOM
1	251	PUSH ROD CARBON FIBER
2	1983	PUSHROD ENDS
2	1956	BALL LINK 2.5
2	5030	3X16M SHCS
2	5105	3M LOCKNUT
1	2117	ARROW DRIVE SHAFT
1	1709	TAILBOOM SUPPORT SET

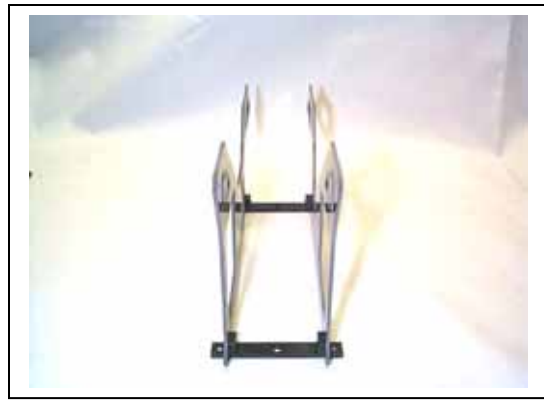
2	1710	TAIL BOOM SUPPORT STRUTS
4	1715	TAILBOOM SUPPORT STRUT ENDS

BAG 11

42	1956	BALL LINKS 2.5
10	1947	PLASTIC SERVO MOUNT TABS
2	1948	WIRE CLIP
1	1965	60 THROTTLE LINKAGE 60M
2	1985	ELEVATOR LINKAGE 130M
2	1990	ELEVATOR LINKAGE 50M
4	1995	COLLECTIVE LINKAGE 30M
2	2000	COLLECTIVE LINKAGE 50M
2	2005	AILERON LINKAGE 85M
4	2010	SWASH PLATE LINKAGE 40M
2	2020	PITCH LINKAGE 75M
2	2025	FLYBAR LINKAGE SHORT 14M
9	5137	5X2M BALL
9	5207	2X10M PHSMS
18	5120	2M NUT
	1921	CANOPY - LEXAN

BAG LIST 60 TORQUE TUBE 9 16 98
 REVISED 7/22/99

LOWER FRAMES



1. Lower Frames

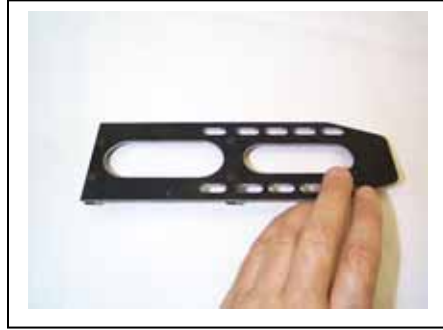
Part#	Qty	Description
1480	1	Lower Frame (Left)
1485	1	Lower Frame (Right)
1555	2	Skid Bar
5090	4	M3x8 FHCS

- On a flat surface, assemble lower frame (left and right) to the (2) skid bars. The countersink holes go to the outside and the frames go on the outside of the vertical portions of the skid bars. Use (4) M3x8 FHCS (Flat Head Cap Screws) and removable threadlocker. **Note: Make sure that the completed and tightened assembly sits flat on a flat surface with no rocking, and the frames should stand up square.**

BATTERY TRAY/ SWITCH MOUNT



Bottom View Battery Tray, Countersink Holes Up



Battery Tray, Spacers Installed. Bottom View



Battery Tray Installed, Top View



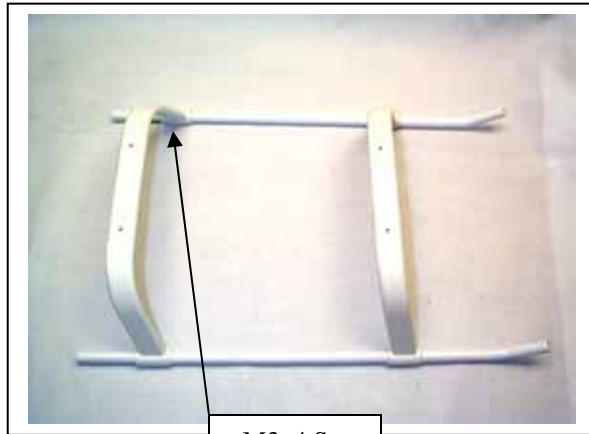
Switch & Gyro Switch Tray Installed

2. Battery Tray/ Switch Mount

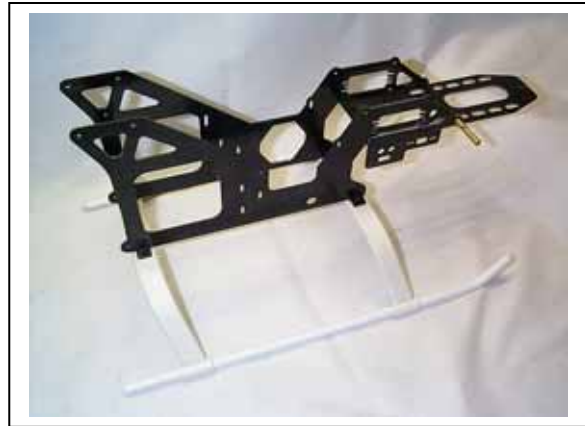
Part#	Qty	Description
1515	1	Battery Tray
1525	2	Battery tray Spacer
5090	4	M3x8 FHCS
1510	1	Switch & Gyro Switch Plate
5105	1	M3 Lock Nut
5010	3	M3x8 SHCS
1932	2	Standoff Medium
5097	2	M3x13 Setscrew

- Assemble (2) Battery Tray Spacers onto Battery Tray with (4) M3x8 FHCS (Flat Head Socket Screws). The spacers go on the opposite side of the countersink holes. The countersink holes are for the FHCS. Use threadlocker.
- Flip the Battery Tray over and attach to the **left lower sideframe** with (1) M3x8 SHCS in the rearmost hole through the sideframe and into the Battery Tray Spacer.
- Attach the front of the Battery Tray with (2) M3x13 Setscrews and (2) (Canopy) Standoff Medium pieces. Screw the setscrews about half way into the Battery Tray Spacer. Use threadlocker, and let sit for a few minutes to let the threadlocker set up.
- Screw the (2) Standoffs onto the setscrews and tighten down. Use threadlocker.
- Attach the front of the Switch & Gyro Switch Plate using (1) M3x8 SHCS and (1) M3 Lock Nut. The nut goes on the inside of the sideframe.
- Attach the rear of the Switch & Gyro Switch Plate using (1) M3x8 SHCS. Thread into the rear of the Battery Tray Spacer. Use threadlocker.

LANDING GEAR ASSEMBLY AND MOUNTING



M3x4 Set
Screws
(4 plcs)

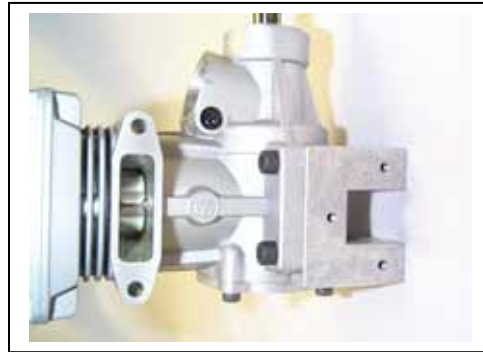


3. Landing Gear Assembly and Mounting

Part#	Qty	Description
1574	1	Landing Gear Set
5095	2	M3x8 self tapping screws
5030	4	M3x16 SHCS
5105	4	M3 Lock Nuts

- Slide a plastic skid strut over one of the metal skids. You may find it necessary to heat the plastic strut in hot water or with a hot air gun in order to expand it, which will enable it to slide over the metal tube.
- Slide the strut forward until it is approximately 2" from the bend.
- Line up the front strut with the holes in the front Skid Bar.
- Now slide the second strut onto the skid until it lines up with the rear holes in the rear Skid Bar on the sideframe assembly.
- Repeat for second skid to form complete Landing Gear Set
- Using the Skid Bars as a guide move the struts as necessary until each is centered beneath the appropriate mounting holes in the Skid Bars in the lengthwise direction. The landing gear should sit flat on the table.
- Center the Skid Bars over the center of both struts and mark the 4 mounting holes to be drilled.
- Remove frame assembly from Landing Gear and drill holes for mounting hardware using a 3mm or .125" drill bit. **Note: There may be other holes predrilled in the struts.**
- Mount Landing Gear to frame assembly using M3x16 SHCS and M3 Lock nuts.
- If the metal skids move around easily, use (2) M3x8 Self Tapping Screws in the bosses at the bottom inside of the rear strut to hold the metal skids from turning.

ENGINE PREPARATION

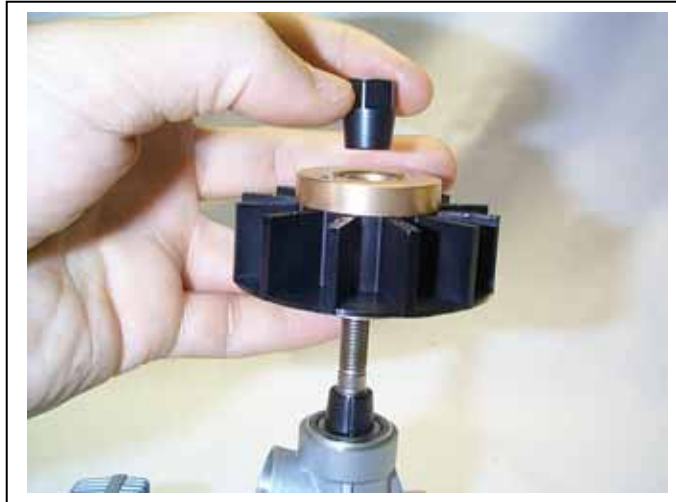


4. Engine Preparation

Part#	Qty	Description
1465	1	Motor Mount
5060	4	M4x12 SHCS

- Bolt the engine to the Motor Mount using (4) M4x12 SHCS. Use threadlocker. *Note: There are 2 sets of holes drilled into the Motor Mount. Use whichever ones will line up with the engine that's being used. For OS, orient the Motor Mount so that the mount sticks out past the rear of the engine mounting flange.*

FAN ASSEMBLY



5. Fan Assembly

Part#	Qty	Description
1350	1	Fan Assembly
1365	1	¼ -28 Hex Collet (OS-SFN and Webra 60)
1375	1	5/16 -24 Hex Collet (OS-SX, DC-60, ASP)
1380	1	M8x1.0 Hex Collet (YS60/61/ST/91, Super Tiger 60)
1385	1	M8x1.25 Hex Collet (Nova Rossi, Rossi) Optional, Not Supplied *
1381	1	YS 60 Short Stroke Spacer
1390	1	3/8 Split Collet (OS-SFN/SX, YS60/61/ST, Webra 60)
1395	1	7mm Split Collet (Enya) Optional, Not Supplied *
1400	1	8mm Split Collet (Super Tiger 60, Nova Rossi, Rossi) Optional, Not Supplied *
1410	1	10mm Split Collet (ASP) Optional, Not Supplied *

Order Optional items from your Hobby Shop or Distributor

- Remove the prop drive back plate from the engine.
- Place a drop of oil onto the smooth machined portion of the crankshaft. Slip the correct lower collet (for the engine selected) onto the machined portion of the crankshaft, making sure that the split is against a machined surface, and not over a flat spot on the crank. *Note: For YS Short Stroke engines, use the Short Stroke Spacer on the crankshaft before the split collet.*
- Pull out on the crankshaft to remove any play, and be sure that the split collet is firmly seated at the bottom of the crankshaft.
- Place a drop of oil on the outer surface of the split collet.
- Place the fan assembly on the crankshaft.
- Place a drop of oil on the proper hex collet for the engine selected.
- Take a towel and wrap it around the fan assembly to protect hands from the sharp edges of the fan.

- ❑ Firmly grip the fan assembly in the towel and tighten down on the hex collet using a ½” or 13mm socket. Use threadlocker on the threads of the crankshaft. Make sure that the hex collet is tightened firmly.
- As an option, the BMT135 Aluminum Fan Assembly can be installed in place of the stock plastic fan. **Order the BMT135 Optional Fan Assembly from your Hobby Shop or Distributor.**



- Another option, the BMT #148-60, Canfield Balancer can also be installed at this time. **Order #148-60 from your Hobby Shop or Distributor.**



CLUTCH BUSHING INSTALLATION

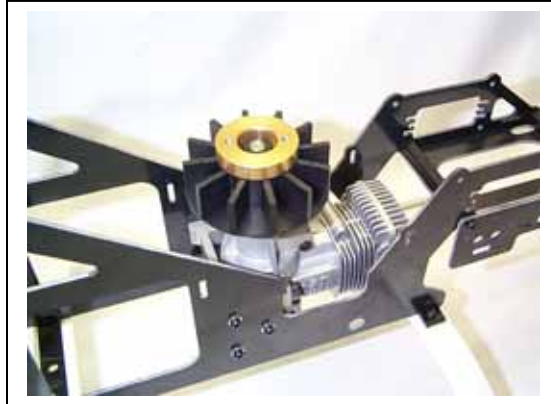


6. Clutch Bushing Installation

Bag#	Part#	Qty	Description
6	1300	2	Steel Insert
6	1295	2	Delrin Bushing
6	5065	2	M4x16 SHCS
6	1275	1	Clutch Assembly

- Carefully examine the (2) steel inserts. There is one end that has a noticeable countersink on the inside edge. Place the insert onto the M4x16 SHCS with the countersunk end *towards* the head of the SHCS. Slip M4x16 SHCS (with steel insert installed) into Delrin bushing so that screw extends beyond flanged end of Delrin bushing (see illustration above). Repeat the process to complete the 2nd bushing assembly.
- Install both Delrin bushing assemblies onto the fan hub but *do not* fully tighten at this time.
- Use the clutch as an alignment tool and slip it over the Delrin bushings on fan to ensure proper alignment of the bushings. With the clutch in place on the bushings remove 1 M4 screw from bushing, apply a *small* amount of threadlocker to threads, and reinstall—fully tightening at this time. Repeat process for 2nd bushing screw.
- Remove clutch by lifting clutch off of Delrin bushings and reinsert clutch into Clutch Bell Assembly.

ENGINE MOUNTING

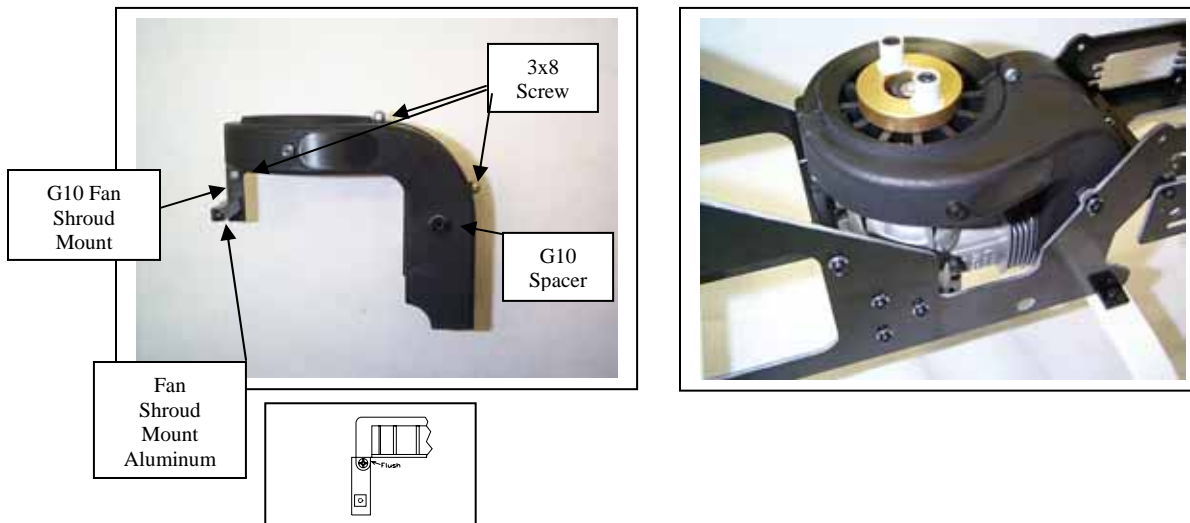


7. Engine Mounting

Bag#	Part#	Qty	Description
4	5015	6	M3x10 SHCS
4	5110	6	M3 Washers

- Place engine/ mount/ fan assembly into lower frame assembly with the head of the engine facing forward.
- Insert (6) M3x10 SHCS and (6) M3 Washers into slots in lower frame and threaded holes in engine mount.
- Lightly secure the screws to hold the assembly in place, but do not tighten. Threadlocker will be used later in another step after clutch alignment.

FAN SHROUD ASSEMBLY

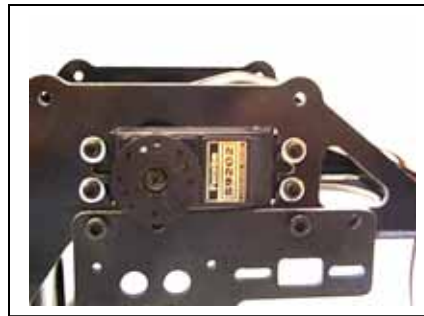
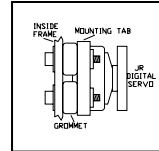
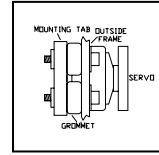


8. Fan Shroud Assembly

Bag#	Part#	Qty	Description
4	1435	1	Fan Shroud
4	5206	3	3x8 Panhead Screws
4	1450	4	Fan Shroud Spacer
4	1440	1	Fan Shroud Mount Aluminum
4	1445	1	Fan Shroud Mount G10
4	5030	2	M3x16 SHCS
4	5110	3	M3 Washers
4	5015	2	M3x10 SHCS

- Fit the 2 halves of the Fan Shroud together. Make sure that the shroud matches up all around the outside.
- Fit the Fan Shroud Mount G10 to the front ear location. The G10 shroud mount should be flush with the inside edge of the shroud. (see drawing inset). Use (3) 3x8 Panhead screws at the three ears to attach the halves together. The screw in the front location will hold the G10 Mount in place.
- Glue (2) Fan Shroud Spacers to each side of the Fan Shroud using CA glue. Make sure to align the holes in the spacers with the holes in the Shroud.
- Attach the fan Shroud Mount Spacer – Aluminum to the G10 Shroud Mount using (1) M3x10 SHCS. Use threadlocker.
- Position the Fan Shroud Assembly in between the sideframes around the fan. Align the Aluminum Shroud Mount to the front hole in the left sideframe above the engine mount location. Align the G10 Fan Shroud Spacers to the rear holes in each side sideframe.
- Loosely attach the front aluminum spacer using (1) M3x10 SHCS and (1) M3 Washer. Don't use threadlocker at this time. After final alignment threadlocker will be used.
- Loosely attach the rear of the fan shroud assembly using (2) M3x16 SHCS and (2) M3 Washers. Don't use threadlocker at this time. After final alignment threadlocker will be used.

MOUNT LOWER SERVOS

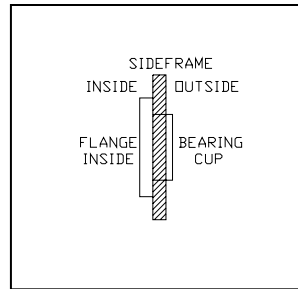
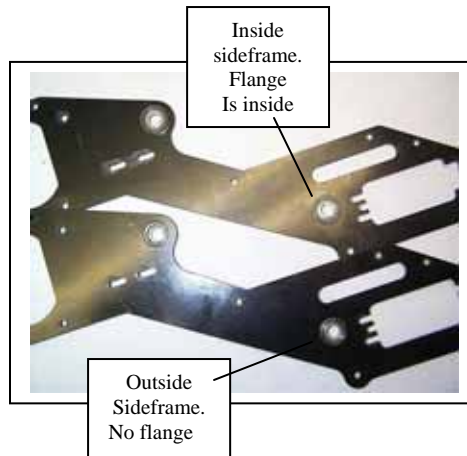


9. Mount Lower Servos

Bag#	Part#	Qty	Description
11	1947	4	Plastic Servo Mount Tabs

- Prepare the servo with the hardware provided with the radio system: install the rubber grommets on the servo mounting ears, and then install the servo mount tabs into the grommets down from the top of the servo ear. Use the plastic servo mounting tabs as nuts and as replacements for the brass eyelets. Use self tapping screws provided by the radio system for mounting the servos to the tray, or use M2.5x15 SHCS (*not provided in kit*). Screw the screws into the tabs, going in from the outside of the sideframe and screwing into the tab.
- When tightening the screws, be sure to get the servo tight enough that it can't move, but do not squeeze the rubber grommet so much that the isolating properties of the grommet are lost. The servo should be able to rock from side to side slightly when tightened. Paying attention to this important note will increase the lifetime of the servos.*
- Mount the throttle servo to the left lower sideframe with the output shaft towards the rear of the machine. The servo mounting ears (flanges) go on the inside of the frame. *Note: Some of the digital servos, such as the JR DS8231 are taller from the mounting surface to the bottom. It will interfere with the elevator servo. Mount the digital servos on the outside of the frame with the servo mounting tab on the top of the servo mounting ears. The screws go in from the inside of the left frame. (see drawing inset)*
- Mount the elevator servo to the right lower sideframe with the output shaft towards the rear of the machine. The servo mounting ears (flanges) go on the inside of the frame.

MOUNT COLLECTIVE BEARINGS

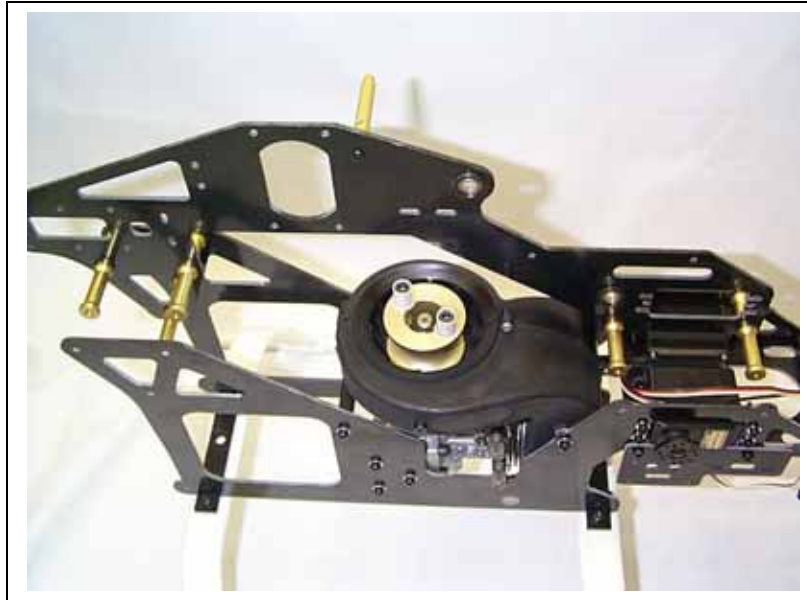


10. Mount Collective Bearings

Bag#	Part#	Qty	Description
5	1475	2	Upper Frame
5	1635	4	Collective Shaft Bearing Cup
5	3035	4	6x10x3 Bearing

- Place 2 Collective Shaft Bearing Cups into one side of one of the upper sideframes. Install the flange of the bearing cups on the same side of the frames. The side with the flange is the inside. If the cups don't go in easily, use a vise to press them in. **DO NOT HAMMER!** Make sure the flange is seated against the sideframe.
- Secure with a drop of thin CA on the flanges.
- Place 2 Collective Shaft Bearing Cups into the second upper sideframe, **on the opposite side of the upper sideframe**. The flanges should be facing on the opposite side of the second sideframe. The flange side is the inside of the second sideframe.
- Secure with a drop of thin CA on the flanges.
- Place a 6x10x3 bearing into each of the bearing cups, from the inside of each sideframe.

LEFT UPPER FRAME ASSEMBLY



11. Left Upper Frame Assembly

Bag#	Part#	Qty	Description
1	5165	5	16.5 Frame Spacer
1	5045	5	M3x30 SHCS
1	1931	1	Standoff Long
1	5010	1	M3x8 SHCS
5	5170	5	26M Frame Spacer

- Attach (1) Canopy Standoff Long to the outside top of the upper left sideframe with (1) M3x10 SHCS from the inside of the frame. Use threadlocker.
- Attach (5) 16.5 Frame Spacers to the left lower frame with (5) M3x30 SHCS. The Spacers are not threaded, so they will just sit on the screws
- Place the upper left sideframe on the (5) protruding screws and thread on (5) 26M Frame Spacers. Use threadlocker.

CLUTCH ASSEMBLY

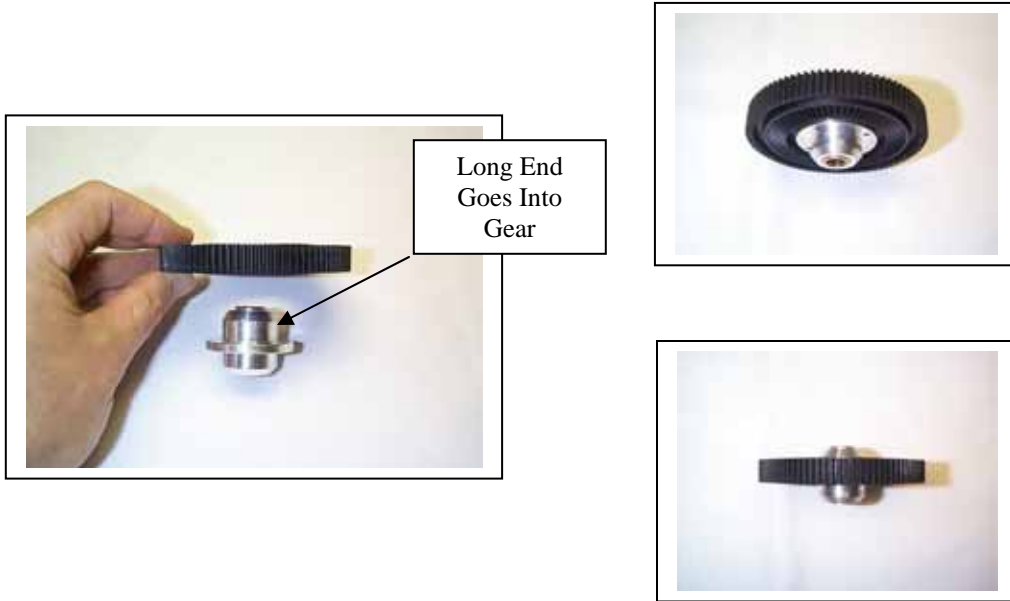


12. Clutch Assembly

Bag#	Part#	Qty	Description
6	1345	1	Start Cone
6	1260	1	Start Shaft Bearing Assembly
6	1305	1	Clutch Bell Assembly
6	1275	1	Clutch Assembly
6	5095	2	M3x4 Set Screws

- Slide the clutch assembly into the clutch bell assembly. Then slide the start shaft bearing assembly onto the shaft.
- Place the start cone on top of the shaft and adjust for about .005 of up and down play on the clutch.
- Fasten with (2) M3x4 set screws. Use threadlocker.

MAIN GEAR ASSEMBLY

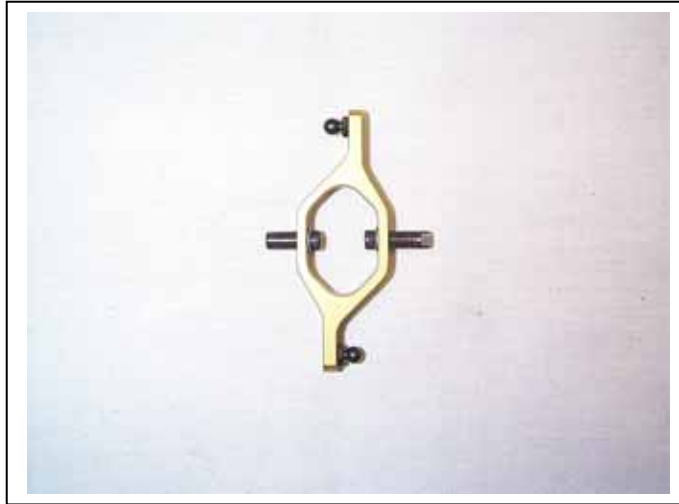


13. Main Gear Assembly

Bag#	Part#	Qty	Description
5	1270	1	Main Gear
6	1265	1	Auto Hub Assembly
6	5308	4	M3x8 Special Low Head Cap Screw

- Break the sharp edge of bore in main gear before installing on auto hub.
- Position the auto hub assembly so that the longer end is facing the main gear.
- Push through the main gear and align the holes on the gear with the holes on the auto hub assembly.
- Screw the (4) M3x8 special low head cap screws through the main gear into the auto hub assembly. The head portion of the screw is thinner than normal. Use threadlocker.
- Special note: Tighten the 4 screws evenly and snug, but not extremely tight. Overtightening the screws will distort the gear.*

ELEVATOR YOKE ASSEMBLY



14. Elevator Yoke Assembly

Bag#	Part#	Qty	Description
5	1596	1	Elevator Control Yoke
5	5190	2	Short Ball
5	5110	2	M3 Washer
5	5001	2	M3x4 SHCS
5	1600	1	Elevator Control Shaft Long
5	1605	1	Elevator Control Shaft Short

- Press (1) elevator control shaft – short into the elevator control yoke. The flattened end of the control shaft fits into the special oblong shape hole in the center of the control yoke.
- Fasten the shaft into the yoke with (1) M3x4 SHCS and (1) M3 washer. *IMPORTANT! Use permanent threadlocker here and tighten very tight!*
- Press (1) elevator control shaft – long into the elevator control yoke on the opposite side. Both ends are slotted on the control shaft. One end will fit into the special oblong hole on the other side of the elevator control yoke.
- Fasten the shaft into the yoke with (1) M3x4 SHCS and (1) M3 washer. *IMPORTANT! Use permanent threadlocker here and tighten very tight!*
- Screw (2) short balls onto the arms of the elevator control yoke. Each ball faces toward the center of the yoke.

TAIL TRANSMISSION ASSEMBLY



15. Tail Transmission Assembly

Bag#	Part#	Qty	Description
MISC	1727	1	Tail transmission Bearing Block Aluminum
MISC	3053	2	5x10x4 Flange Bearing
MISC	1745	1	Pinion gear (Tail Transmission)
MISC	1740	1	Pinion Spacer (Brass)
MISC	5095	2	3x4 Set Screw (Pinion Gear)
10A	1210	1	Coupler Pin
10A	9010	1	Delrin Coupler
10A	9005	1	Output Shaft
10A	5095	1	3x4 Set Screw

- Insert the end of the Output Shaft with the hole completely through the shaft into the Delrin Coupler. Align the hole in the shaft with the hole in the coupler.
- Insert the Coupler Pin into the hole until the pin is centered in the coupler.
- Insert (1) 3x4 Set Screw into the end of the Output Shaft to retain the Coupler Pin. Use threadlocker.
- Insert (2) 5x10x4 Flange bearings into the Tail Transmission Bearing Block, one on each side.
- Slip the Tail Transmission Bearing Block assembly onto the output shaft until it sits against the delrin coupler.
- Slip the Brass Pinion Spacer onto the output shaft, followed by the Tail Transmission Pinion Gear.
- Align the hole in the pinion gear with the partially drilled hole in the output shaft.
- Screw (1) 3x4 Set Screw into the pinion gear hole and make sure that it goes into the partial hole in the output shaft. Use threadlocker.
- Place a second 3x4 Set Screw into the second hole in the pinion gear. Use threadlocker.

CLUTCH INSTALLATION

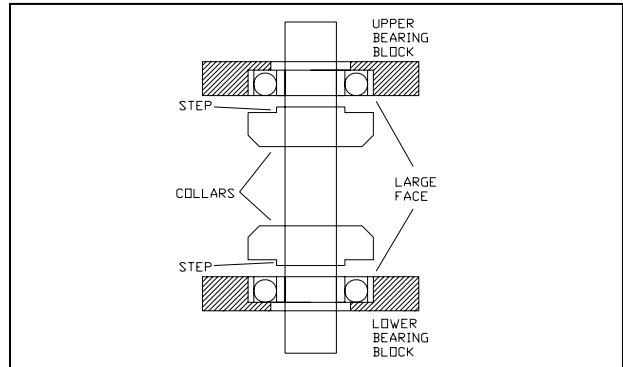


16. Clutch Installation

Bag#	Part#	Qty	Description
6	5015	2	M3x10 SHCS
6	5110	2	M3 Washers

- Set the clutch assembly onto the 2 delrin bushings on the fan.
- Attach the start shaft bearing assembly to the left upper sideframe with (2) M3x10 SHCS and (2) M3 Washers. Do not tighten down at this time, and no threadlocker at this time.

MAIN SHAFT ASSEMBLY



Elevator Yoke Upgrade Option

17. Main Shaft Assembly

Bag#	Part#	Qty	Description
6	1233	1	Main Shaft Assembly
6	1245	2	Split Main Shaft Collar Assembly
5	1250	2	Main Shaft Bearing Block Assembly

- Remove the shaft collar from the main shaft, and re-attach with threadlocker on the retaining screw. Make sure that the step on the collar is facing up. Note: The retaining screw is an English size with English threading.
- Slip the main shaft up through the auto hub assembly. The big flange on the auto hub is down, underneath the main gear.
- Slip (1) Main Shaft Bearing Block Assembly onto the main shaft. The large face of the bearing should face up, away from the gear.
- Slip (1) Split Main Shaft Collar Assembly onto the main shaft. The stepped side of the collar should face down, towards the large face of the bearing.
- Slip the yoke assembly onto the main shaft. It will just hang loose for now.
- There is an upgrade elevator yoke assembly available, P/N BMT 280. It provides superior elevator function and eliminates the need for a swashplate anti-rotation device. If such an upgrade is planned, now is a good time to install it.**
- Slip (1) Split Main Shaft Collar Assembly onto the main shaft. The stepped side of the collar should face up, away from the yoke.
- Slip (1) Main Shaft Bearing Block Assembly onto the main shaft. The large face of the bearing should face down, toward the split collar.

MAIN SHAFT AND MAIN GEAR INSTALLATION



18. Main Shaft and Main Gear Installation

Bag#	Part#	Qty	Description
5	5050	4	M3x35 SHCS

- Install main shaft assembly by attaching with (4) M3x35 SHCS. The screws goes through the holes in the sideframe and then through the holes in the main bearing assemblies.
- **Make sure that the long elevator control shaft on the elevator yoke is facing out the right side of the machine. It cannot be changed later without a lot of disassembly.**

TAIL TRANSMISSION INSTALLATION



19. Tail Transmission Installation

Bag#	Part#	Qty	Description
MISC	5015	2	M3x10 SHCS
MISC	5110	2	M3 Washer

- Install tail transmission assembly by screwing (2) M3x10 SHCS through the sideframe and into the tail transmission bearing block. Do not tighten down at this time, and no threadlocker at this time.

COLLECTIVE AXLES



20. Collective Axles

Bag#	Part#	Qty	Description
5	1620	2	Collective Axle

- Install (2) collective axles into the collective axle bearings on the inside of the left upper sideframe.

UPPER FRAME ASSEMBLY

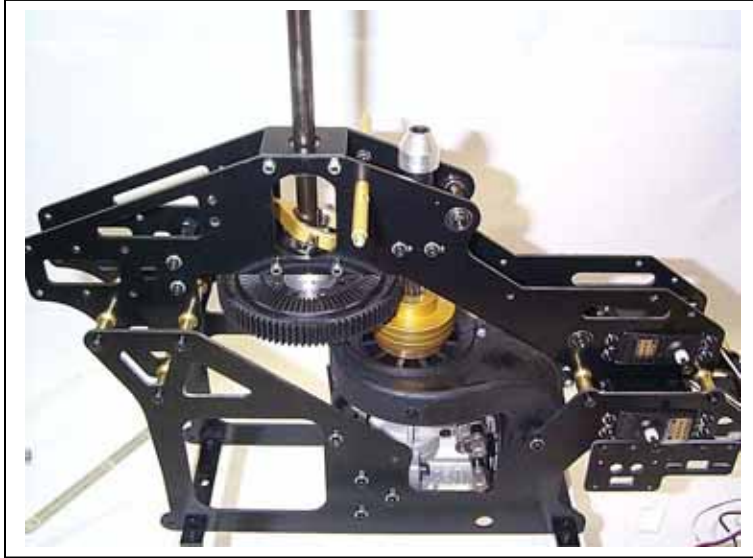


21. Upper Frame Assembly

Bag#	Part#	Qty	Description
1	1931	1	Standoff Long
1	5010	1	M3x8 SHCS
11	1947	4	Plastic Servo Mount Tabs

- Install (1) canopy standoff long onto the right side of the right upper sideframe with (1) M3x10 SHCS. Use threadlocker.
- Prepare the servo with the hardware provided with the radio system: install the rubber grommets on the servo mounting ears, and then install the servo mount tabs into the grommets down from the top of the servo ear. Use the plastic servo mounting tabs as nuts and as replacements for the brass eyelets. Use self tapping screws provided by the radio system for mounting the servos to the tray, or use M2.5x15 SHCS (*not provided in kit*). Screw the screws into the tabs, going in from the outside of the sideframe and screwing into the tab.
- When tightening the screws, be sure to get the servo tight enough that it can't move, but do not squeeze the rubber grommet so much that the isolating properties of the grommet are lost. The servo should be able to rock from side to side slightly when tightened. Paying attention to this important note will increase the lifetime of the servos.*
- Mount the collective servo with the output shaft going to the front of the machine. The servo mounting ears (flanges) go on the inside of the frame.

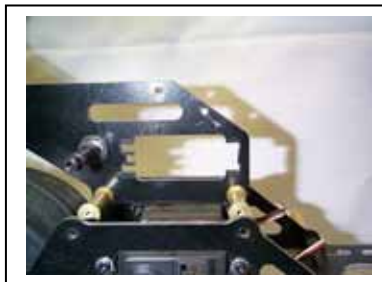
UPPER RIGHT SIDEFAME INSTALLATION



22. Upper Sideframe Installation

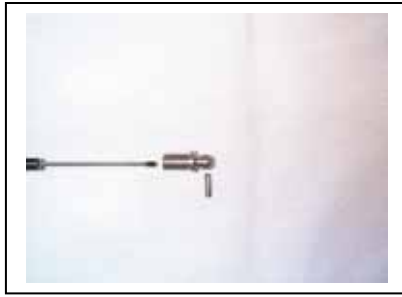
Bag#	Part#	Qty	Description
1	5045	5	M3x30 SHCS
1	5165	5	16.5 Frame Spacer
5	5105	4	M3 Locknut
6	5015	2	M3x10 SHCS (for start shaft bearing block)
6	5110	2	M3 Washer
MISC	5015	2	M3x10 SHCS (for tail transmission)
MISC	5110	2	M3 Washer

- ☐ Test fit the right upper sideframe assembly by holding it up in position and putting in a few 16.5 frame spacers and M3x30 SHCS. This is a check to see if a modification has to be done to the frame. If there is any sort of interference between the collective servo mounted on the right upper sideframe and the left upper sideframe, then trimming will need to be done. Remove the mounting tabs in the servo hole on the left side of the frame if necessary.



- Fit all (5) 16.5 frame spacers and (5) M3x30 SHCS into the appropriate spots on the frame assembly. Use threadlocker and tighten down the screws.
- Fasten the (4) M3 locknuts onto the (4) M3x35 SHCS protruding from the (2) main bearing assemblies. Tighten down thoroughly.
- Pull up on the main shaft to remove all play in the main shaft and auto hub, push down to seat the lower split main shaft collar assembly, and tighten the screw in the collar. Use threadlocker.
- Lift up on the upper split main shaft collar assembly and tighten the screw in the collar. Use threadlocker.
- Attach the right upper sideframe to the start bearing block with (2) M3x10 SHCS and (2) M3 Washers. Tighten slightly, but allow the block to slip back and forth. Do not apply threadlocker at this time.
- Attach the right upper sideframe to the tail transmission block with (2) M3x10 SHCS and (2) M3 Washers. Tighten slightly, but allow the block to slip up and down. Do not use threadlocker at this time. Move the block up so the tail pinion gear is away from the main gear as much as possible until alignment is done with this gear later on.
- Slightly tighten the (6) engine mounting screws until they contact the sideframes. At this point the engine should still be able to be moved up and down with a slight drag.
- Move the entire Engine and Mount Assembly upwards towards the top of the sideframes fully seating clutch bushings and clutch into the clutch bell. Drop the Engine Assembly approximately 1/2mm to allow clutch to "float" on the delrin clutch bushings. This is what allows the Bergen clutch to be self-aligning.
- Now tighten all (6) engine mount screws. Apply threadlocker at this time.
- The starter bearing block can move back and forth. Move the block back until the pinion gear mesh is tight with the main gear. Test the mesh of the main gear with the clutch gear. The gears should mesh with only a slight amount of drag.
- Tighten all screws on the starter bearing block. Remove one screw at a time, apply threadlocker, and replace. Do this with all (4) screws. Again, check the mesh of the main gear and clutch pinion gear.

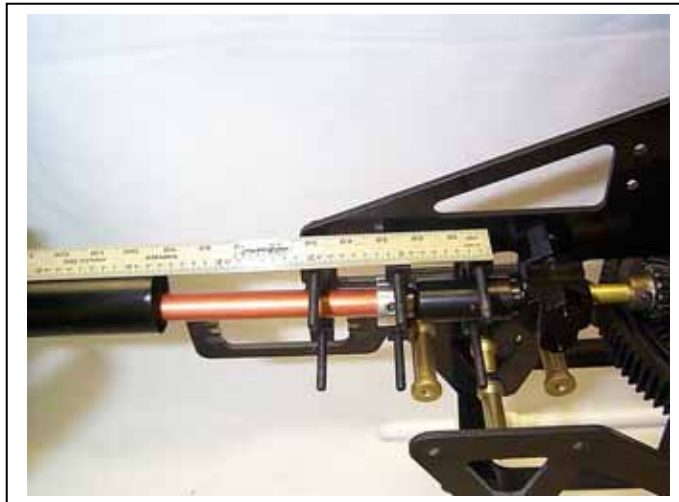
TORQUE TUBE



23. Torque Tube

Bag#	Part#	Qty	Description
10A	9015	1	Dogbone
10A	9020	1	Dogbone Pin
10A	5095	1	3x4 Set Screw (Dogbone)
MISC	109D	2	Collar
MISC	5094	6	3x3 Set Screw (Collar)
10A	1000	1	Aluminum Tail Rotor Gear Box
10B	2117	1	Arrow Drive Shaft
10B	1171	1	Tail Boom

- Push the Dogbone Pin to the hole in the ball end of the Dogbone. Screw the 3x4 set screw into the other end of the dogbone (opposite the ball end) and tighten against the dogbone pin. Use threadlocker.
- Slip (1) collar over one end of the arrow drive shaft. Push the dogbone into the end of the shaft. Screw (3) 3x3 set screws into the collar at the three holes in the collar. Lightly tighten down the screws. Do not use threadlocker at this point.
- Slip the arrow drive shaft into the front end of the tail boom (end without the holes is front) so that the drive shaft sticks out the other end of the boom.
- Slip (1) collar over the other end of the arrow drive shaft.
- Slip the end of the tail rotor gear box into the end of the drive shaft. Screw (3) 3x3 set screws into the collar at the three holes in the collar. Lightly tighten down the screws. Do not use threadlocker at this point.

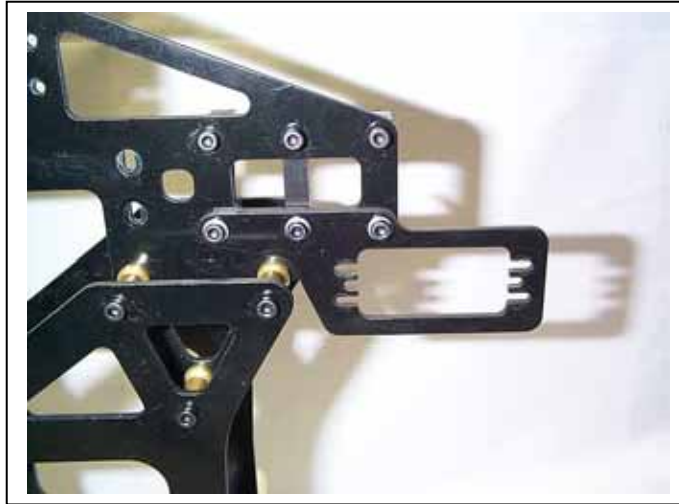


24. Torque Tube Shortening

Bag#	Part#	Qty	Description
10A	5001	2	M3x4 SHCS
10A	1665	3	Tailboom Clamp
MISC	5050	3	M3x35 SHCS
MISC	5055	3	M3x40 SHCS

- Temporarily attach the aluminum tail rotor gear box to the rear of the tailboom (the end with the holes) with (2) M3x SHCS.
- Temporarily attach the (3) tailboom clamps to the rear of the upper frame assembly with (3) M3x35 SHCS and (3) M3x40 SHCS. The M3x40 SHCS are installed in the lower holes.
- Slide the universal joint (dogbone) into the delrin coupler until it is completely seated. The arrow drive shaft is too long, so the tailboom will not reach the tailboom clamps.
- Measure from the front edge of the tailboom to the front edge of the front-most tailboom clamp. This measurement is the amount of the arrow drive shaft that has to be cut.
- Check once more to be sure of the measurement, and then remove the universal joint from the delrin coupler. Remove the aluminum tail rotor gear box from the back end of the tailboom and slide out the arrow drive shaft.
- Loosen the collar that attaches the universal joint and remove the universal joint. Slide the collar off.
- Add 1mm to the measurement, so the drive shaft will not fit tight and has room to float a little in the coupler. Mark the measurement starting from the front of the arrow drive shaft. Cut the arrow drive shaft with a razor saw or hacksaw.
- Clean up the end with a file.

TAILBOOM ASSEMBLY



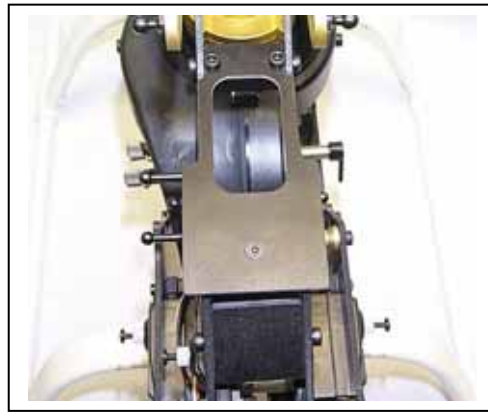
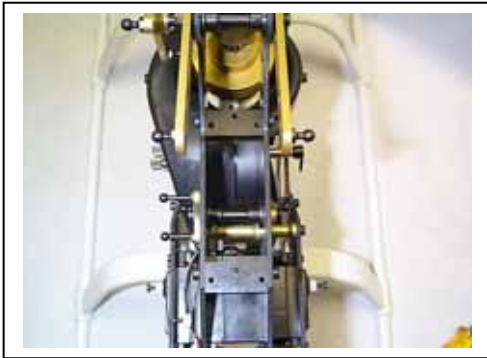
25. Tailboom Assembly

Bag#	Part#	Qty	Description
MISC	5105	6	M3 Locknut
MISC	5110	6	M3 Washer
5	1535	1	Rudder Servo Mount
MISC	109A	1	Bearing Carrier
10A	1667	1	Horizontal Fin Clamp

- Remove the (3) M3x40 SHCS.
- Attach the rudder servo mount using the (3) M3x40 SHCS just removed, with (6) M3 Washers and (3) M3 locknuts. Do not tighten at this time.
- Attach (3) M3 locknuts to the (3) M3x35 SHCS protruding from the top tailboom clamp locations. Do not tighten at this time.
- Slide the horizontal fin clamp onto the tailboom and place it about $\frac{3}{4}$ back on the boom.

- Lubricate the Bearing Carrier and the inside rear end of the Tailboom (the end with the holes) with silicone grease.
- Push the bearing carrier into the front of the tailboom with the bearing side of the bearing carrier facing forward. Push the bearing carrier into the tailboom about ½ way. Use a dowel about ½ inch or bigger to get the bearing carrier positioned.
- Slip (1) collar over one end of the arrow drive shaft. Push the dogbone into the end of the shaft. Screw (3) 3x3 set screws into the collar at the three holes in the collar. Tighten down the screws. Use threadlocker.
- Slide the arrow drive shaft into the front of the tailboom until the drive shaft sticks out the back end. Carefully feed the arrow drive shaft through the bearing carrier. Do no force it.
- Slip (1) collar over the back end of the arrow drive shaft and slip the aluminum tail rotor gear box into the end of the shaft.
- Screw (3) 3x3 set screws into the collar at the three holes in the collar. Tighten down the screws. Use threadlocker.
- Attach the aluminum tail rotor gear box to the end of the tailboom with (2) M3x4 SHCS. Use threadlocker.
- Slide the front of the tailboom into the (3) tailboom clamps on the frames, and make sure that the universal joint (dogbone) slips into the delrin coupler.
- Push the tailboom forward until the front edge of the tailboom is flush with the front-most tailboom clamp.
- Rotate the tailboom until the output shaft from the aluminum tail rotor gear box faces out to the right and is perpendicular to the sideframes.
- Tighten the (6) M3 locknuts holding the (3) tailboom clamps sufficiently so that the tailboom cannot be pulled out the back with some force.
- Adjust the tail transmission block to obtain a good mesh with the main gear. There should be a slight drag as the main gear is turned.
- Tighten the (4) M3x10 SHCS holding the tail transmission block. Use threadlocker at this point.

GYRO TRAY AND BATTERY MONITOR



26. Gyro Tray and Battery Monitor

Bag#	Part#	Qty	Description
7	1546	2	Gyro Mount Block 3 Hole
7	5090	1	M3x8 FHSCS
7	5010	8	M3x8 SHCS
7	1545	1	Gyro Mount
7	1550	1	Battery Monitor Mount

- Bolt (2) gyro mount blocks in between the sideframes above the lower collective axle. The single hole faces towards the rear. Use (4) M3x8 SHCS. The gyro mount blocks should be flush with the top of the sideframe. Turn the blocks around and then flip over if they aren't flush.
- Bolt the gyro mount on top of the gyro blocks. The countersink hole in the gyro mount should be facing up. Use (1) M3x8 FHSCS in the front hole, and (2) M3x8 SHCS in the rear (2) holes.
- Bolt the battery monitor mount in front of the gyro tray. The beveled edge faces up and forward. Use (2) M3x8 SHCS.

CONTROL ARMS



27. Control Arms

Bag#	Part#	Qty	Description
7	1641	2	Aileron Bellcrank
7	1651	1	Elevator X Control Arm
7	3031	6	5x8x2.5F Bearing
7	5190	6	Short Balls
7	5195	2	Medium Balls
7	5030	2	M3x16 SHCS
7	5035	1	M3x20 SHCS
7	1645	3	Control Arm Jamnut

- Press (2) 5x8x2.5F bearings into the (2) aileron bellcranks and the elevator control xarm. The flanges should be seated flush.
- Screw (2) short balls into the (2) aileron bellcranks, with the balls pointing in the opposite direction of the bearing protrusion on the bellcrank. Use threadlocker.
- Screw (2) medium balls onto the medium size arms on the xarm, with the balls pointing away from the bearing protrusion on the arm. Use threadlocker.
- Screw (1) short ball onto the long arm on the xarm. The ball should be pointing in the opposite direction from the bearing protrusion. Use threadlocker.
- Screw (1) short ball onto the shortest arm on the xarm. The ball should be pointing in the opposite direction from the bearing protrusion. Use threadlocker.
- Push (1) control arm jamnut into each of the (2) aileron bellcranks. The jamnut should go into the side with the bearing protrusion. Screw (1) M3x16 SHCS into the jamnut from the other side of each aileron bellcrank.
- Push (1) control arm jamnut into the xarm. The jamnut should go into the side with the bearing protrusion. Screw (1) M3x20 SHCS into the jamnut from the other side of the xarm.



Bag#	Part#	Qty	Description
7	1630	1	Collective Bellcrank Single
7	1625	1	Collective Bellcrank Triple
7	1610	1	Elevator Control Arm
7	5195	2	Medium Balls
7	5190	2	Short Balls
7	5200	2	Long Balls

- Insert (1) medium ball into the single collective bellcrank. Use threadlocker.
- Insert (2) short balls into the elevator control arm, both on the same side. Use threadlocker.
- Insert (1) medium ball into the triple collective bellcrank, on the arm that the elongated slot points to. Use threadlocker.
- Insert (2) long balls into the same side of the triple collective bellcrank, on the arms that point away from the elongated slot. Use threadlocker.

COLLECTIVE ARMS

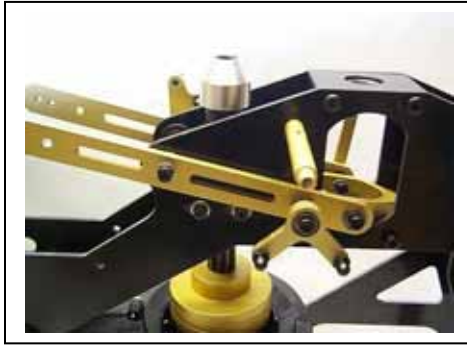


28. Collective Arms

Bag#	Part#	Qty	Description
7	1616	2	Collective Arm
7	5195	2	Medium Balls
7	3031	2	5x8x2.5F Bearing

- Insert (1) 5x8x2.5F Bearing into each collective arm. Make sure that the bearing is seated and that the flange is flush. The flange is the outside of the arm.
- Insert (1) medium ball into the outside of each arm. There are 2 holes in the front. The inner hole gives more collective movement than the outer hole. Use threadlocker.
- Screw (1) aileron bellcrank assembly onto the outside of each collective arm in the hole next to the bearing. Adjust the screw and the jamnut to give proper movement of the bellcrank with no slop. The jamnut gets tightened against the collective arm. Screw in the screw until the bellcrank feels notchy to move. Then back out the screw until it just becomes free. Tighten down the jamnut and re-check. Use threadlocker.

COLLECTIVE ARM INSTALLATION

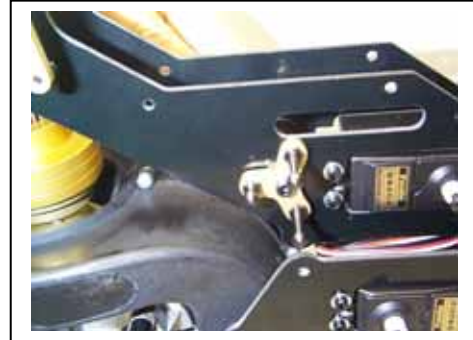


29. Collective Arm Installation

Bag#	Part#	Qty	Description
7	5010	1	M3x8 SHCS
7	5001	2	M3X4 SHCS
7	5110	2	M3 Washer

- Press (1) collective arm assembly onto each side of the upper collective axle. The flat ends of the collective axle fit into the elongated holes on the collective arms. The flanged bearings on the ends of the collective arms should slide over the elevator control shafts on the elevator yoke.
- On the left-hand side, screw (1) M3x8 SHCS and (1) M3 washer into the collective axle, capturing the collective arm in its place. Use threadlocker.
- On the right-hand side, screw the xarm assembly into the collective axle. Adjust the screw and the jamnut to obtain free movement. The jamnut gets tightened against the collective arm. Tighten the screw and jamnut until the xarm movement becomes notchy or bumpy. Loosen the screw until the freeplay just reappears without any slop. Tighten the jamnut once again and re-check. Use threadlocker here.
- On the left-hand side, screw (1) M3x4 SHCS into the left elevator control shaft on the elevator yoke. This will keep the control shaft from slipping off of the collective arm. Use threadlocker.
- On the right-hand side, press the elevator control arm assembly onto the long slotted elevator control shaft on the yoke. This shaft should be through the bearing on the collective arm. The flat end of the control shaft fits into the elongated hole in the elevator control arm. The longer end of the arm points up.
- Screw (1) M3x4 SHCS and (1) M3 washer into the end of the long control shaft, capturing the elevator control arm in its place. Use threadlocker.
- Check that the whole collective assembly moves freely with no slop movement side to side.

COLLECTIVE BELLCRANK INSTALLATION



30. Collective Bellcrank Installation

Bag#	Part#	Qty	Description
7	5010	2	M3x8 SHCS
7	5105	2	M3 Washer

- On the left-hand side, press the single collective bellcrank onto the lower collective axle. The flat end of the axle fits into the elongated hole in the single bellcrank.
- Screw (1) M3x8 SHCS and (1) M3 washer into the end of the axle, capturing the single collective bellcrank onto the axle. Use threadlocker.
- On the right-hand side, press the triple collective bellcrank on the lower collective axle. The flat end of the axle fits into the elongated hole in the triple bellcrank. Use threadlocker. *Note: the arm of the triple collective bellcrank with the medium ball should be pointing to the engine when the single collective bellcrank is pointing to the engine.*

SERVO ARMS AND LINKAGES

Now it is time to start connecting the various systems on the helicopter to the radio components. There are a few basic items to stay aware of when connecting push rods to servo arms. When mounting balls to the various servo arms and levers, or bell cranks, please use a thread-locking component to ensure that all of these critical items stay solidly attached. Lock-tite "242" is a good choice for metal-to-metal connections, and a small drop of Cyanoacrylate glue is a wise choice for metal-to-plastic connections.

Before these connections can be completed, you must determine what length is needed on the servo arm. This determines the amount of control input that will be available when you fly your new creation. This is normally measured as the length from the center of the servo arm to the center of the ball that is mounted to the servo arm. A length should be chosen that gives each linkage the fullest range of movement possible, while the travel volumes on the radio are adjusted to a value of 100%.

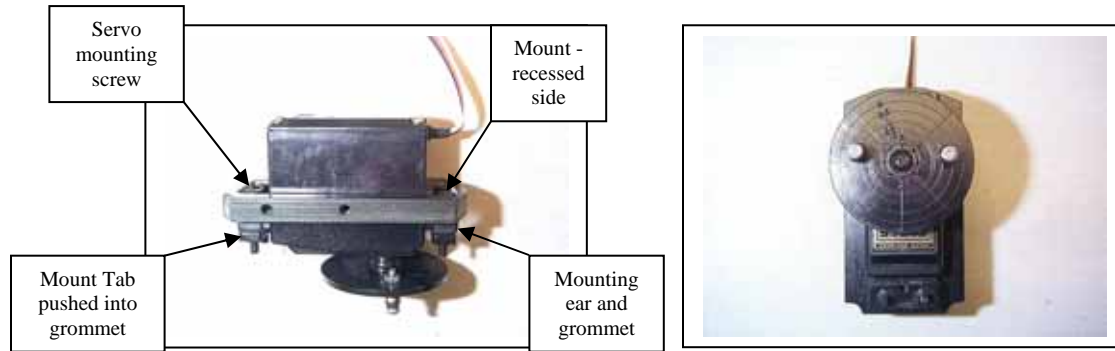
There is a general trend to set the travel volumes electronically to the largest value available and adjust the linkage accordingly. This volume is usually 140 to 150 "percent". This lessens the torque requirements of the servo, and is said to be better. We have found that for other reasons, this is not always the best way to adjust your radio. The reason being is that on some radios, if the travel volume is "maxed-out", and the neutral point is shifted...i.e. trimmed while in-flight, the servo will reach maximum movement before the transmitter control reaches it's extreme. In other words, it will seem that the helicopter only responds to the first 80 or 90 percent of the stick movement, and does not respond to any more input. This is one reason that it is not good to set your tail-rotor to maximum on the travel volumes. Once the torque compensation is set, the neutral point of the servo will be changing with the collective input. At one extreme on the collective, you will run out of right rudder as the neutral point of the servo is already shifted in that direction, and at the other extreme, you will run out of left rudder for the same reason. This also creates a problem when two functions are mixed electronically. The same situation will arise with the tail-rotor.

The reason for the offsets on the aileron servo and the elevator servo is to eliminate differential movement on each side of the servo, and therefore eliminate binding of the linkages. Whenever a pushrod is connected to a rotary output, such as that from the servo, the location of attachment must be carefully determined to equalize movement in both directions. If you were to draw an imaginary line from the center of the servo arm to the linkage attachment, and then measure the angle formed by that line and the pushrod, the angle should ALWAYS be 90 degrees, except in the case of the collective servo on the **Intrepid 60**. If this is not a 90 degree angle, you will experience differential movement...i.e. more movement in one direction than the other. If this linkage is of the "push-pull" variety, you will also bind the linkage, causing premature wear on the servo. Every linkage on the Intrepid cyclic/collective system is push-pull, and although this is preferable over a single pushrod arrangement, it takes a little more care to properly adjust. Once the balls are attached to these servo arms, we must connect pushrods from the servo arms to the various levers, and bell cranks. Just as it is important to make all pushrod attachments at 90 degrees to the servo arm, it is equally important to make sure that all push-pull linkages are of the same length. Whenever you are fitting two pushrods onto a push-pull configuration, the pushrods MUST be of exactly equal length. If this is not so, the linkage will bind, and therefore prematurely wear your servos.

When attaching pushrods, we want to achieve a smooth, free movement with a minimum of freeplay. Due to the material that ball links are made of, you will find that some links are tighter than others. This happens as a result of the hot plastic being removed from the mold and shrinking in certain areas. If a link is abnormally tight, there is a quick way of freeing up its motion. While the link is snapped onto the ball, you can "pinch" the link on either side with the use of pliers. This will usually loosen the link to an acceptable level of movement.

All of the bell cranks and levers on the Intrepid are supported by bearings, and to achieve the greatest benefit of the bearings, they must be adjusted for a minimum of freeplay, and a maximum of freedom of movement. This is very easy to do, but requires a little patience, and a small investment in time. The items that must be attended to are the aileron bell cranks, the washout levers, and the bell-hiller mixers on each blade holder. All of these pivot on 3mm bolts. Each of the bolts should be snugged up until a very slight binding occurs on the bearings. The lever will begin to feel bumpy or notchy when it is rotated. Then the bolts should be loosened only enough to achieve free movement. Of course Loctite should be used before assembly of all of these items. The pivot bolts that mount the washout arms are also secured with a 3mm grub screw that is inserted from the opposite side of the mixing base. This acts much like a "jam" nut. It takes some fiddling with these bolts to obtain the right adjustment. Each time the grub screw is tightened, it will tend to push the pivot bolt slightly outwards, and increase the freeplay. This bolt must therefore be tightened until the slight friction occurs, then the grub screw is tightened, and you check for freedom of movement. If the friction is still present, loosen the pivot bolt 1/64 of a turn or so, and re-tighten the grub screw.

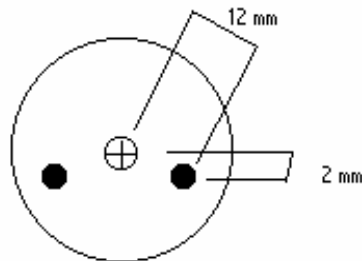
AILERON SERVO



31. Aileron Servo

Bag#	Part#	Qty	Description
7	1540	1	Aileron Servo Mount
10B	1947	2	Plastic Servo Mount Tabs
10B	5120	4	M2 Nut
10B	52207	2	M2x10 Philips Screw
10B	5137	2	M2x5 Ball

- The aileron servo mounts to the servo mount with the mounting ears of the servo sitting on the flat side of the mount, away from the recessed side. The plastic mounting tabs fit into the recesses on the aileron servo mount. The output side of the servo points towards the beveled edges of the aileron servo mount.
- Prepare the servo with the hardware provided with the radio system: install the rubber grommets on the servo mounting ears, and then install the servo mount tabs into the grommets down from the top of the servo ear. Use the plastic servo mounting tabs as nuts and as replacements for the brass eyelets. Use self tapping screws provided by the radio system for mounting the servos to the tray, or use M2.5x15 SHCS (*not provided in kit*). Screw the screws into the tabs, coming up from underneath the tray as it is screwed in.
- When tightening the screws, be sure to get the servo tight enough that it can't move, but do not squeeze the rubber grommet so much that the isolating properties of the grommet are lost. The servo should be able to rock from side to side slightly when tightened. Paying attention to this important note will increase the lifetime of the servos.*
- Prepare the Servo output arm (disc) by drilling as shown in the diagram. These are the correct dimensions for a Futaba 9202 servo. Use a 2mm drill.



- Put the ball on the Philips screw, followed by a M2 nut. Use threadlocker, but sparingly.
- Screw into the servo arm in one of the holes drilled so the ball will be facing up when installed on the servo.
- Put another M2 nut on the backside of the disc on the screw. Use threadlocker, sparingly.
- Repeat previous steps with the other screw and ball.
- Install on the servo so that when the servo is centered, the balls will be aligned perpendicular to the servo body.

AILERON SERVO INSTALLATION



32. Aileron Servo Installation

Bag#	Part#	Qty	Description
7	5010	4	M3x8 SHCS
7	5110	2	M3 Washer

- Install the aileron servo assembly in between the collective arms. The angled edge of the servo mount faces to the front, and the servo bottom faces up. Use (2) M3x8 SHCS in the middle hole on each side of the servo mount. Tighten sufficiently, but do not overtighten and strip the threads.
- In the rear holes, use (2) M3x8 SHCS and (2) M3 washers. These (2) screws go in the slot on the collective arms, and the rear-most holes in the servo mount. Tighten sufficiently, but do not overtighten and strip the threads.

AILERON PUSHRODS

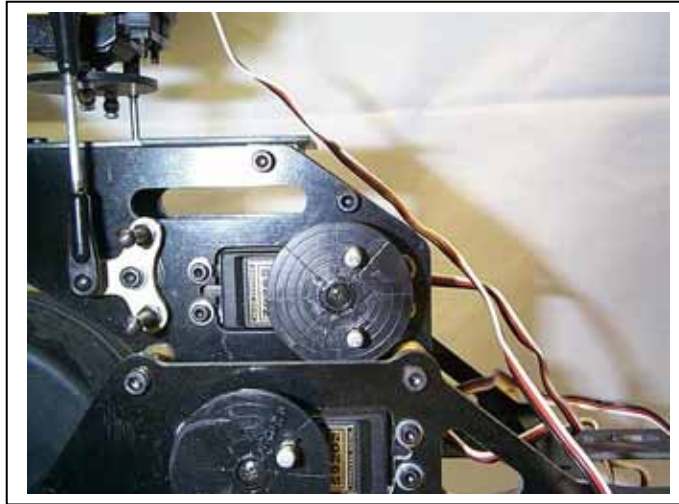


33. Aileron Pushrods

Bag#	Part#	Qty	Description
11	1956	4	Ball Link 2.5
11	2005	2	Aileron Linkage 85mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 114mm from end – to – end, or 106mm from ball center – to – ball center. When measuring end – to – end, remove the plastic molding nub on the end of the link by cutting with a knife or sanding. There should be a 90 degree turn in one of the links.*
- Make (1) more linkage assembly, *and make sure that they are the same length. This is very important, as incorrect linkage lengths will lead to binding.*
- Snap one end of one link assembly onto the right side aileron servo ball. The other end will snap onto the right side aileron bellcrank arm that's facing down. The remaining arm of that bellcrank should be facing to the rear. Repeat the process on the other side of the machine with the other link assembly.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

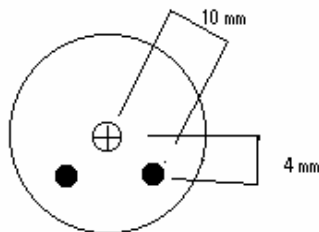
COLLECTIVE SERVO WHEEL



34. Collective Servo Wheel

Bag#	Part#	Qty	Description
11	5137	2	M2x5 Ball
11	5207	2	M2x10 Philips Screw
11	5120	2	M2 Nut

- Prepare the Servo output arm (disc) by drilling as shown in the diagram. These are the correct dimensions for a Futaba 9202 servo. Use a 2mm drill. Collective Servo disk ball locations should be identical to primary bell crank ball locations.



- Put the ball on the Philips screw, followed by a M2 nut. Use threadlocker, but sparingly.
- Screw into the servo arm in one of the holes drilled so the ball will be facing up when installed on the servo.
- Put another M2 nut on the backside of the disc on the screw. Use threadlocker, sparingly.
- Repeat previous steps with the other screw and ball.
- Install on the servo so that when the servo is centered, the balls will be aligned vertically.

PRIMARY COLLECTIVE PUSHRODS

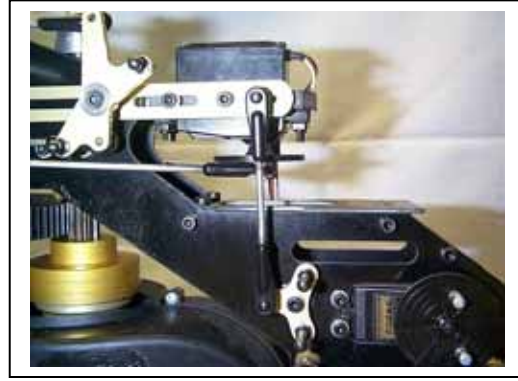
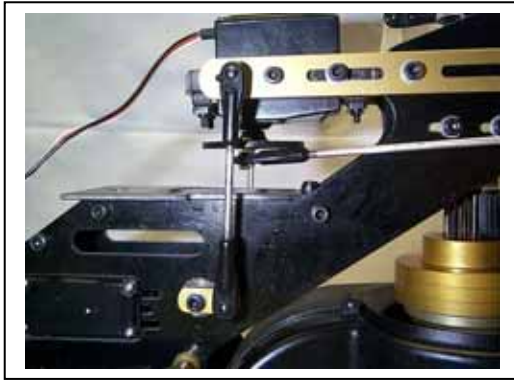


35. Primary Collective Pushrods

Bag#	Part#	Qty	Description
11	1956	4	Ball Link 2.5
11	1995	2	Collective Linkage 30mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 58mm from end – to – end, or 50mm from ball center – to – ball center.*
- Make (1) more linkage assembly, *and make sure that they are the same length. This is very important, as incorrect linkage lengths will lead to binding.*
- Snap one end of one link assembly onto the top collective servo disc ball. The other end will snap onto the top (long ball) of the triple collective arm. The medium ball of the triple collective arm should be facing to the rear of the machine.
- Repeat the process with the remaining link assembly.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

SECONDARY COLLECTIVE PUSHRODS

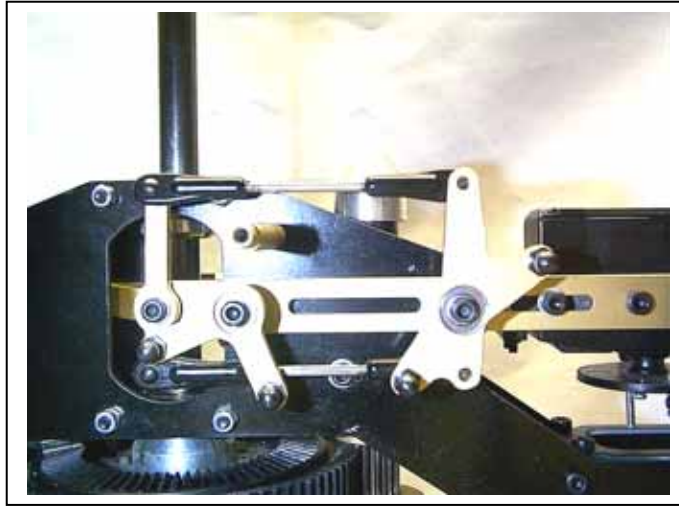


36. Secondary Collective Pushrods

Bag#	Part#	Qty	Description
11	1956	4	Ball Link 2.5
11	2000	2	Collective Linkage 50mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 78mm from end – to – end, or 70mm from ball center – to – ball center.*
- Make (1) more linkage assembly, *and make sure that they are the same length. This is very important, as incorrect linkage lengths will lead to binding.*
- Snap one end of one link assembly onto the single collective bellcrank (right side). The other end will snap onto the right side collective arm.
- Snap one end of the remaining link assembly onto the triple collective bellcrank (left side), the medium ball. The other end of the link snaps onto the left side collective arm.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

ELEVATOR PUSHRODS

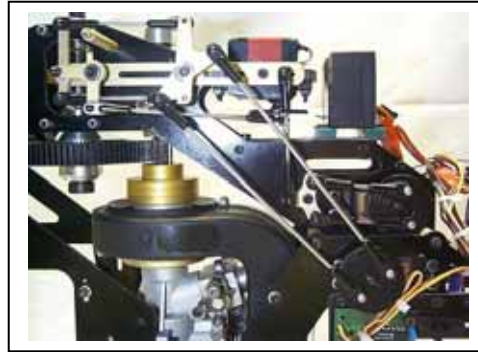
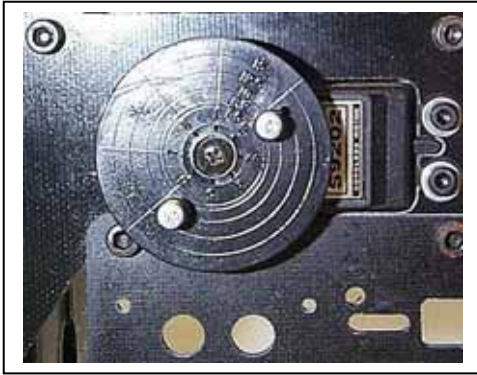


37. Elevator Pushrods

Bag#	Part#	Qty	Description
11	1956	4	Ball Link 2.5
11	1990	2	Elevator Linkage 50mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 78mm from end – to – end, or 70mm from ball center – to – ball center.*
- Make (1) more linkage assembly, *and make sure that they are the same length. This is very important, as incorrect linkage lengths will lead to binding.*
- Snap one end of one link assembly onto the upper medium ball on the elevator xarm (the ball facing inside). The other end will snap onto the upper elevator control arm ball.
- Snap one end of the remaining link assembly onto the lower medium ball on the xarm (the ball facing on the inside). The other end of the link snaps onto the lower elevator control arm ball.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

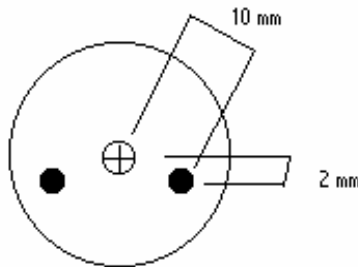
ELEVATOR SERVO AND PUSHRODS



38. Elevator Servo and Pushrods

Bag#	Part#	Qty	Description
11	5137	2	M5x2 Ball
11	5207	2	M2x10 Philips Screw
11	5120	2	M2 Nut
11	1956	4	Ball Link 2.5
11	1985	2	Elevator Linkage 130mm

- Power the servo using the radio system. Set the elevator ATV settings at 100% on each side of center stick. With the stick centered, determine which position of the disk will line up with the longest arms on the X-arm. Use 2 small rulers to determine this. Position the X-arm ruler to line up with the balls on the longest arms. Position the servo disk ruler on one of the lines if the servo disk has lines on it. Use them if possible, it will make marking and drilling easier. Make the rulers, line and X-arm all parallel to each other. If there are no lines, draw a line on the servo disk that is parallel to the X-arm.
- Prepare the Servo output arm (disc) by drilling as shown in the diagram. These are the correct dimensions for a Futaba 9202 servo. Use the line on the disk and measure 10mm out from the center on the line and 2mm offset from the line (offset away from the X-arm). Use a 2mm drill to drill the holes.



- Put the ball on the Philips screw, followed by a M2 nut. Use threadlocker, but sparingly.
- Screw into the servo arm in one of the holes drilled so the ball will be facing up when installed on the servo.
- Put another M2 nut on the backside of the disc on the screw. Use threadlocker, sparingly.
- Repeat previous steps with the other screw and ball.

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 152mm from end – to – end, or 144mm from ball center – to – ball center.*
- Make (1) more linkage assembly. Make it the same size as the first one.
- Snap one end of first link assembly onto the outer right-hand short ball on the elevator xarm. The other end will snap onto the right-hand ball on the servo disc.
- Snap one end of the second link assembly onto the outer left-hand short ball on the xarm. The other end of the link snaps onto the left-hand ball on the servo disc.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

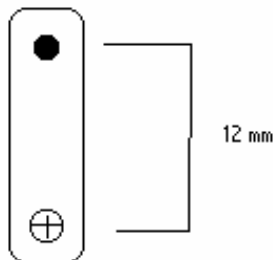
THROTTLE LINKAGE



39. Throttle Linkage

Bag#	Part#	Qty	Description
11	5137	1	M2x5 Ball
11	5207	1	M2x10 PHSMS
11	5120	2	M2 Nut
11	1965	1	Throttle Linkage 60mm
11	1956	2	Ball Link 2.5

- Determine which arm of the servo will point straight down at half throttle. Power the servo with the radio system and set the throttle ATV settings at 100% for each side of half stick.
- Position the throttle at the half stick position. Remove and place the arm at different positions of the spline on the output shaft of the servo until the proper arm points straight down. This will be the arm to attach the ball to.
- Prepare the Servo output arm by drilling as shown in the diagram. Use a 2mm drill.



- Put the ball on the Philips screw, followed by a M2 nut. Use threadlocker, but sparingly.
- Screw into the servo arm in one of the holes drilled so the ball will be facing up when installed on the servo.

- Put another M2 nut on the backside of the arm on the screw. Use threadlocker, sparingly.
- Put the ball on the Philips screw, followed by a M2 nut. Use threadlocker, but sparingly.
- If the throttle arm is threaded for ball attachment, thread in the Philips screw so the ball faces out when attached to the engine. If it is not threaded, put the Philips screw through the hole in the arm. In either case, use a M2 nut on the backside of the arm. Use threadlocker.
- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 91mm from end – to – end, or 83mm from ball center – to – ball center.*
- Snap one end of the link assembly to the servo arm ball. Snap the other end to the throttle extension ball.
- For alignment, the servo arm should be centered and vertical for a half-throttle setting. The Throttle extension should also be vertical for a half-throttle opening of the carburetor.

SWASHPLATE

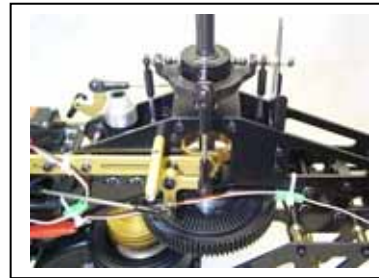


40. Swashplate

Bag#	Part#	Qty	Description
9	1215	1	Swashplate Assembly
9	5210	1	Swashplate Anti-Rotation Assembly
9	5195	4	Medium Ball
9	5190	3	Short Ball

- Make an anti-rotation assembly by slipping the nylon spacer on (1) M3x20 SHCS followed by (1) M3 hex nut (lightly tightened), (1) brass standoff (*tapered side towards ball*), and (1) M5x2 threaded ball and another brass standoff (*tapered side towards ball*). Use threadlocker.
- Use the M3 hex nut as a jam nut to tighten down the anti-rotation assembly without squeezing the nylon tube.
- Attach (3) short balls ad the anti-rotation assembly to the threaded holes in the outer swashplate. Use threadlocker.
- Attach (4) medium balls to the inner swashplate. Use threadlocker.
- Install completed swashplate assembly on main shaft.

LOWER SWASHPLATE LINKAGES



41. Lower Swashplate Linkages

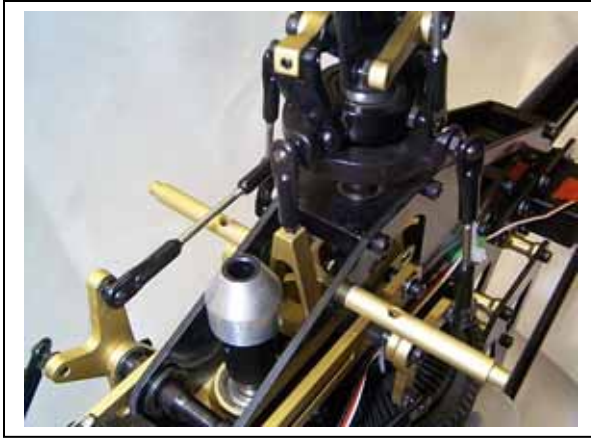
Bag#	Part#	Qty	Description
11	1956	8	Ball Link 2.5
11	2010	4	Swashplate linkage 40mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 67mm from end – to – end, or 59mm from ball center – to – ball center.*
- Make (3) more linkage assemblies, *and make sure that they are all the same length. This is very important, as incorrect linkage lengths will lead to binding.*
- Snap (1) link assembly from the left side aileron bellcrank to one of the lower (nonrotating) swashplate balls.
- Repeat on the right side bellcrank to swashplate.
- Rotate one of the ball links 90 degrees on each of the two remaining link assemblies.
- Snap (1) link assembly from the front elevator yoke ball to the front facing lower swashplate ball.
- Snap the remaining link assembly from the rear elevator yoke ball to the rear facing lower swashplate ball. *The anti-rotation link may be removed to facilitate installation of the rear link.*
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

42. Anti-Rotation Bracket

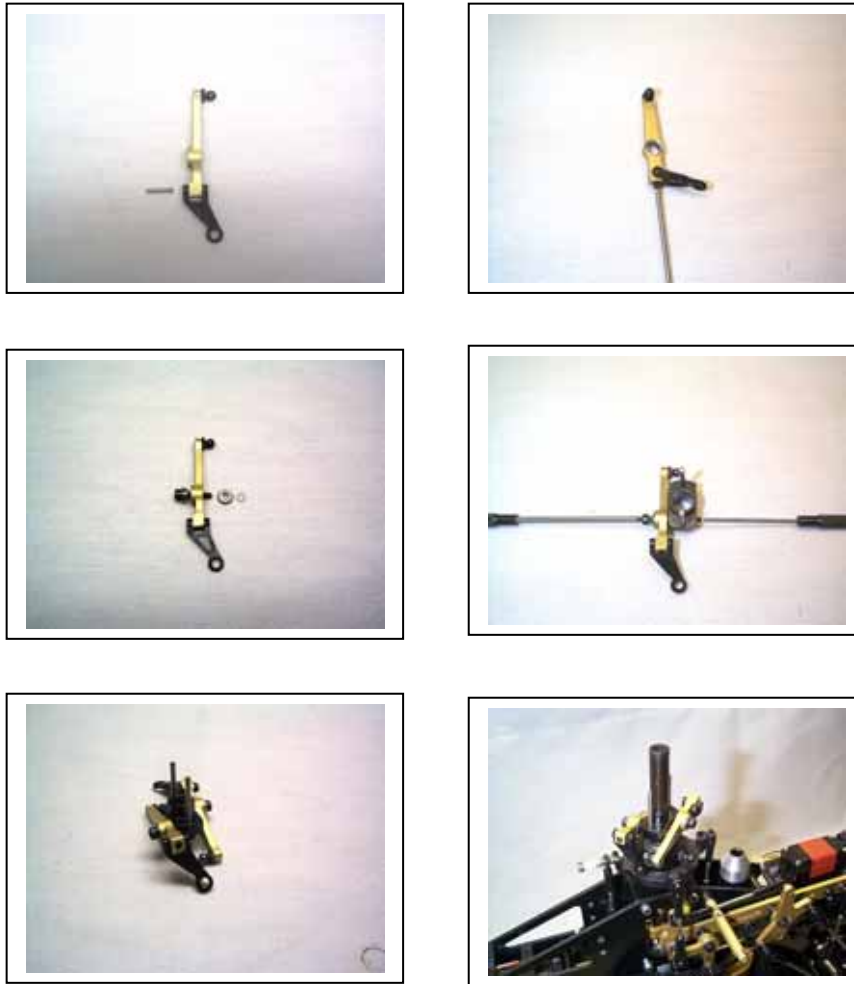
Bag#	Part#	Qty	Description
7	1230	1	Antirotation Bracket
7	5010	4	M3x8 SHCS
7	5105	4	M3 Locknut

- Install the antirotation bracket between the sideframes behind the swashplate using (4) M3x8 SHCS and (4) M3 Locknuts. The antirotation assembly on the swashplate goes in the slot on the antirotation bracket.



There is an elevator yoke upgrade option available. It consists of a larger elevator yoke and two bearing supported vertical A-type arms to link to the swashplate. The anti-rotation bracket is eliminated and more fluid elevator movement and control is the result. The friction of the anti-rotation bracket and the anti-rotation assembly is eliminated. Contact your dealer or factory about Elevator Yoke Upgrade #280.

WASHOUT ASSEMBLY



43. Washout Assembly

Bag#	Part#	Qty	Description
9	1185	1	Washout Hub Assembly
9	1201	2	Washout Mixing Arm
9	3086	4	3x7x3F Bearing
9	5140	2	M3x16 Special SHCS
9	5155	2	M3 Brass Washer
9	5095	4	M3x4 Set Screw
9	1205	2	Radius Link
9	2120	2	Radius Link Pin
9	5190	2	Short Ball

- Screw (1) short ball into each washout mixing arm. The ball goes on the side away from the bearing protrusion in the arm. The ball side of the arm is the inside of the arm. Use threadlocker.
- Fit (1) radius link to the back end of each washout mixing arm. The bend in the radius link goes in the direction of the short ball when the arm is laid on the side.

- Align the hole in the radius link with the hole in the back of the washout mixing arm. Press (1) radius link pin into each arm. Use a vise if necessary to press it in.
- Screw (1) M3x4 set screw into the back end of each arm. This will retain the pin. Use threadlocker.
- Press (2) 3x7x3F bearings into each washout mixing arm. Make sure that the bearings are completely seated and that the flanges are flush.
- Fit (1) M3x16 special SHCS into the bearing holes from the outside of each washout mixing arm. Put (1) M3 brass washer on the end of the screw sticking out the other side.
- Screw the assembly into the washout hub assembly. Face the pins in the washout hub up, one pin facing forward and one pin facing back. The washout mixing arm screws into the rear-most hole on the left side. Repeat with the other washout mixing arm assembly. Use threadlocker.
- Screw (1) M3x4 set screw into the other side of each hole in the washout hub assembly. This will act as a jamnut to keep the washout arm retaining screw from backing out. Use threadlocker.
- Adjust the screw for a slight bumpy or notchy feeling when moving the arm. Then tighten the set screw. The freeplay should re-appear without slop. Adjust back and forth until smooth operation with no slop is obtained.
- Place the washout assembly onto the main shaft with the pins facing up.
- Snap each radius link onto one of the medium balls in the inner swashplate. The completed assembly will have the radius links 180 degrees apart on the swashplate.

SEESAW TUBE ASSEMBLY

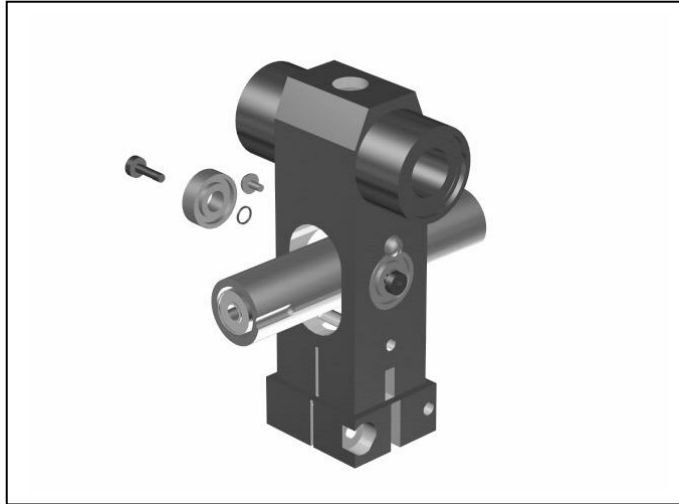


44. Seesaw Tub Assembly

Bag#	Part#	Qty	Description
8	1155	1	Seesaw Tube
8	3020	2	4x10x4 Bearing

- Press a 4x10x4 bearing into each end of the seesaw tube. Be sure that the bearings are flush with the end of the tube. *Be sure that the bearings don't get cocked off line when pressing them in, or damage to the bearings and the seesaw tube will result.*

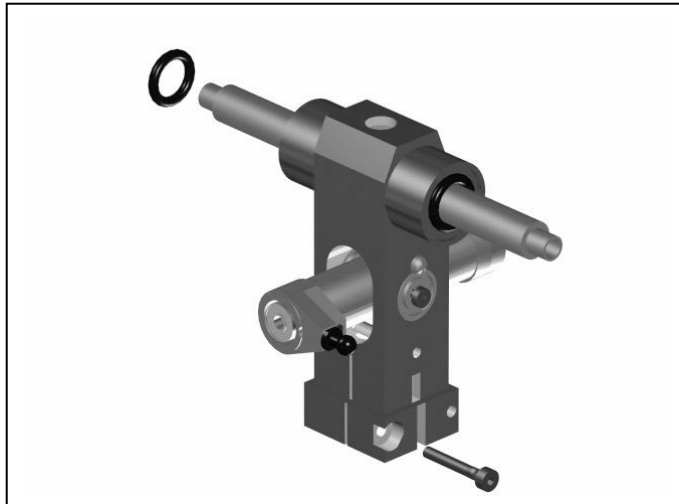
HEAD BLOCK



45. Head Block

Bag#	Part#	Qty	Description
8	1105	1	Head Block
8	3015	2	3x10x4 Bearing
8	5155	2	M3 Brass Washer
8	5205	2	M3x5 Phillips Pan Head Screw
8	5010	2	M3x8 SHCS

- Place the seesaw assembly in the head block with the groove on the ends of the tube trailing as the head turns clockwise from the top.
- Make an assembly of (1) M3x8 SHCS, (1) 3x10x4 bearing, and (1) M3 brass washer.
- Using Permanent Thread Locker, place the assembly on the end of your Allen driver.
- Holding the head sideways, insert the assembly up in the bearing hole and into the threaded hole in the seesaw tube.
- Repeat for the other side.
- Use a (1) M3x5 Phillips Pan Head screw with removable thread locker, to hold the assembly in.
- Repeat for the other side.
- Adjust the screws so that the seesaw tube is centered in the head.



46. Head Axle

Bag#	Part#	Qty	Description
8	1160	2	Seesaw End Cap
8	1130	1	Head Axle
8	1135	2	Dampening O-ring
8	5095	2	M3x4 Set Screw
8	5190	2	Short Ball
8	5030	2	M3x20 SHCS

- Slide on and fasten the (2) seesaw end caps with (2) M3x4 set screws with removable thread locker, into the groove. *Make sure the end caps are flush with the ends of the seesaw tube.*
- Attach (2) short balls to each end cap post. Use threadlocker.
- Lubricate the head axle, dampening o-rings and the opening in the head block liberally with a high quality silicone grease.
- Insert head axle into head block and place dampening o-ring on each end.
- Insert (2) M3x16 SHCS into appropriate holes in bottom of head block. *Do not use threadlocker at this time.*

BLADE GRIP ASSEMBLY



47. Blade Grip Assembly

Bag#	Part#	Qty	Description
8	1152	2	Bell Mixer Arm - Delrin
8	3086	4	3x7x3F Bearing
8	5190	4	Short Ball
8	5155	2	M3 Brass Washer
8	5136	2	M3x12 w/6mm Shoulder SHCS
8	5115	2	M3 Nut
8	1111	2	Blade Grip Assembly W/ Bearings Installed
8	1126	2	Blade Grip Pitch Arm
8	5005	4	M3x6 SHCS

- Assemble a blade grip pitch arm to the blade grip with M3x6 SHCS. Use threadlocker.
- Press (1) 3x7x3F flanged bearing into each side of the bell mixer arm.
- (Note the bell mixer arms are not symmetric). Assemble (1) short ball into the outer most hole. (On the short side of the mixer arm facing out.)*
- Assemble (1) short ball to the outer most hole. *(On the long side of the mixer arm facing in.)*
- Attach the mixer arm assembly to the blade grip pitch arm with a M3x12 w6mm shoulder SHCS and M3 brass washer. Use threadlocker. *Use the middle hole on the blade grip pitch arm). Also attach a M3 hex nut on the end of the screw. This is used as a jam nut. Adjust the nut and screws for free movement of the mixer arms with minimal axial play and no notchy feeling in the bearing. Use threadlocker on the nut.*
- Repeat for other assembly.

BLADE GRIP ATTACHMENT

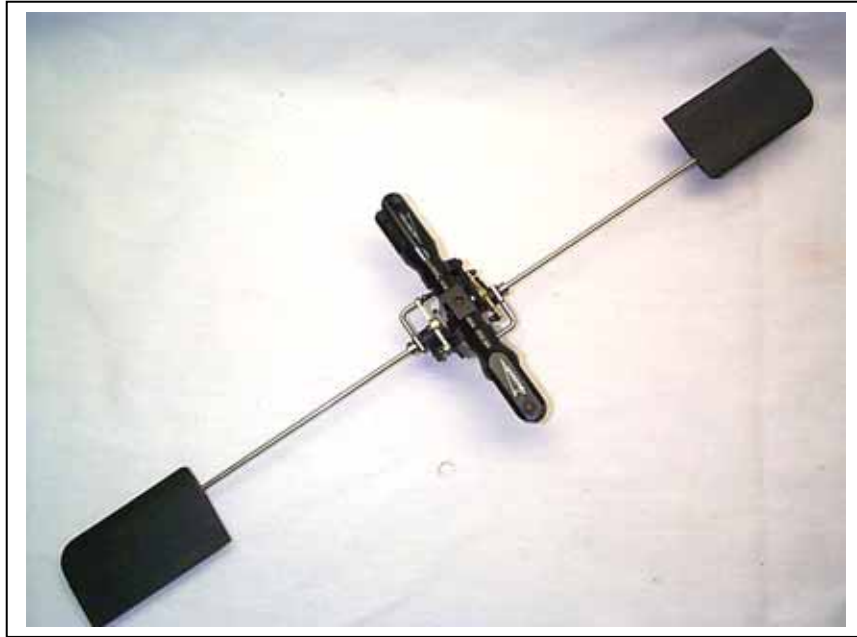


48. Blade Grip Attachment

Bag#	Part#	Qty	Description
8	3010	2	6x14x5 Thrust Bearing
8	1140	2	M8x.015 Shim Dampening Washer
8	1145	2	M4x.008 Shim Dampening Washer
8	1147	2	M8x13x1 Shim Dampening Washer
8	1148	2	M10x16x1 Washer
8	5072	2	M5x16 SHCS
8	5111	2	5x10x2 Spacer Washer

- Place dampening washers on each side of head axle (Thin for soft damping, thick for medium, both for stiff) followed by (1) M8x13x1 washer also on each side.
- Attach blade grip assembly with pitch arm leading for clockwise rotation, viewed from the top.
- Apply a high quality silicone grease to lubricate thrust bearing.
- Place a M10x16x1 washer and a 6x14x5 thrust bearing on each end of the head axle.
Special Note: The larger ID race of the thrust bearing goes toward the head block. Use the head axle to determine the proper size race. (One will fit looser than the other.)
- Next, add (1) 5x10x2 washer and M5x16 SHCS. Use threadlocker.
- Repeat for the other assembly.
- Tighten the two M5x16 SHCS tightly with two Allen wrenches.

FLYBAR

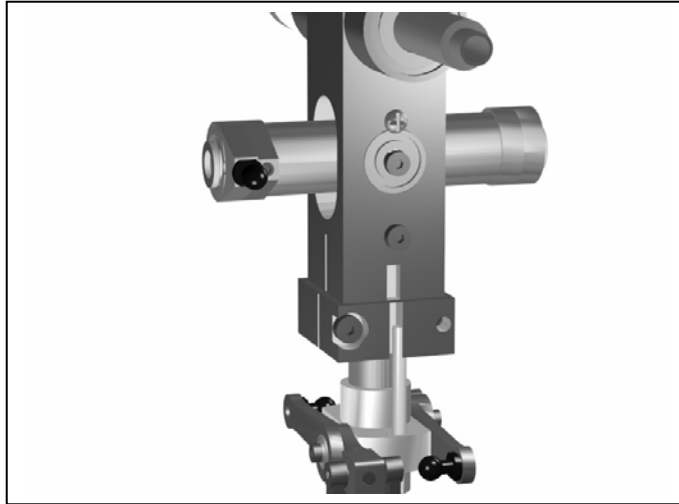


49. Flybar

Bag#	Part#	Qty	Description
10B	1711	1	Flybar
8	1175	2	Flybar Control Arm
8	5095	2	M3x4 Set Screw
8	1165	2	M4 Special Flybar Arm Washer
8	1181	2	Flybar Paddle V

- Insert Flybar into seesaw.
- Place (1) M4 special flybar arm washer on each side followed by a Flybar control arm with ball leading for clockwise rotation, viewed from the top.
- Insert M3x4 set screws in each control arm and tighten after adjusting Flybar so it is exactly centered in the head and the arms are level with each other. Use threadlocker.
- Attach a Flybar paddle to each end of Flybar and turn until tight making sure they are equal distance from center, on the same plane as control arms, and leading edge forward for clockwise rotation.
- Note: For extra cyclic action, slightly droop each control arm several degrees. Make sure that they match and droop symmetrically with the flybar paddles.**

HEAD ATTACHMENT

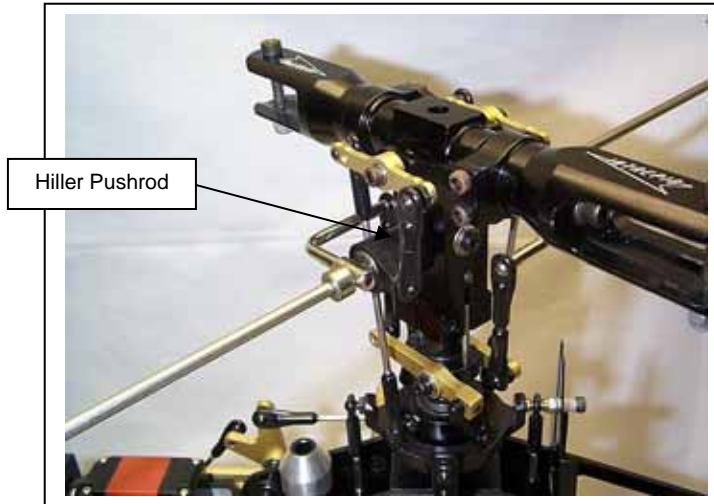


50. Head Attachment

Bag#	Part#	Qty	Description
8	5035	1	M3x20 SHCS

- Place aluminum head block atop the main shaft.
- Align the follower pins in the slots in the head block.
- Align the hole in the head block above the slot with the hole in the end of the main shaft.
- Insert M3x20 SHCS and tighten. Use threadlocker.
- Tighten pincher bolts, previously installed. Use threadlocker.

HILLER PUSHRODS

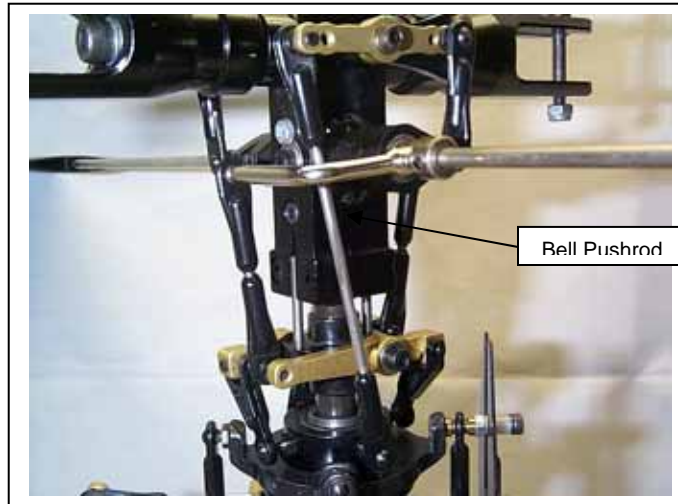


51. Hiller Pushrod

Bag#	Part#	Qty	Description
11	1956	4	Ball Link 2.5mm
11	2025	2	Flybar Linkage Short 14mm

- Trim (4) Ball links to a length of 17mm from end to end.
- Thread (2) trimmed ball links onto (1) short flybar linkage – 14mm. Thread them on evenly so they share equal lengths of the linkage. Twist the completed link assembly 90 degrees. *The final length of the link assemblies will be 33mm from end – to – end, or 25mm from ball center – to – ball center.*
- Make a second link assembly to match the first.
- Snap one end of the link assembly onto the short ball of the bell mixing arm. *The bell mixing arm has unequal length sides. The shorter length side goes to this link assembly*
- Snap the other end of the link assembly onto the seesaw end cup short ball.
- Repeat the procedure on the other side of the head.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

BELL PUSHRODS

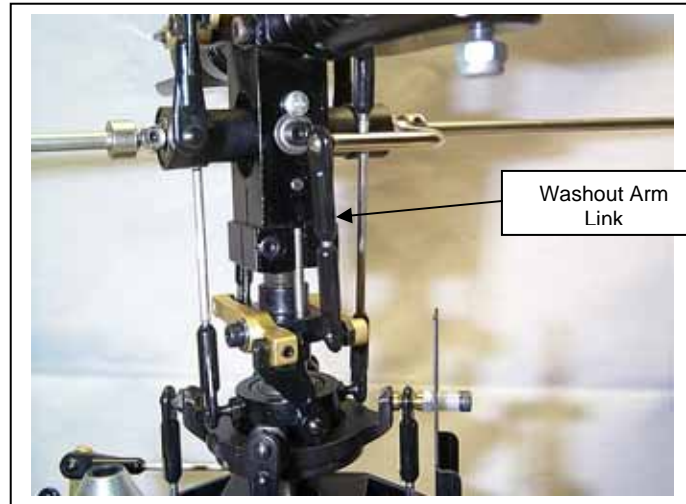


52. Bell Pushrods

Bag#	Part#	Qty	Description
11	1956	4	Ball link 2.5
11	2020	2	Pitch Linkage 75mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 102mm from end – to – end, or 94mm from ball center – to – ball center.*
- Make a second linkage assembly, *and make sure that they are the same length. This is very important, as incorrect linkage lengths will lead to binding!*
- Snap (1) link assembly from the upper rotating portion of the swashplate (90 degrees to the washout links) to the other end of the bell mixing arm. This is the longer end of the arm.
- Repeat on the other side of the head.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

WASHOUT ARM LINKS

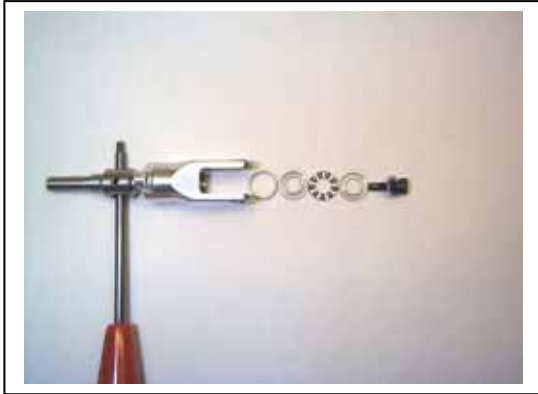


53. Washout Arm Links

Bag#	Part#	Qty	Description
11	1956	4	Ball link 2.5
11	1995	2	Collective Linkage 30mm

- Thread (2) ball links onto the pitch linkage. Thread them on equally.
- The final length of the link assembly will be 52mm from end – to – end, or 44mm from ball center – to – ball center.*
- Make a second linkage assembly, *and make sure that they are the same length. This is very important, as incorrect linkage lengths will lead to binding.*
- Snap (1) linkage assembly onto the flybar control arm and onto one of the washout mixing arms.
- Repeat with the second link assembly on the other flybar control arm and the other washout mixing arm. This second arm should have the ball positioned directly underneath the flybar control arm.
- View the head assembly. The two linkage assemblies just installed should be aligned vertically with the main shaft. If not, correct whatever is wrong until alignment is achieved.
- If the links are tight on the balls, use a ball link sizing tool to adjust the hole size in the links.

TAIL ROTOR GRIPS



54. Tail Rotor Grips

Bag#	Part#	Qty	Description
10A	231	2	Tail Rotor Blade Grip Assembly
10A	3052	2	5x10x4 Thrust Bearing
10A	5112	2	M10 OD Spacer
10A	5110	2	M3 Flat Washer
10A	5015	2	M3x10 SHCS
10A	1815	1	Tail Rotor Main Hub M5

- The thrust bearing installs into the tail rotor blade grip assembly as follows: *Note: Each of these parts should be liberally greased with a high quality bearing grease before assembly.*
- Insert the 10mm OD spacer so it sits on the bearing in the grip.
- Insert the thrust bearing race with the larger ID. *Note: Use the tail rotor main hub to size the thrust bearing races to find the larger ID.* The groove for the balls should be facing out.
- Insert the thrust bearing ball/cage assembly.
- Insert the thrust bearing race with the smaller ID. The groove for the balls should be facing in.
- Repeat the above numbered steps with the other tail rotor blade grip.
- Slide the tail rotor blade grip assembly onto the tail rotor main hub. Attach each blade grip using a M3 X 10 SHCS and a M3 flat washer. Use threadlocker.

TAIL PITCH ASSEMBLY



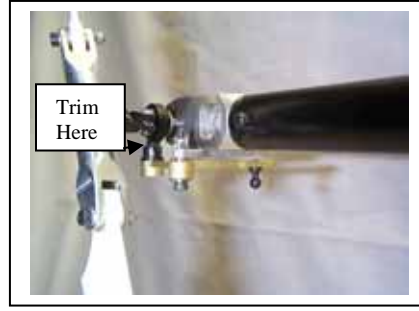
55. Tail Pitch Assembly

Bag#	Part#	Qty	Description
10A	1960	1	Tail Pitch Slider
10A	5137	2	M5x2 Ball
10A	5076	2	M2x8 SHCS
10A	5120	2	M2 Nut
10A	1961	2	Tail Special Ball Links (Trimmed)
10A	1806	2	Pivot Plate Arm Eyelet
10A	1811	2	Pivot Plate Shoulder Bolt 4x4
10A	5195	1	Medium Ball
10A	5094	1	M3x4 Set Screw

- Attach 1 medium ball to the pitch slider assembly. Use threadlocker.
- Attach the (2) M2 X 5 balls to the aluminum pitch plate using (2) M2 X 8 SHCS and (2) M2 nuts. *DO NOT USE THREADLOCKER YET.* The balls are installed in the inside curves of the pitch plate.
- Slide the tail pitch slider assembly onto the tailrotor output shaft with the pitch plate facing outward.

- Screw the 2 trimmed tail special ball links to the (2) pivot plate arm eyelets. *Note: If the ball links are not trimmed, trim 5mm off of the ends. The length from end to end of each ball link should be 18mm.*
- Attach each pivot plate arm eyelet and ball link each tail blade grip pivot arm using a pivot plate shoulder bolt. The eyelet and ball link should go on the side of the arm facing the center of the tail rotor main hub. Use threadlocker.
- Slide the tail rotor main hub assembly onto the tail output shaft. Align the hole in the tail rotor main hub with the indentation on the tail output shaft. Secure with a M3 X 4 setscrew. Use threadlocker.
- Remove both of the balls from the tail slider pitch plate and re-install one of them with threadlocker.
- Snap one of the ball links from the tail rotor blade grip onto the ball just re-installed on the tail slider pitch plate.
- Snap the second ball into the remaining ball link from the opposite tail rotor grip. Align the ball hole with the hole on the tail slider pitch plate and secure with the M2 X 8 SHCS and the M2 nut. Use threadlocker.
- Test the sliding action of the completed pitch assembly. It should move freely. You may have to unscrew one of the ball links slightly to align it properly to the ball.

PITCH BELLCRANK



56. Pitch Bellcrank

Bag#	Part#	Qty	Description
10A	240B	1	Bellcrank
10A	240A	1	Delrin Insert
10A	240C	1	Aluminum Spacer
10A	3086	2	3x7x3 Flanged Bearing
10A	5140	1	M3x16 w/6 Shoulder SHCS
10A	5155	2	M3 Brass Washer
10A	5190	1	Short Ball
10A	5105	1	M3 Locknut

- Position the Bellcrank as shown in the first picture. Screw the short ball into the 2nd hole facing down. Use threadlocker.
- The delrin insert should be pre-assembled onto the bellcrank, but if not, then screw the insert into the bellcrank from the top.
- Press (2) 3x7x3 flanged bearings into the bellcrank, 1 from each side. The aluminum spacer goes in the middle, between the bearings.
- Put a brass washer on the M3x16 w/6 shoulder SHCS, then insert the screw into the bearing from below.
- Put another brass washer on the screw sticking up from the top of the upper bearing, followed by the aluminum spacer.
- Screw the assembly into the pitch arm bracket while fitting the medium ball from the pitch slider into the delrin insert. Trim the delrin insert where it hits if it hits the base of the short ball.
- Tighten the screw while checking for binding on the bellcrank. It should be just snug without binding or any up and down play. If it binds, add another brass washer in the middle, between the bearings, to keep the bearings moving free.
- Screw on the M3 Locknut from the top onto the protruding screw to act as a jamnut. Check again for proper movement of the bellcrank.

TAIL BLADES



57. Tail Blades

Bag#	Part#	Qty	Description
10A	231B	4	Blade Grip Spacer
10A	5146	2	M3x19 w/11 Shoulder SHCS
10A	5105	2	M3 Locknut
MISC.	6015	2	Tail Rotor Blades

- Mount (2) tail blades to blade grips using (4) blade grip spacers, 2 M3 X 19 shoulder SHCS and (2) M3 nylon locknuts. 1 spacer goes on each side of the tail blade and in turn goes into the blade grip.
- While facing the side of the tailboom with the tail pitch mechanics, the tail rotor spins counterclockwise. Make sure that the leading edges of the tail blades face in the counterclockwise direction.
- Tighten the tail blade bolts so that the friction *just* holds the blades in position when turning the tail rotor. *Do not overtighten.*

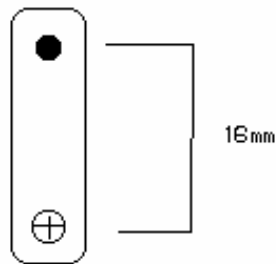
RUDDER SERVO



58. Rudder Servo

Bag#	Part#	Qty	Description
11	1947	2	Plastic Servo Mount Tabs
11	5137	1	M2x5 Ball
11	5207	1	M2x10 PHSMS
11	5120	2	M2 Nut

- Prepare the servo with the hardware provided with the radio system: install the rubber grommets on the servo mounting ears, and then install the brass eyelets into the grommets up from the bottom of the servo ear. Use self tapping screws provided by the radio system for mounting the servos to the tray, or use M2.5x15 SHCS (*not provided in kit*). Use the plastic servo mounting tabs as nuts. Screw the screws into the tabs, holding the tabs from the inside of the mount as it is screwed in. Mount the servo in the rudder servo mount such that the output shaft is toward the rear and facing to the right of the machine. The arm should be pointing straight down when centered.
- When tightening the screws, be sure to get the servo tight enough that it can't move, but do not squeeze the rubber grommet so much that the isolating properties of the grommet are lost. The servo should be able to rock from side to side slightly when tightened. Paying attention to this important note will increase the lifetime of the servos.*
- Prepare the Servo output arm by drilling as shown in the diagram. These are the correct dimensions for a Futaba 9203 servo. Use a 2mm drill.



- Put the ball on the M2x5 PHSMS screw, followed by a M2 nut. Use threadlocker, but sparingly.
- Screw into the servo arm in one of the holes drilled so the ball will be facing up when installed on the servo.
- Put another M2 nut on the backside of the arm on the screw. Use threadlocker, sparingly.



There is a push-pull rudder upgrade available. It consists of a ball bearing push-pull arm and all the hardware necessary to upgrade the machine to a full push-pull control system. Contact your local Bergen R/C dealer for details.

TAILBOOM SUPPORT STRUTS

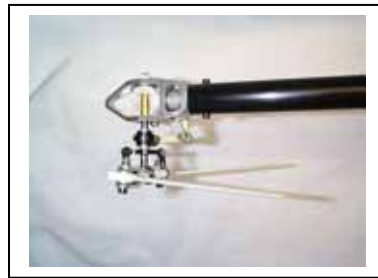


59. Tailboom Support Struts

Bag#	Part#	Qty	Description
10B	1710	2	Tailboom Support Struts
10B	1715	4	Tailboom Support Strut Ends
MISC.	5015	2	M3x10 SHCS
MISC.	5050	1	M3x35 SHCS
MISC.	5105	3	M3 Locknuts

- Temporarily insert the (4) support strut ends into the (2) tailboom support struts.
- Mount one end of each of the support struts onto the bottom of the fin clamp using a M3x35 SHCS and a M3 locknut. *Do not tighten at this time.* One strut goes on each side of the fin clamp.
- Mount the other end of each tailboom support strut to the bottom of each lower sideframe using (2) M3x10 SHCS and (2) M3 locknuts. The support strut end goes on the outside of the sideframe and the locknut goes on the inside. *Do not tighten at this time.*
- Align the top of the fin clamp perpendicular to the main frames. Check to make sure that all support strut ends are inserted all the way into the tailboom support struts. This is a “dry fit” of the struts. Verify alignment and tighten all screws.
- Mix up some JB Weld Epoxy or use slow cure CA glue to permanently attach the support strut ends to the tailboom support struts. Remove one strut at a time, clean the strut end and the strut with alcohol, dry, apply the glue and re-assemble to be sure alignment is maintained.
- Let cure overnight.
- Re-assemble the tailboom support struts onto the machine.

RUDDER PUSHROD



60. Rudder Pushrod

Bag#	Part#	Qty	Description
10B	251	1	Push Rod Carbon Fiber
10B	1983	2	Pushrod Ends
10B	1956	2	Ball Link 2.5
10B	5030	2	M3x16 SHCS
10B	5105	2	M3 Locknut

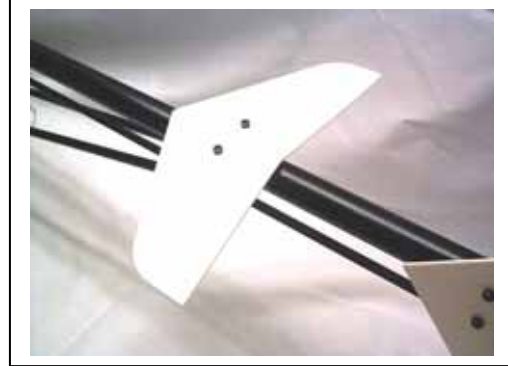
- Push (1) M3x16 SHCS through the open end of (1) Pushrod End. Screw (1) M3 Locknut onto the threaded end sticking out until tight.
- Thread (1) ball link onto the threaded end about $\frac{3}{4}$ of the way on, to allow for adjustment in both directions.
- Repeat with the other pushrod end assembly.
- Snap (1) pushrod assembly onto the tail pitch bellcrank.
- Snap the other pushrod assembly onto the rudder servo arm ball.

- Adjust the tail rotor blades, so that when looking down on the blades, the top blade points forward and to the right, indicating proper rudder offset for hover. Set the distance between the two blades (when looking down at them) at about 20mm. This is the approximate amount of rudder for hovering.
- Make sure that the rudder servo arm is pointing straight down, perpendicular to the tailboom.
- Hold the carbon fiber pushrod up in position next to the two pushrod ends. Measure and cut the carbon pushrod so that it will fit all the way into the pushrod ends with everything positioned previously.
- Mix up some JB Weld Epoxy or use slow cure CA glue to permanently attach the pushrod ends to the carbon fiber pushrod. Clean the pushrod end and the pushrod with alcohol, dry, apply the glue and re-assemble to be sure alignment is maintained.
- Let cure overnight.



There is a push-pull rudder servo upgrade that completes the push-pull control system offered by Bergen R/C. It includes a dual ball bearing supported arm that transfers the servo loads to the arm. Contact your dealer or Bergen R/C Helicopters for more information.

FINS



61. Fins

Bag#	Part#	Qty	Description
10A	1665	2 Sets	Tailboom Clamps
MISC.	5010	2	M3x8 SHCS
MISC.	5050	4	M3x35 SHCS
MISC.	5105	4	M3 Locknuts
5	1832	1	Vertical Fin
5	1835	1	Horizontal Fin

- Attach the horizontal fin to the fin clamp that was previously installed onto the tailboom. Use (2) M3x8 SHCS. The horizontal fin should be perpendicular to the sideframes. Tighten the fin clamp.
- Mount the vertical stabilizer using (2 sets) of tailboom clamps, (4) M3x35 SHCS, and (4) M3 locknuts. Place one of the tailboom clamps just behind the tail gearbox mounting screw, and one in front of the mounting screw.
- Slip the (4) M3x35 SHCS through the 4 holes in the vertical fin and the 2 sets of tailboom clamps. Attach (4) M3 locknuts to the ends of the screws. Do not tighten yet.
- Make sure that the vertical fin is parallel to the sideframes and perpendicular to the horizontal fin. Now tighten the screws and nuts.

FUEL TANK



62. Fuel Tank

Bag#	Part#	Qty	Description
3	1845	1	Fuel Tank
3	1850	1	Clunk
3	1855	1	Single End Fitting
3	1860	1	Double End Fitting
3	1865	2	Fuel Tank Nuts
3	1870	1	Fuel Tubing

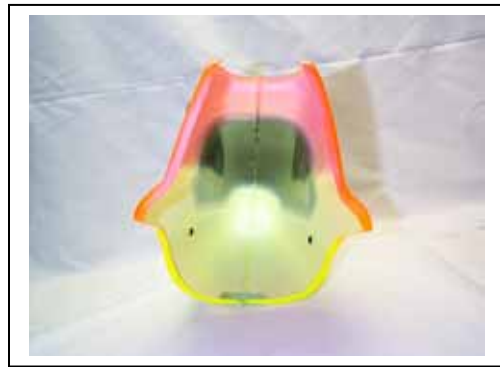
- Drill (2) 3/16" holes about 3/4" from each end of the tank, both on the same face of the tank, on the centerline with that face.
- Deburr each hole, both on the inside and the outside of the tank.
- Insert the Single End Fitting in the hole on the closed end, on the inside. A long, skinny hemostat forceps works good for this. Screw (1) Fuel Tank Nut on the outside of the tank on the threaded nipple sticking out from the hole. Be sure to get the nut tight to make a good seal. This will become the muffler pressure inlet side of the tank.
- Cut a piece of fuel tubing about 4" long. Push one end onto the clunk. Push the other end on the Double End Fitting, on the *non-threaded* end. This length is approximate, as the final length may need adjusting slightly to get proper clunk operation.
- Insert the Double End Fitting into the remaining hole in the tank, from the inside. Screw (1) Fuel Tank Nut on the outside of the tank on the threaded nipple sticking out from the hole. Do not tighten at this time. This is a trial fit only. This is the fuel pickup side of the tank.

- Check for correct clunk operation by tipping the tank in various orientations to make sure the clunk reached as far as it can, but does not get hung up on the end or sides of the tank. Adjust the fuel line length as necessary.
- Now remove the fuel tank nut, the clunk, fuel line and double ended fitting from the fuel pickup side of the tank.
- Insert the tank into the opening in the lower sideframes from the left of the machine, viewed from the rear. The end with the top goes in first.
- Re-install the double ended fitting, fuel line, and clunk into the hole on the right side of the machine. Tighten down the fuel tank nut to be sure of a good seal.
- Put the lid on the tank and tighten.
- Connect a piece of fuel line tubing (*medium size, not included*) onto the pressure inlet side of the tank. Connect the other end of the fuel line to the muffler pressure tap of the muffler. It is recommended that a fuel filter be installed in this line (*not included*).
- Connect a piece of fuel tubing (*medium size, not included*) onto the fuel pickup side of the tank. Connect the other end of the fuel line onto the carburetor fuel inlet. It is recommended that a fuel filter be installed in this line (*not included*).

When fueling the machine, disconnect the fuel line between the tank fuel outlet and the filter to the engine carburetor and fuel through the line into the tank. Fill until the fuel almost comes out the top of the tank pressure line to the muffler. The reason that the tank is filled at this point in the system, is that if any dirt gets into the system from fueling, it will be trapped by the filter before the carburetor. When de-fueling the machine (*always completely remove the fuel from the helicopter when done flying for the day. Never leave fuel in the tank*). Disconnect the fuel line between the tank fuel outlet and the filter to the engine carburetor. Again, the reason for this is that if some dirt gets into the system, it is before the filter to the carburetor and the filter will trap it.

If you are considering using the machine for 3D flying, it is highly recommended that a header tank be installed between the fuel tank and the carburetor (*header tank not provided*). This will act as a bubble trap to catch any air coming from the tank. During various 3D maneuvers, it is impossible to keep the clunk immersed in the fuel all of the time. There will be some air getting picked up at some time. The header tank will help prevent the air from getting to the engine and causing a stumble or even quitting.

CANOPY



63. Canopy

Bag#	Part#	Qty	Description
-	1921	1	Canopy - Lexan
1	1945	4	Canopy Grommet
1	1946	4	Thumb Screws

- If canopy is to be painted on the inside, leave the blue plastic coating on the outside of the canopy halves until finished painting. This will add protection should any overspray get on the outside of the canopy.
- Prepare canopy halves by washing in warm soapy water to remove grease and finger oils. Dry completely.
- When painting, use a good quality paint that will adhere to the lexan and be fuel proof. One method is to use lacquer based R/C car body paints, such as Pactra lexan paint on the inside of the canopy, followed by a fuel proofing coat of polyurethane for protection. A good suggestion is Top Flite Luster Kote. It will not attack the lacquer color coats. A paint that remains flexible is preferred, as the lexan can flex quite a bit.
- Trim around the outside of the canopy halves with scissors. Lexan scissors for the R/C car bodies works well. Where the 2 halves come together, leave about ½ inch. In the open areas, leave about ¼ to 3/8 inch of lexan past the bends that are the edges of the canopy.
- Glue the 2 halves together using a good glue that remains flexible, such as Pacer Zap A-Dap-A Goo II or Shoe Goo. Use clothes pins to hold the halves together in place until completely dry.
- Remove the clothes pins and trim the glued edges to about ¼ inch.
- Use some excess lexan to reinforce the areas at the bottom and top of the canopy where the 2 halves separate and open up in the back. This will add strength and resist vibration.
- Drill (2) 9/32 inch holes, 2 3/16 inches from the top of the canopy and 1 1/2 inches from the back edge of the canopy, on each side. These are the top canopy mounting holes.
- Put 2 grommets into the holes. Temporarily mount the canopy on the helicopter, putting the top canopy standoffs into the grommet holes.
- Hold the bottom of the canopy up so that it doesn't hit the skid or the sideframe and prop it up with a book.
- Using a flashlight, shine the light into the canopy so that the shadows for the lower canopy standoffs can be seen through the canopy. When satisfied as to the position of the canopy, mark the position for the hole on each side of the canopy.
- Drill (2) 1/16 inch holes in the marked locations. Mount the canopy on the helicopter and check that the holes line up with the standoffs.
- Open the holes to 9/32 inch and insert 2 grommets.
- Mount the canopy and check for a final fit. Fasten the canopy using (4) thumb screws.

FINAL ADJUSTMENTS

The two aileron pushrods should be adjusted so that with no control input, the rear-most balls on the bell cranks are positioned directly over the pivot point for the transverse lever. This will place the horizontal arms on these bell cranks parallel with the collective levers. Since these pushrods attach to the servo at an angle from either side, in order to achieve equal movement on the aileron control, the balls on the aileron servo arm should have been offset forward, per the drawings.

Now its time to adjust the elevator control system. The pushrod-to-servo adjustment should be accomplished with the same procedure we used on the collective servo. When positioning the servo arm on the elevator servo, it should be placed on a spline so that when the servo is in neutral, the upper elevator bell cranks balls (the unused ones at this time) are vertical. This will determine the elevator trim. The two pushrods should then be attached to the rear of this top bell crank, and back to the elevator lever. Each of these pairs of pushrods should be of equal length (two different lengths, but two matched pairs). Once these are adjusted to equal length, they should **NEVER** be adjusted further.

These are not the linkages to use to mechanically trim the helicopter. If they are not of equal length, binding will occur at some point in their movement.

One thing to keep in mind here, these two sets of pushrods are NOT ADJUSTED except to make them equal. The servo arm on the elevator must be positioned on a spline that will allow the final elevator lever to be parallel to the main shaft.

Now it is time to adjust the four pushrods that support the swash plate. All four of these pushrods should be of identical length. These pushrods should be adjusted so as to give your swash plate equal movement up and down, as the collective lever is moved to each extreme. If your Intrepid needs any trim adjustments that cannot be accomplished from the transmitter, these are the pushrods that should be adjusted.

The pushrods that attach the hiller levers (flybar control arms) to the washout levers should, of course, be of identical length. A “generic” length was given before, and it will work well. If you are going to maximize every control on your Intrepid for 3D style aerobatics, you can also shorten these two pushrods slightly (they **MUST** remain equal in length). This will allow the washout levers to be slightly higher throughout the collective range, and allow a small increase in cyclic travel at extreme positive collective.

Now, it's on the one of the most crucial adjustments on your helicopter, although it's one of the easiest to achieve correctly. The bell-hiller mixers that are attached to the blade holders should be perfectly horizontal in the center of your collective range. If this is adjusted correctly, your Intrepid will always have the same “feel” when flying, no matter where the collective is. The bell pushrods (they go from the swash plate to the bell-hiller mixer), and the hiller pushrods (the short ones from the flybar seesaw to the mixing arm), should be adjusted so that at “neutral” collective the bell-hiller mixer is exactly horizontal. What this means is that if you want to have a total pitch range of plus 10 degrees to minus 10 degrees, the bell-hiller mixers should be horizontal at 0 degrees pitch. If you are a beginner, these mixers should be horizontal at a pitch setting of +5 degrees, with ten degrees being maximum pitch and 0 degrees being minimum pitch.

There are two more adjustments to make on your new Intrepid. These are the tail rotor and the throttle. With the radio turned on and the tail rotor in neutral (if you have tail compensation turned on, make sure that the collective is also in neutral), position the tail rotor servo arm one spline ahead of the position that would have the ball vertically positioned. Now connect the pushrod to the servo, and adjust it's length so that there is approximately 5 to 10 degrees of positive pitch in the tail rotor. ("Positive" pitch in the tail rotor is in the direction so as to make the tail rotor blow air to the right of the helicopter when it is rotating.) The length of the servo arm should be made such that with full movement in each direction a very slight binding occurs in the pitch slider on the tail rotor output shaft. This binding will never occur in flight, as the gyro will decrease the available movement. The throttle linkage should be set so that at 50% throttle movement the pushrod is at a 90-degree angle both at the servo arm and at the throttle lever on the engine. The length of the throttle servo arm should then be made just long enough to achieve full opening of the carburetor, and full closing of the carburetor with the throttle trim in it's lowest position.

