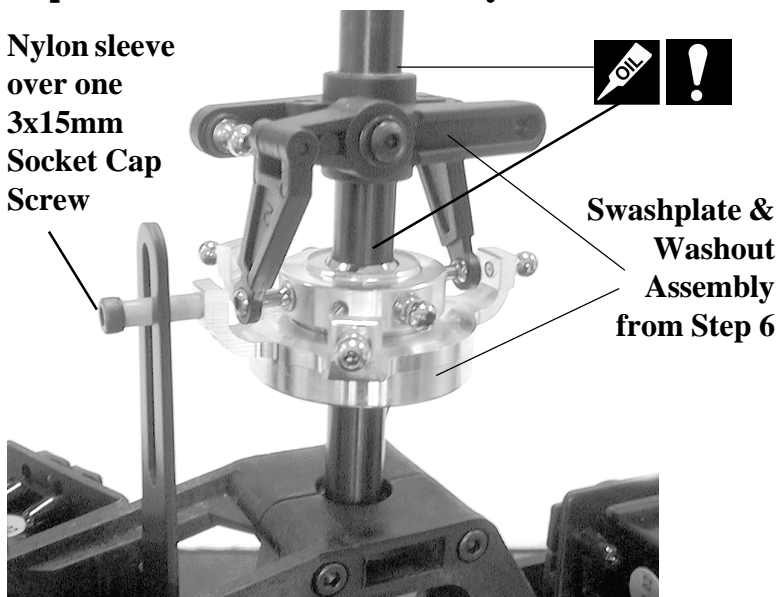


Step 24 Final Rotor Head Assembly

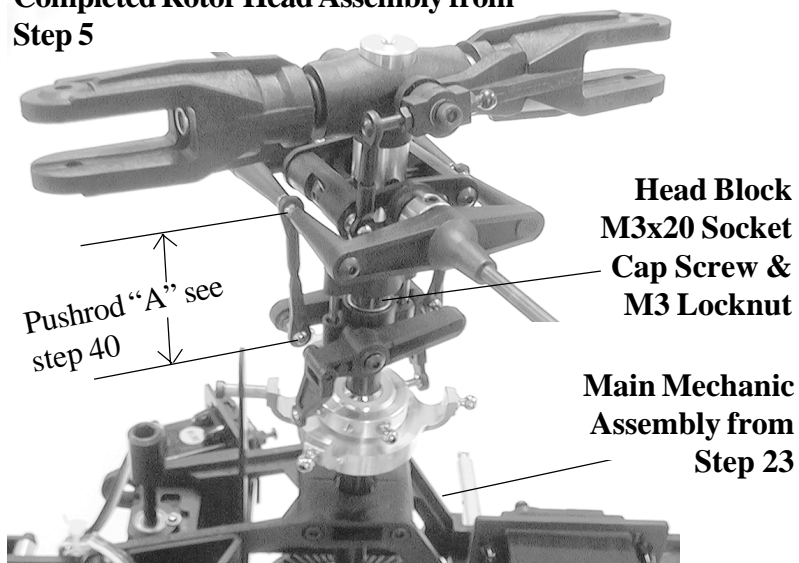
Nylon sleeve
over one
3x15mm
Socket Cap
Screw



Swashplate &
Washout
Assembly
from Step 6

Slide the washout assembly from Step 6 onto the main shaft. Slide the nylon sleeve over one 3x15mm Socket Cap Screw and insert through the anti-rotation bracket into the remaining open hole in the swashplate using threadlock. Slide the completed rotor head assembly from Step 5 onto the shaft and align the hole in the head block with the hole in the top of the main shaft and insert one 3x20mm Socket Cap Screw and 3mm lock-nut (from Bag 2) to secure the two. **(Note: Make sure the pins in the rotor head block are aligned and inserted into the holes in the washout unit.)** Apply some oil sparingly to the washout hub assembly to insure they slide smoothly.

Completed Rotor Head Assembly from
Step 5



Head Block
M3x20 Socket
Cap Screw &
M3 Locknut

Main Mechanic
Assembly from
Step 23

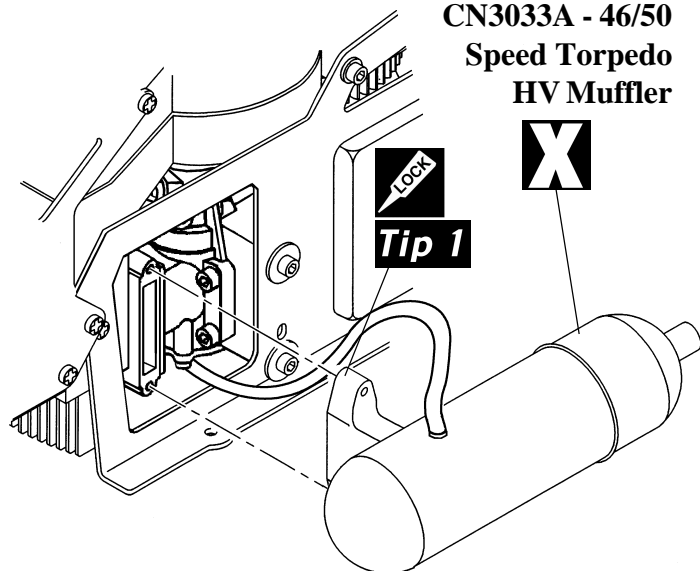
Following assembly, move the swashplate up and down to the endpoints. The swashplate and washout unit should be very smooth throughout the movement range. If not, inspect the fit of the washout guide to the pins in the rotor head, these pins can be bent slightly if binding. Lastly the fit of the ball links sometimes can cause binding. These few points are the most common which will cause servo strain leading to premature wear and will appear as a jump in altitude when flying the helicopter.

Required - Not Included

CN3033 - 30

CN3033A - 46/50

Speed Torpedo
HV Muffler



Step 25 Attaching Muffler

Attach the muffler to the engine with the screws provided with the muffler (**Tip 1**) using threadlock. Attach the pressure tap to the top of the muffler and the M4x6 Phillips Machine screw to the bottom hole in the muffler, remember to use threadlock on these parts.

For a good seal between the muffler and the exhaust port, use a gasket made from thin aluminum, brass or use high temperature RTV engine sealant found in an automotive supply store. To properly seal the fit, after running the engine for several minutes on the first run, shut down the engine and tighten the bolts again, with the hot engine you will gain 1/4 turn on the bolts which will seal the muffler in place.

Tip