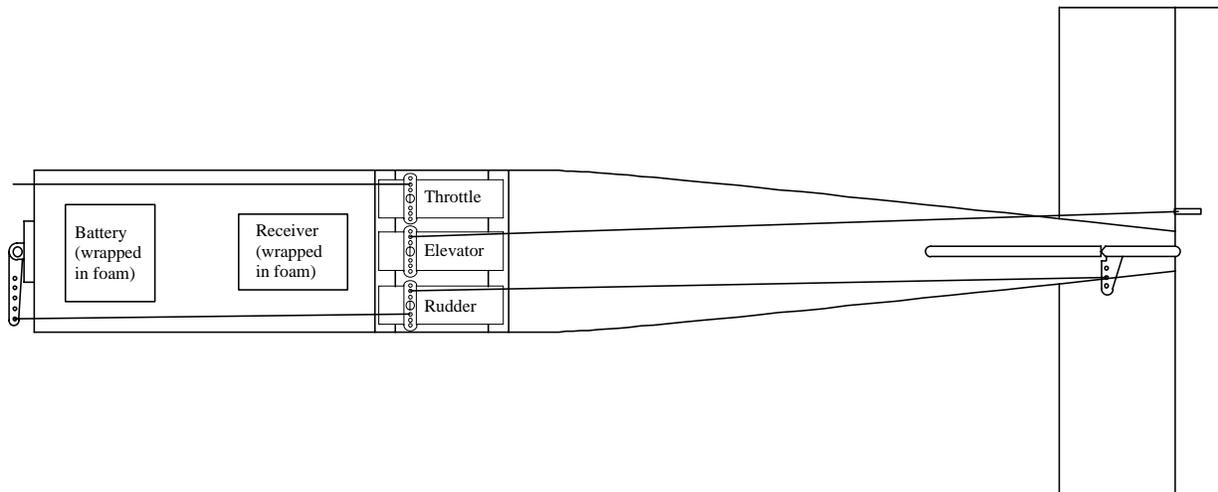


Radio Installation Guidelines by Bob Scheppelle



1. Locate throttle servo on same side of fuselage as throttle arm on engine. Run throttle pushrod along fuselage side. This helps leave more room for the receiver (step 6).
2. Locate rudder servo on opposite side of fuselage as throttle servo.
 - If airplane has tricycle landing gear, locate nose gear pushrod along fuselage side. This helps leave more room for the receiver (step 6).
 - Start out with nose gear pushrod on inner hole of servo and outer hole of steering arm. This minimizes nose wheel sensitivity on the ground. Sensitivity can be increased later, if necessary.
 - Rudder pushrod should be on opposite side of servo arm as nose gear pushrod.
 - Steering arm and rudder control should be on same side of fuselage to get both to work the same direction.
 - If desired, rudder pushrod can be on the same side of the servo as the nose gear pushrod, but now the rudder control horn and nose gear steering arm must be on opposite sides of the fuselage.
3. Elevator pushrod can go in the middle - between the rudder and throttle servos. Elevator pushrod can be on either side of the servo, but it is usually easier to put it on the side away from the rudder servo. This tends to eliminate interference problems with the rudder and elevator pushrods.
4. For most trainer type aircraft, the battery needs to go as far forward as possible, usually under the fuel tank. The battery should be wrapped in foam, then wrapped with plastic wrap to protect it just in case the fuel tank leaks.
5. The receiver should be wrapped in foam, then normally is placed in front of the servos. If necessary, use velcro, rubber bands, etc. to restrain the receiver and keep it from moving.
6. If possible, locate the switch on the side of the fuselage opposite the engine exhaust. This will keep exhaust oil out of your switch.
7. Try to keep the receiver antenna away from battery wires, etc. as much as possible.