105" TIGER MOTH ARF INSTRUCTION MANUAL
VERSION 1.0

Step 1. Installation of the aileron servos

1) Mount aileron servo to servo mounting blocks with servo’s screws. Install servo mounting plate with screws.
2) Insert hinges and aileron into wing, then use CA to fix them.
3) Mount the aileron control horns and aileron pushrods on the ailerons. There are holes pre-drilled to locate the position of these horns.
4) Connect the aileron push-rods to the aileron servos.
Step 2. Installation in the fuselage

1) Place the fuselage up side down to get access to the opening in the fuselage bottom.
2) Install your elevator servo, rudder servo and throttle servo in the servo tray as shown. Note that the throttle servo is on left, the rudder servo is on right, and the elevator servo is in the middle.
3) Connect the clevises of the two sets of elevator pull-pull wires to the elevator servo arm.
4) Fix the rudder control arm and push-rod in place with the pivot-screw supplied. Connect one end of the rudder’s pushrod in the second small hole in the control arm; connect the other end of this pushrod to the rudder servo’s control arm (as shown in the middle two pictures, below).

Step 3. Mounting the tail surfaces and the tail wheel

1) Fix the rudder and elevator to vert. fin and horiz. stabilizer with CA.
2) Mount the stabilizer and fin onto the tail end of the fuselage by inserting the two long tail-surface mounting bolts into the holes pre-drill in the fuselage, then securely tighten these bolts into the nuts built into the fin.
3) Insert the sharp end of the tail-gear strut into the hole pre-drilled in the fin
and apply thin CA to secure it in the fin. Tighten the two mounting screws to secure the mounting plate. (Be sure the tail wheel strut can rotate freely in the mounting plate as you secure the tail wheel strut and tail wheel to the fuselage.)

4) Mount the control horns onto the rudder and elevator.
5) Connect the pull-pull control cables to the horns on the elevator and on the rudder. Adjust the tension in the cables by turning the clevises clockwise or counter-clockwise on the threaded connector.
**Step 4. Mount the main landing gear assembly**

1) Fix the main landing gear assembly in place by tightening the mounting screws in the hold-down plates as shown. There are holes pre-drilled in the bottom of the fuselage for mounting the main landing gear.

2) Slip the main wheels on their axles and use four wheel collars to retain the wheels in place.

**Step 5. Assembling the wing and installing the wing flying wires**

1) Insert the lower wing’s front and rear joiners through the fuselage and into the root section of either lower wing panel. Join the left and right panels tightly together. There are two pre-drilled holes in the front joiner. Insert the hold-down bolt through the holes per-drilled in lower wing and into the joiner, then tighten the bolts securely to fix the lower wing.

2) Fix the 6 pcs of the upper wing cabane in place on the upper wing’s center section and the fuselage side as shown. There are pre-drilled holes to locate the mounting position of the cabanes. Pay attention to the angle of each of the cabanes.

3) Insert the upper wing’s front rear joiners through the upper wing center section and into the root of the left and right wing panels. Join these three parts together to form the complete upper wing. Insert hold-down bolts through the holes per-drilled in the upper wing into the joiner, then tighten the bolts securely to fix the upper wing.

4) Connect the upper wing to the lower wing with 4 pcs of wing struts. Use metal bolts and self-lock nuts to connect the wing struts and to mount the flying wire connectors. Pay attention to the length of the struts: the rear wing strut is longer than the front wing strut.

5) Use self-tapping screws to fix 4 pcs of the aluminum angle brackets to the upper wing and lower wing panels.

6) Connect the clevis end of the wires to the connectors as shown.

7) Carefully adjust the tension on each of the flying wires to hold the wings
proper alignment to each other. (This is very important! If the wings are
 twisted by misadjusted flying wires, the airplane may not be controllable in
 flight.)
Step 6. Install the engine and engine cowl

1) Use the specific dimensions of your engine to locate and drill holes into the wooden engine mount’s firewall, then attach the engine with the standoffs, screws, washers and/or nuts provided with your engine.

2) Using the locations determined by your engine, drill a hole in the cowl to access the hi-speed needle, and cut any necessary opening(s) for the muffler and exhaust pipe(s) to exit the cowl.

3) Mount the cowl with the self-tapping screws supplied.

Check before flying

1) Check the C.G. point, which is about 263-mm (about 10.35 in) behind the leading edge measured at the center of the upper wing center section.

2) Perform a radio range check with the engine running.

3) Adjust the control-surface throws:
   - Elevator: 30 degrees up / down
   - Rudder: 30 degrees left / right
   - Ailerons: 30 degrees up / down