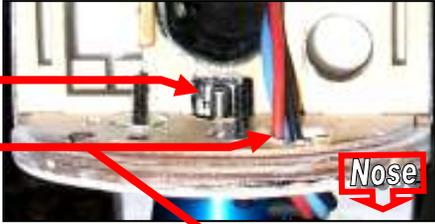


NEPTUNE V2 EP-CONVERSION ADDENDUM

1. Attach the motor to its X-mount, and test-fit the motor and the supplied cowl to the engine/motor pod's firewall. Mark and drill holes to attach the X-mount to the pod's firewall, then cut a clearance hole in the firewall for the motor's shaft. Using the bolts and blind nuts supplied with the motor, attach the X-mount and motor to the firewall, then cut a hole in the firewall for the motor's three wires.
2. Test-fit the ESC and battery to the pod to help you decide whether to mount your ESC and battery up inside the engine/motor pod or down inside the fuselage.
 - a) If both the ESC and the battery can fit inside the engine/motor pod, you have the option to mount them (both) inside the pod. If this is your choice, secure the ESC in the pod with double-sided foam tape and the battery with Velcro.
 - b) If both the ESC and the battery will not fit inside the pod, or, if you simply wish to lower your Neptune's center of gravity, prepare and solder three motor-wire extensions (we suggest 10-gauge wire) to the motor's three wires, and insulate each solder joint with heat-shrink tubing. Guide these three wires down the carbon fiber tube and out into the fuselage. (Important: *NEVER* lengthen the wires between the battery and the electronic speed control.)
3. Check the engine/motor pod's left/right angle to ensure the propeller is at zero degrees by gently twisting the carbon fiber tube within its mounting hole. Once you are content with the propeller's angle, apply 5-minute epoxy mixed with some fibers from a cotton ball to secure the pod into the fuselage at the base of the carbon fiber tube and to fill the small gap between the carbon fiber tube and the top of the fuselage.
4. Solder the barrel connectors supplied with your motor to the loose ends of the three motor-wire extensions and connect these wires to the ESC, then use double-sided foam tape or nylon wire ties to secure the ESC inside the fuselage.
 - a) If you choose to mount your battery in the precut nose hatch, position the ESC inside the fuselage, just aft of the nose-hatch's floor.
 - b) If you are using two batteries, mount them both inside the fuselage under the wing (and use the nose hatch for any necessary nose weight). Or, you may choose to make an additional hatch opening just aft of the precut nose hatch (and in front of the windshield), then Velcro one battery to the fuselage floor under this new opening, and Velcro the second battery in the precut nose hatch.
5. Using the rare-earth magnets preinstalled in the engine/motor pod's cover, secure the pod's cover into position on top of the engine/motor pod.
6. Test-fit (and, if necessary, use a drum sander on your rotary tool to carefully adjust) the cowl to your firewall, motor's prop. backplate and propeller. When you are content with the fit, attach the cowl to the firewall with the supplied wood screws, then securely mount your propeller to the motor.
7. With the motor's three wires connected to ESC's three wires, connect the ESC's BEC/throttle connector to your receiver's throttle channel, and check the motor's rotation direction ...
 - a) If you are using a computer radio, ensure the transmitter's 'endpoint adjustments' are set to their normal, full-range settings. Set your transmitter's throttle and throttle trim controls to minimum. Switch ON the transmitter and connect the ESC to the battery. Listen for a series of initialization sounds, then slowly raise the transmitter's throttle to no more than 25% of the way up; the motor should rotate in the clockwise direction as viewed from the rear of the airplane. (Carefully run the motor slowly and only for the few seconds necessary to observe its direction of rotation.) If the motor rotated in the clockwise (correct) direction, return the transmitter's throttle to minimum, disconnect the ESC from the battery and switch OFF the transmitter; your Neptune V2's EP-conversion is now complete.
 - b) However, if the motor powered up in the counterclockwise (wrong) direction as viewed from the rear of the airplane, return the throttle control to minimum, disconnect the ESC from the battery, swap either two of the three ESC-to-motor extension wires, and repeat the above step to ensure the motor rotates in the correct direction, and *NOW* your Neptune V2's EP-conversion is complete. Happy Landings!