Electric or I/C
Velocity

This, the latest in the Weston UK range of hyper performance ARTF kits, has been developed over a period of years to provide the ultimate flight performance.

PLEASE NOTE: THIS KIT HAS BEEN DESIGNED FOR EXPERIENCED MODELLERS.

READ THE INSTRUCTIONS FULLY BEFORE YOU START.

If you are unsure about any stage of assembly, please contact Weston UK direct.

I/C SETUP

WEST 52V1
GENESIS TUNED PIPE AND HEADER
PROSYNTH 2000 10% FUEL

ELECTRIC SETUP

TENSHOCK 6P TS-0203022E/10T
CASTLE CREATION 100A ESC
5 CELL 4700MAH 30C MIN

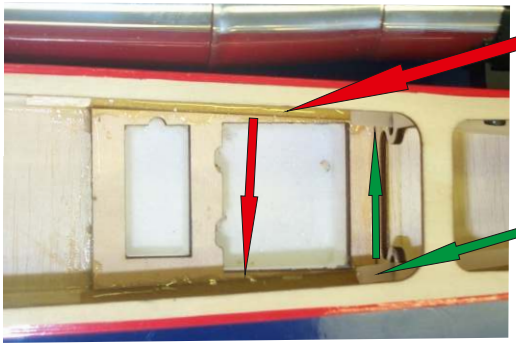
ACCESSORY PACKS CONTAINING THE FOLLOWING:

COWLING
COOLING DUCTS x 4
ELECTRIC MOTOR BOX INCLUDING 4 BOLTS
ENGINE MOUNT INCLUDING BOLTS
INNER CONTROL SNAKES x 3
METAL CONTROL RODS x 6
METAL CLEVISES x 4
PLASTIC CLEVISES x 2
CONTROL HORNS x 2
2mm BOLTS x 6
2mm NUTS x 12
ENGINE BOLTS (4mm 1/8AF) x 4
CANOPY BOLTS (3 3/32AF) x 2
CLEVIS KEEPERS X2
CONTROL HORNS X 2

PARTS LIST

FUSELAGE AND WING
TAIL FIN
SKID (DO NOT FIT)
FUEL TANK
ESC TRAY
BATTERY TRAY

Before starting please check all components. Additional items required for completion are radio gear, motor, prop, tuned pipe/silencer, 2” spinner, cyano, epoxy resin, silicone tube, good quality tools and a sharp blade!



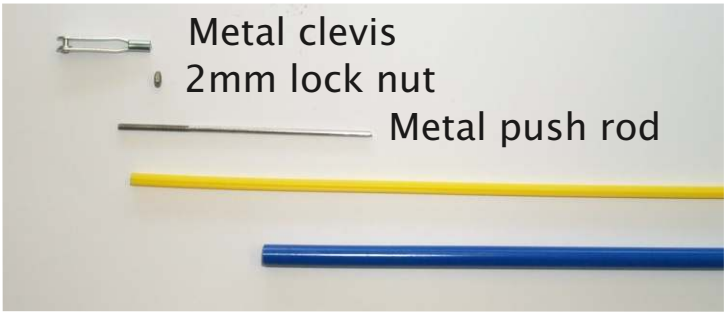
Before installing the servos we recommend you bead 5 min epoxy on either side of the servo tray to ensure security and to aid the fixture of the throttle servo.

Please cut the outer snakes so they just pass the frames. If you do not do this it will restrict full travel of the control surface.

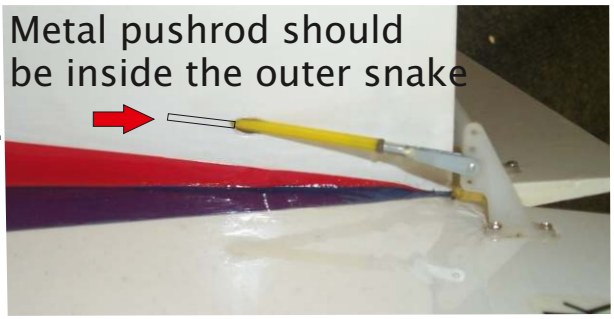
Servo installation

Install the servos in the tray as shown (servo arms must be forward most on the elevons). We recommend high torque digital servos and for even more safety metal geared.

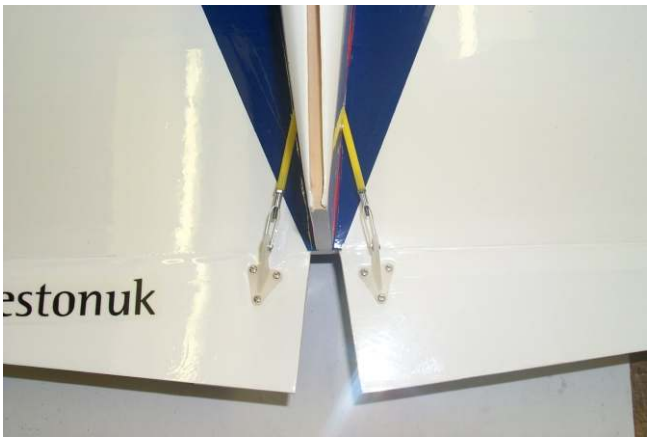
Push rod and horn installation



Note:- both the servos and control surfaces should be in the neutral position. The inner snake should be the correct length. The metal push rod should be cut and de-burred. Insert the metal push rod and do up half way up the thread inside the inner snake. When installed it should never come outside the outer snake with the operation of the control surface as per pics.



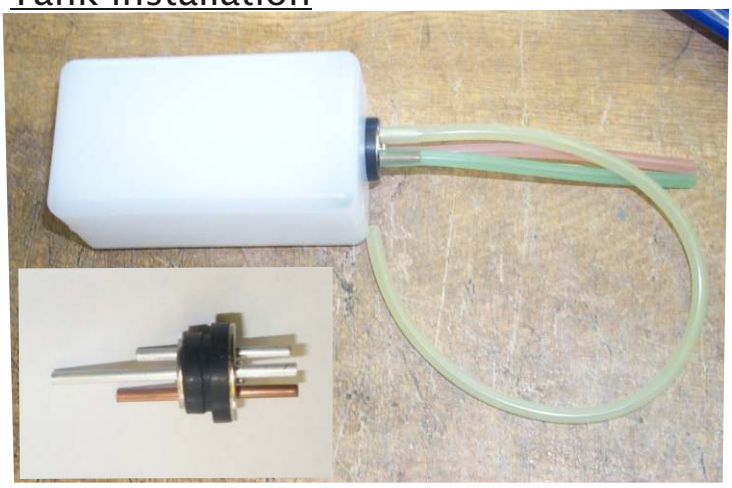
Insert the 2mm nut on the end of the thread followed by the 2mm metal clevis. This needs to be repeated at the other end. All this is done in conjunction with the positioning of the horn over the hinge point of the control surface and at the correct angle as per pic below. Secure the control horns in place with the supplied bolts and nuts.



While making the control rods up position the horns over the hinge line and angle the control horns so they run at the same angle as the snakes. Please check once all complete to ensure full and free movement.

I/C INSTALLATION

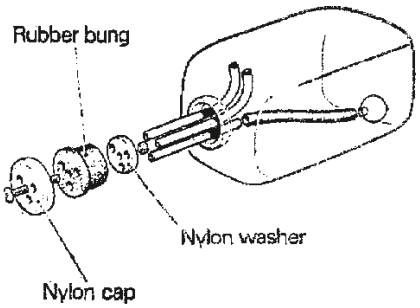
Tank installation



ASSEMBLY INSTRUCTIONS FOR R/C CLUNK TANK

Assemble the parts of the kit as shown in the diagram but do NOT tighten up the nut and bolt before inserting the assembly into the neck of the bottle.

After insertion tighten up the bolt which will result in the rubber bung expanding in the bottle neck and making a perfect leak-proof seal.



The two bent vent tubes should be pointing upwards in the bottle and the tank can be assembled with either the narrow or wide side of the bottle uppermost to suit the shape and size of your fuselage.

Install the tank into the bay and pack with foam.

Engine installation

Please install the engine mount with the supplied bolts and washers using thread lock. Once secure install your chosen engine (we recommend the West 52V1) Using the deep core self tapping screws secure in place. We recommend a small amount of thick cyano on the thread of the self tappers to lock in place. Ensure that the motor clears the cowling ring when in place.

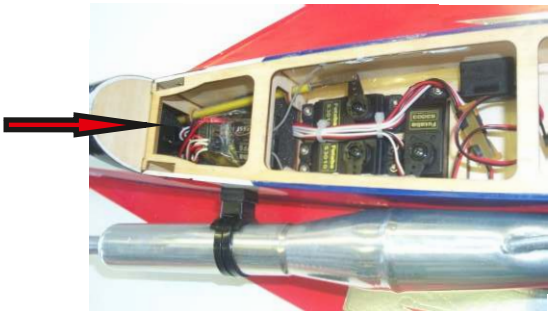
Cut cowling as required and secure using the 4 supplied screws.

Throttle install

Install the inner snake as per the elevons and a set is required so no binding is present. A plastic clevis is to be used at the carb end to ensure no metal to metal contact. Also use the other plastic clevis for the servo end and when completed use the clevis keepers (small piece of tubing) to secure clevis closure.

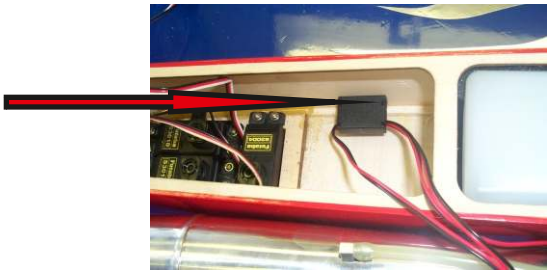
BATTERY MOUNTING

The battery is mounted on the balsa sheeting behind the receiver tray at the rear of the fuselage using double sided servo tape or foam to pack in place. The battery should sit between the two snakes ensuring it does not push against the outer tubes to cause binding. We recommend a 6v 2/3 GP pack which is available from Weston UK.



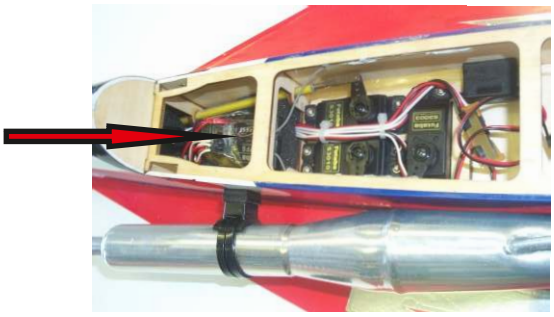
SWITCH

Mount the switch in the side of the fuselage on the opposite side of the engine exhaust in front of the servo tray area.

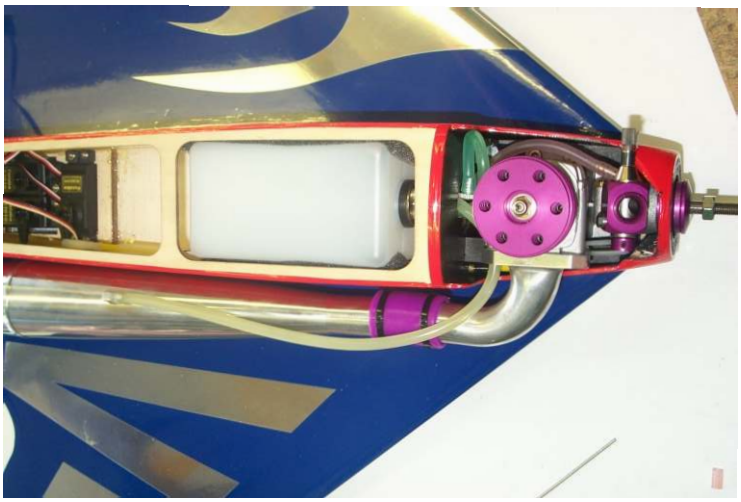


RECEIVER

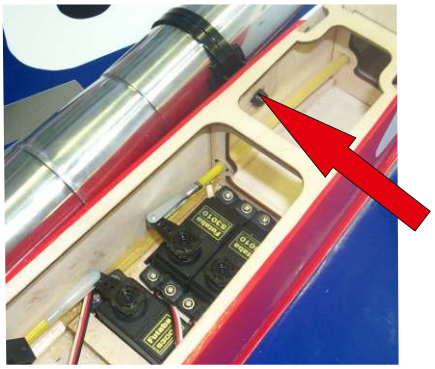
The receiver is placed in front of the battery at the back of the fuselage ensuring you restrain all leads and crystal before wrapping the receiver in foam and wedging in place.



Pipe install



Install the manifold and the tuned pipe which are available from Weston UK as shown.
The best method of attachment for the manifold to the engine is using 5min epoxy which acts as a gasket and any residue left inside will burn off.



Using a silicone joiner which is available from Weston UK join the tuned pipe to the manifold. Mark the position of the tuned pipe on the mounting plate at the rear giving yourself enough room to insert the bolt for the canopy. When happy bolt the airframe clamp available from Weston UK to the fuselage and tie-wrap the tuned pipe to the clamp.

We recommend you use two tie-wraps as per the picture to stop the pipe coming off due to vibration and high speed gas flow. Do not over tighten as this will pull the pipe up against the manifold and damage it.

Electric motor installation

Install your chosen electric motor (we recommend the Tenshock TS-0203022E/10T 6 pole motor) in the motor box. Then install the motor box on the fire wall using the supplied bolts and washers with some thread lock. Pass the cables through tank pipe hole and into the fuselage.

Mark up positions of side cheek cooling ducts and cut holes as required ensuring you key the surface of the area where the cooling ducts will be fitted. Ensure the cooling ducts are not to low to ensure clearance of the wing. We recommend cutting an air out hole at the bottom of the cowling as per pic.

Install the esc tray with epoxy in tank bay ensuring the tray is at the correct angle as to not prohibit the canopy fitment.

Install the battery tray with epoxy as per the picture. We recommend installing the velcro straps before the tray is installed.

Install ESC to tray and secure in place with a tie-wrap

Cut the covering away from the cooling holes and cut a small piece of covering away from around the hole to ensure good surface contact and bonding. When happy glue in place the cooling ducts on both sides.

When happy install the cowling with the 4 supplied screws.

With a sanding drum cut hole as per picture in back of canopy to allow air flow out of the airframe.

Note :- cooling for electric is imperative and you must follow the instructions explicitly. When flying this kind of electric set up you cannot run for long durations as you will burn out your set up. 10-20 second blasts is what we recommend with some gliding in between to allow set up to cool. SAFETY NOTE : When first setting up your motor and esc please ensure the prop is NOT on the motor.

SAFETY NOTE:- Even on a BEC ESC we recommend you install a flight Rx battery in case of any ESC failure.

BATTERY MOUNTING

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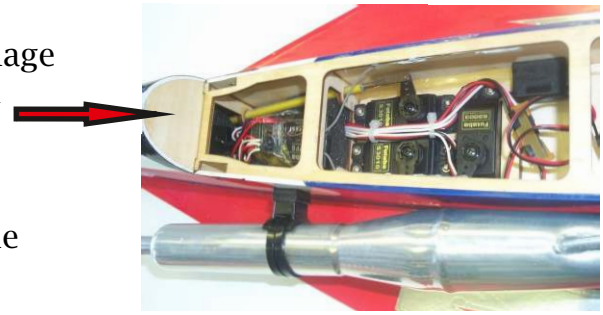

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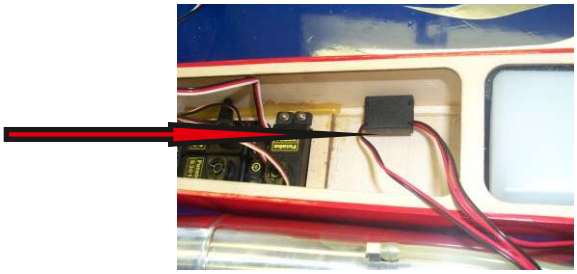

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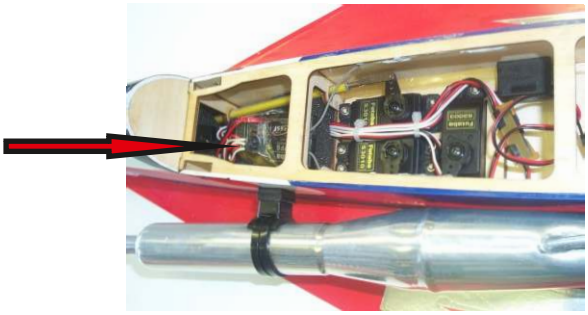

TAILFIN

Place tailfin in the slot. Using a knife carefully mark around the fin where the fuselage meets the fin. Remove the fin from the slot and carefully cut away the covering ensuring that no balsa is cut. Insert the fin into the slot and using some thin cyano or slow cyano or epoxy carefully glue the fin into the slot.

LANDING SKID (we don't recommend fitting it)

Place the skid into position so that the back of the skid is flush with the rear of the fuselage. Mark out the position of the skid and remove the film from the wing with a sharp knife ensuring no balsa is cut. Once removed using slow cyano or epoxy glue, glue the skid into position.

GENERAL INFORMATION

WARNING:- We recommend you seal all round the edges of the covering with Tufkote to ensure no covering will lift during high speed flight.

Centre of gravity:- this should be 310mm- 320mm from the front nose ring of the fuselage.

MOVEMENTS - elevator up and down 15mm

- ailerons up and down 10mm

Measurements are taken from the widest part of the control surfaces.

The Velocity is very stable at high and low speed manoeuvres. We suggest you have someone to launch the model for the first few flights until trimmed and you have become familiar with the Velocity. If fitted with the West Eurotech 52 V1 you will soon have no problem in launching the model on your own.

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