

FOR EXPORT

FALCON 505

ファルコン



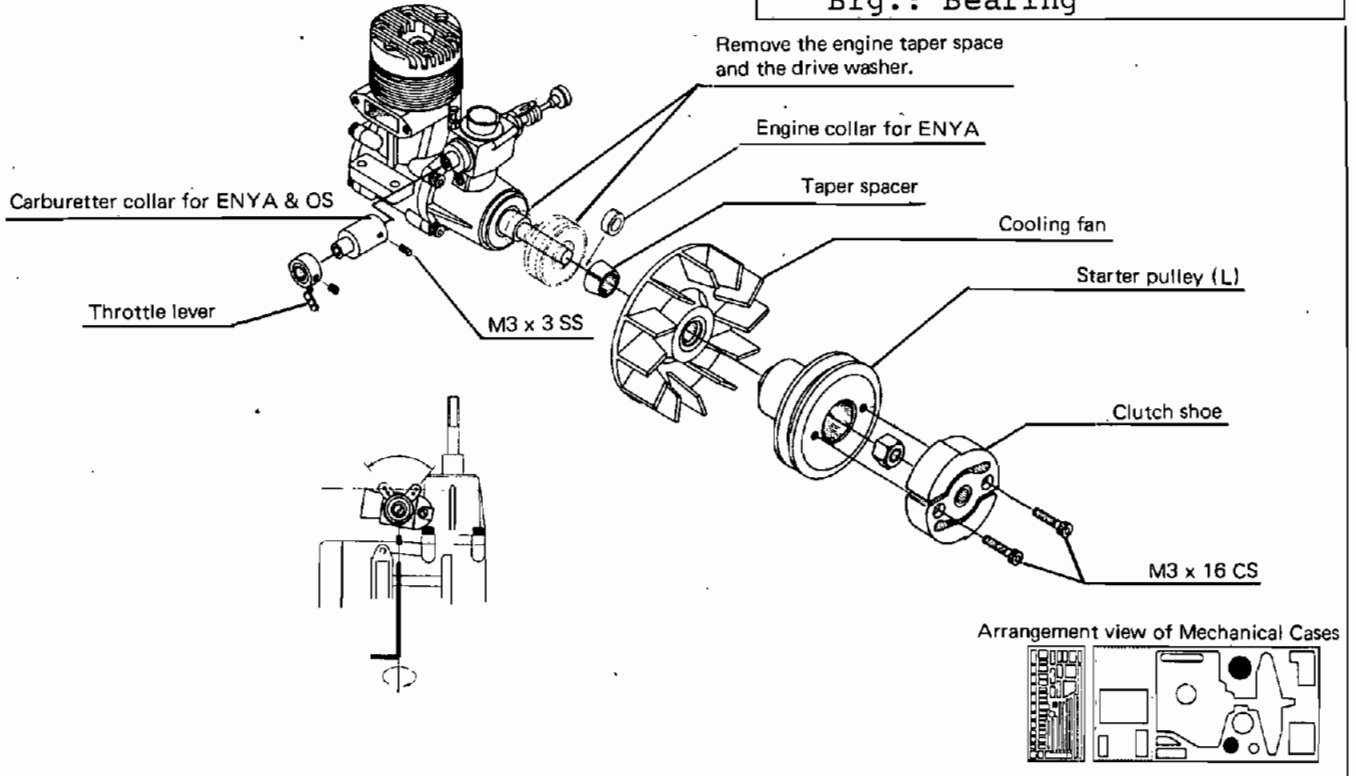
主ローター直径	1,340 ^{mm}
テールローター直径	280 ^{mm}
胴体長	1,190 ^{mm}
全備重量	3,500g
エンジン	40~45クラス
無線機	4ch

Main rotor dia.	52-3/4"
Tail rotor dia.	11-1/50"
Fuselage	46-17/20"
Full-equipped weight	7-18/25lbs.
Engine	40 - 45 class
Radio	4 channels

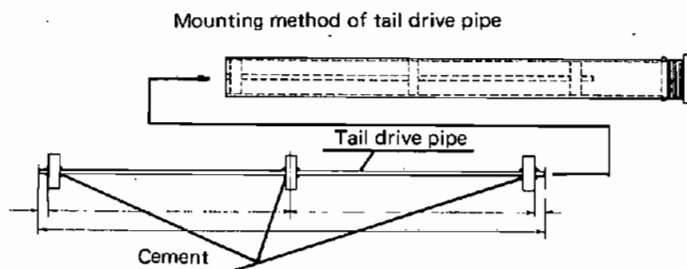
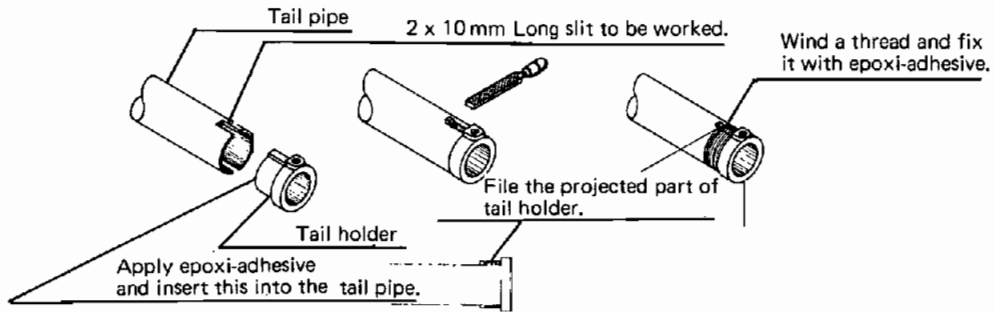
ASSEMBLING SECTION

(1). Assembling DRIVE SECTION

Symbol of screws
 CS: Cap screw
 SS: Set screw
 PH: Pan head machine screw
 TS: Tapping screw
 FW: Flat washer
 Brg.: Bearing

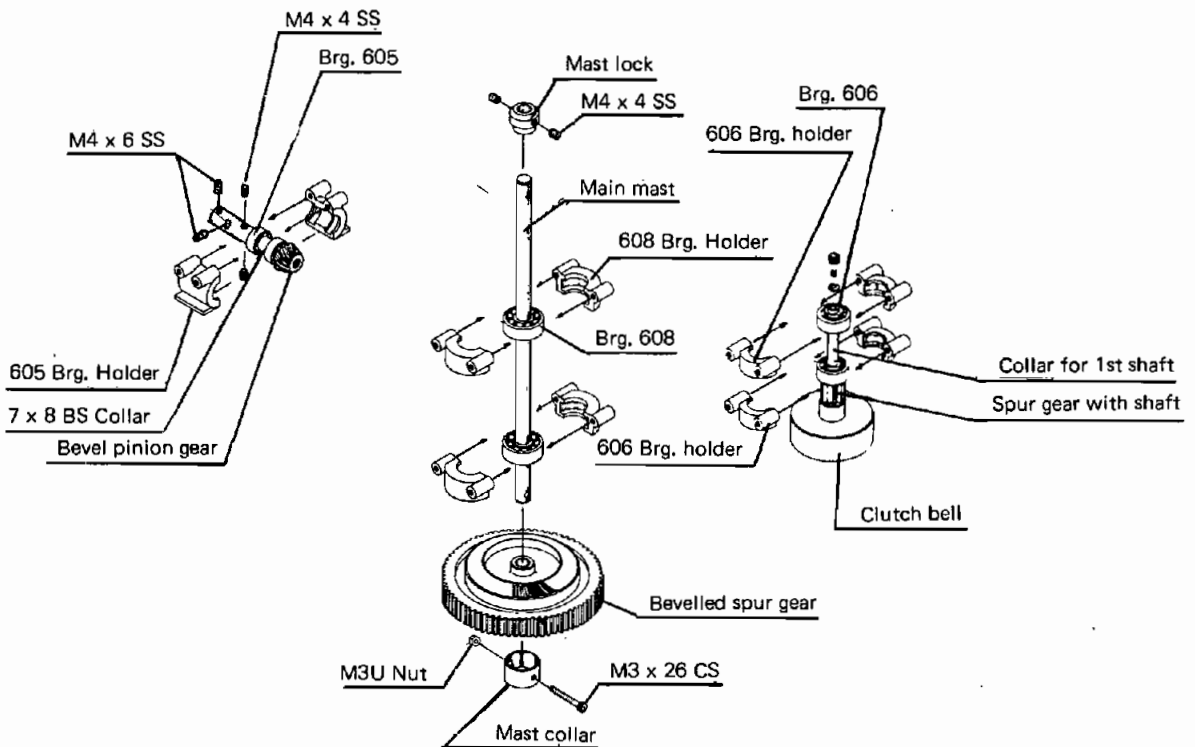


(2). Mounting TAIL HOLDER



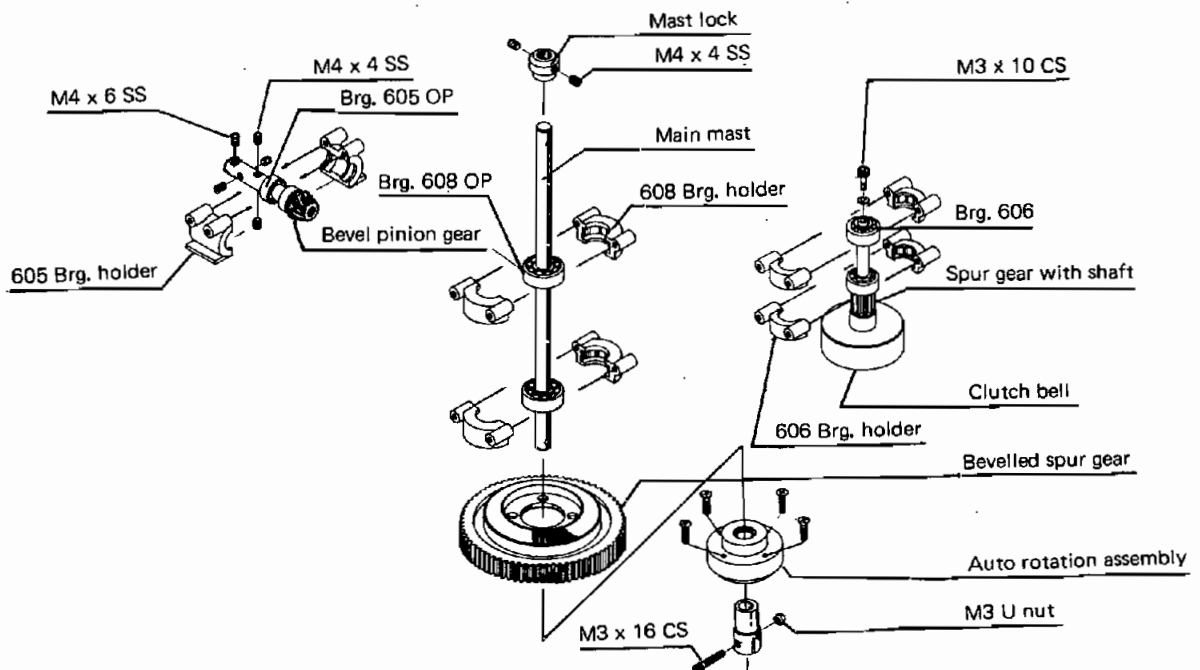
(3). Assembling MAIN MISSION (Pre-assembled)

FOR 505

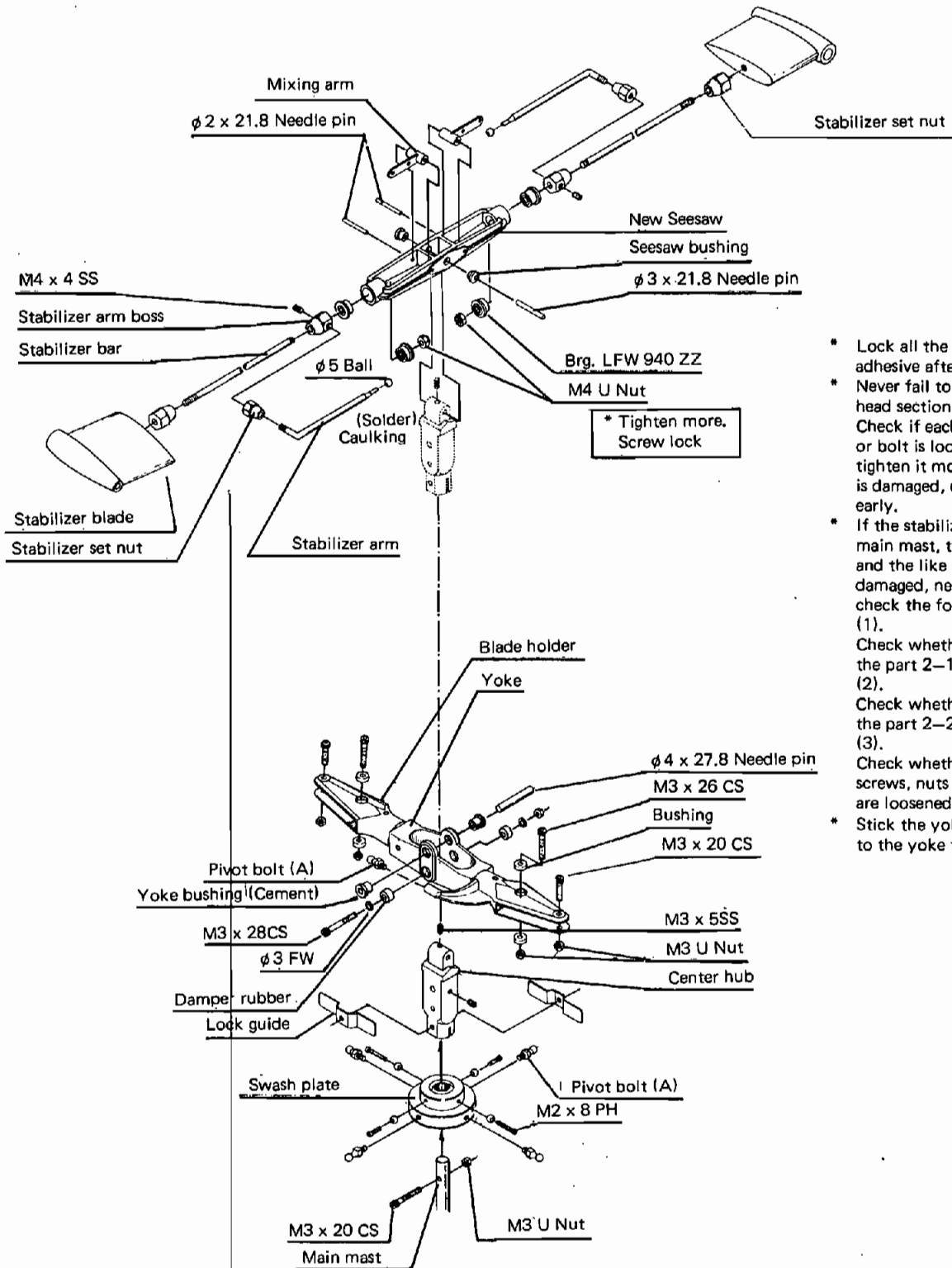


(4). Assembling MAIN MISSION

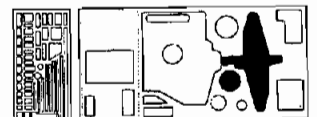
FOR 707



(5). Assembling ROTOR HEAD

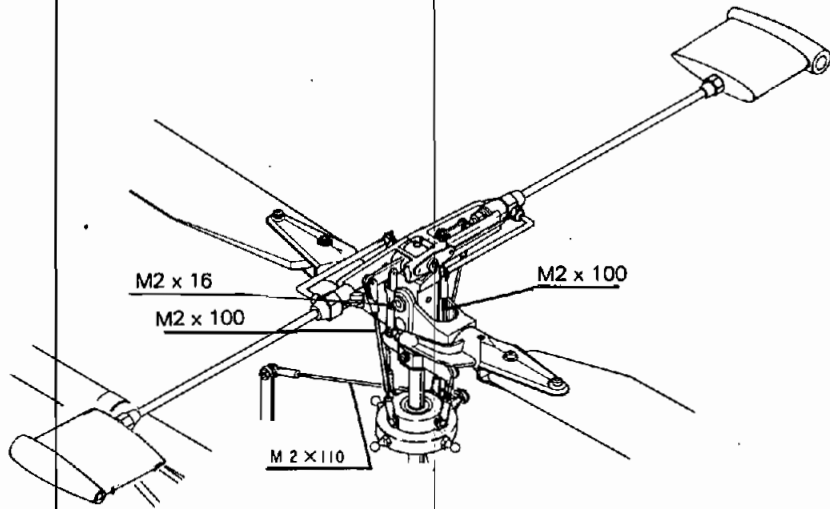


- * Lock all the screws with adhesive after tightened.
- * Never fail to check the head section before flying. Check if each screw or nut or bolt is loosened. If so, tighten it more. If a part is damaged, replace it early.
- * If the stabilizer bar, the main mast, the main blade and the like should be damaged, never fail to check the followings.
 - (1). Check whether or not the part 2-1 is damaged.
 - (2). Check whether or not the part 2-2 is damaged.
 - (3). Check whether or not screws, nuts and bolts are loosened.
- * Stick the yoke bushing to the yoke for fixing.

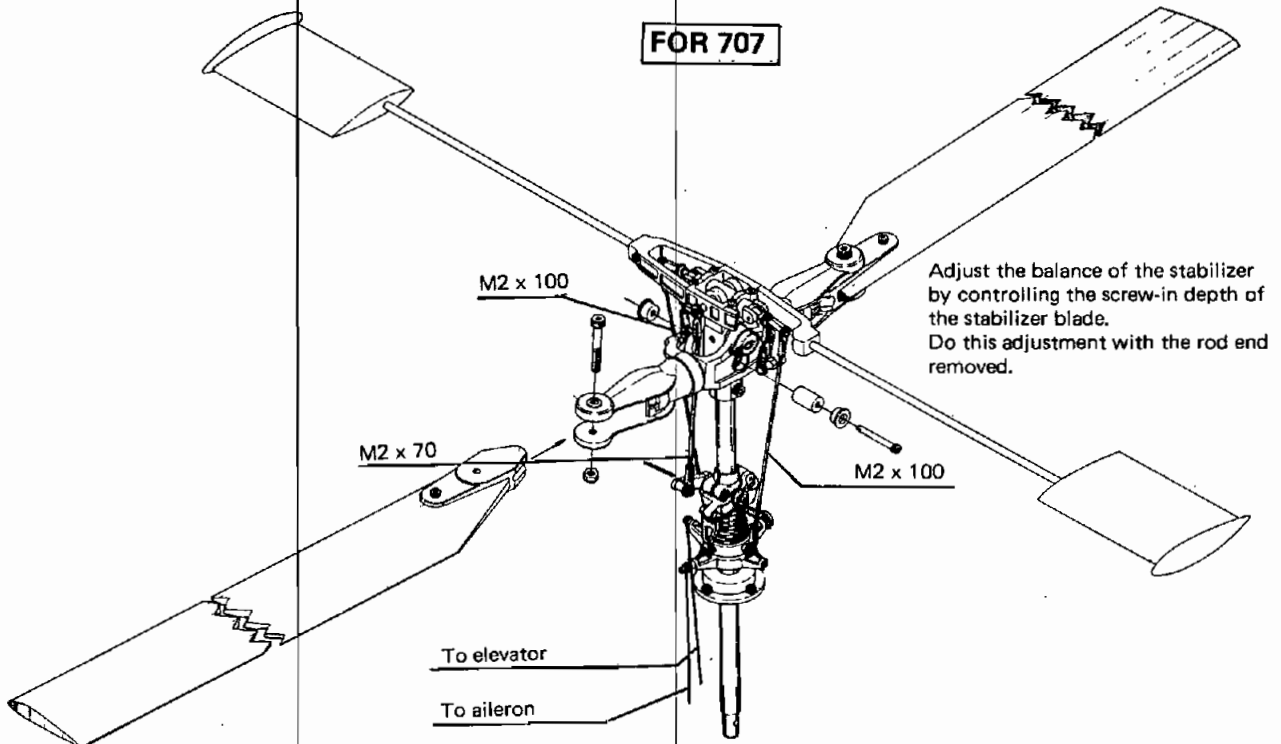


(6). Assembled View of ROTOR HEAD

FOR 50F



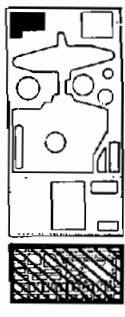
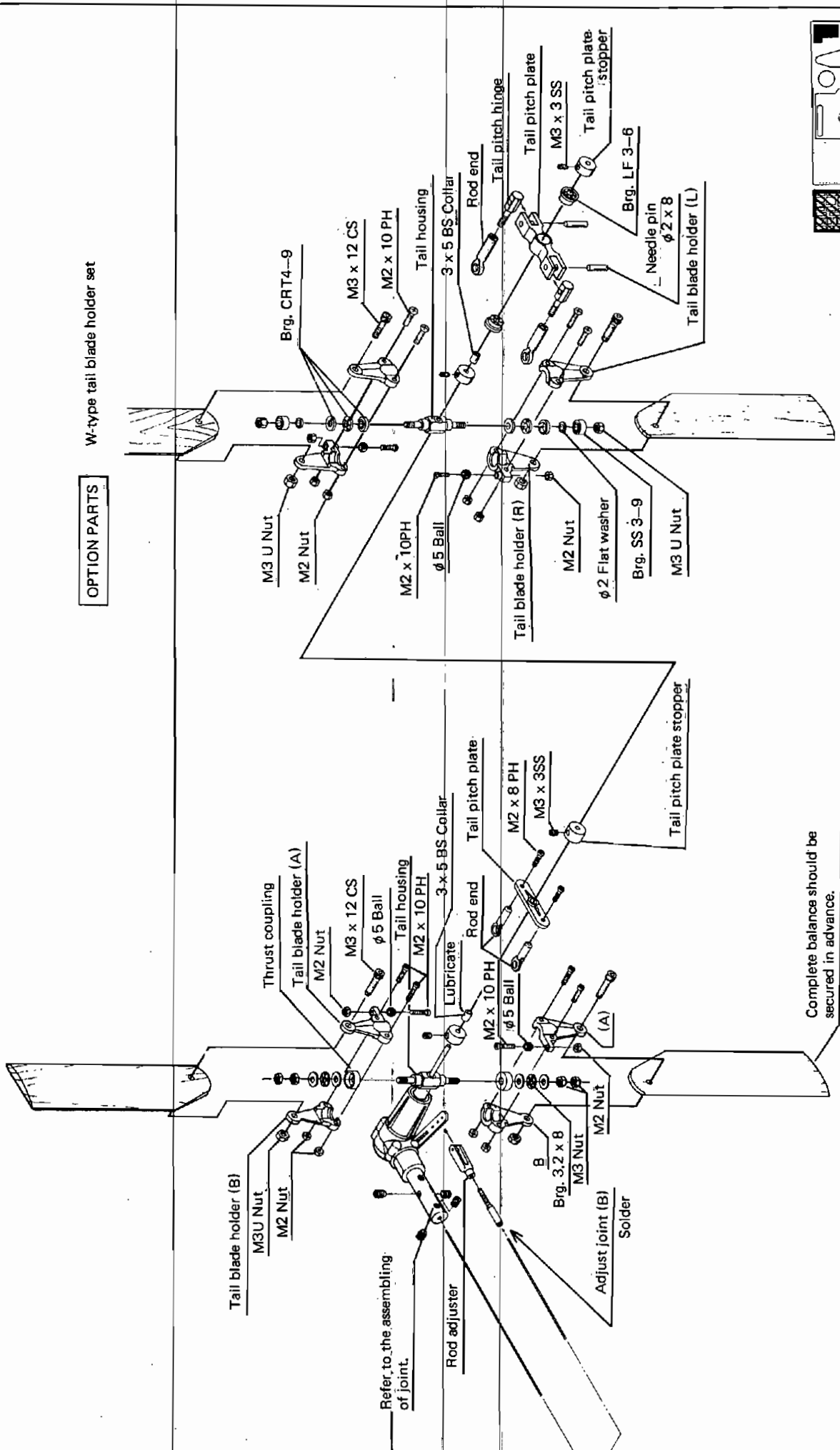
FOR 707



(7). Assembling TAIL MISSION

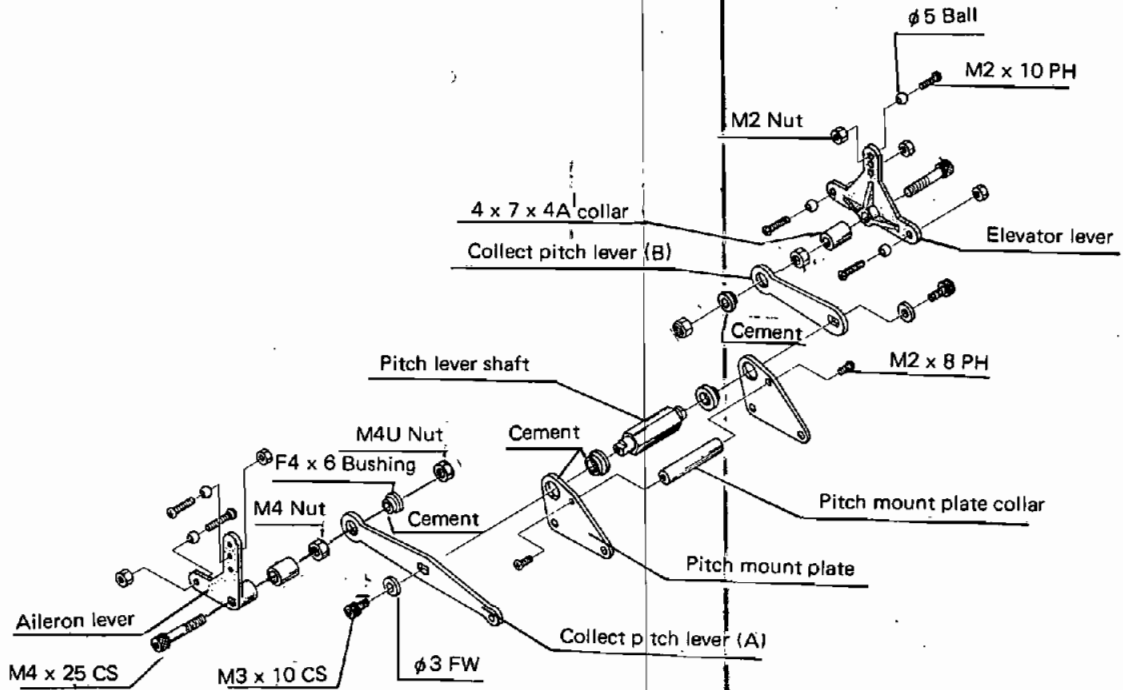
OPTION PARTS

W-type tail blade holder set

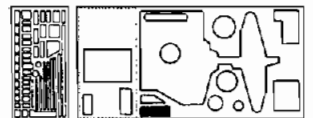
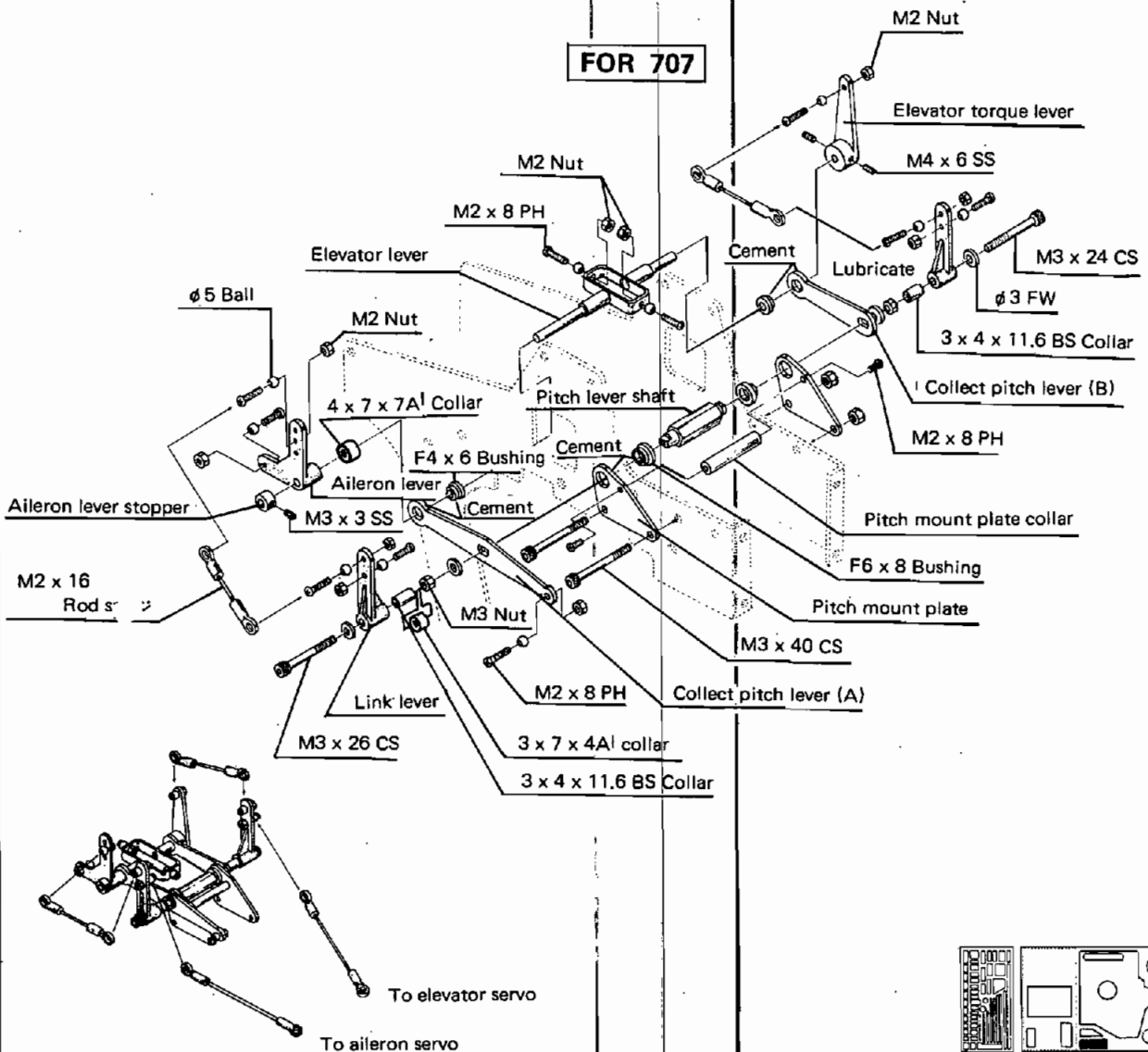


(8). Assembling PITCH UP SECTION

FOR 505



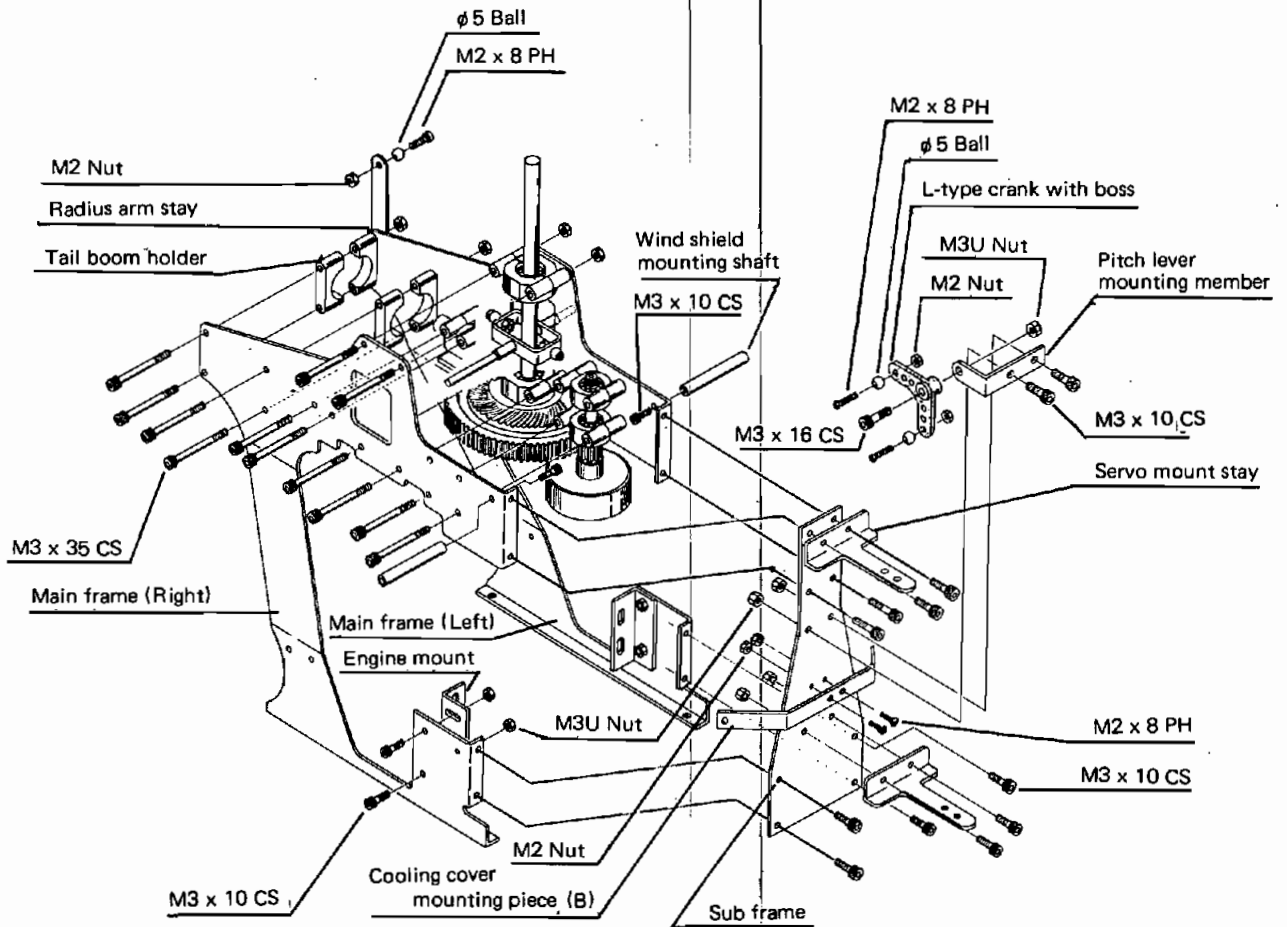
FOR 707



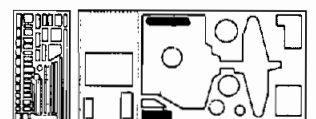
(9). Mounting FRAME (I)

(The illustration below shows 707).

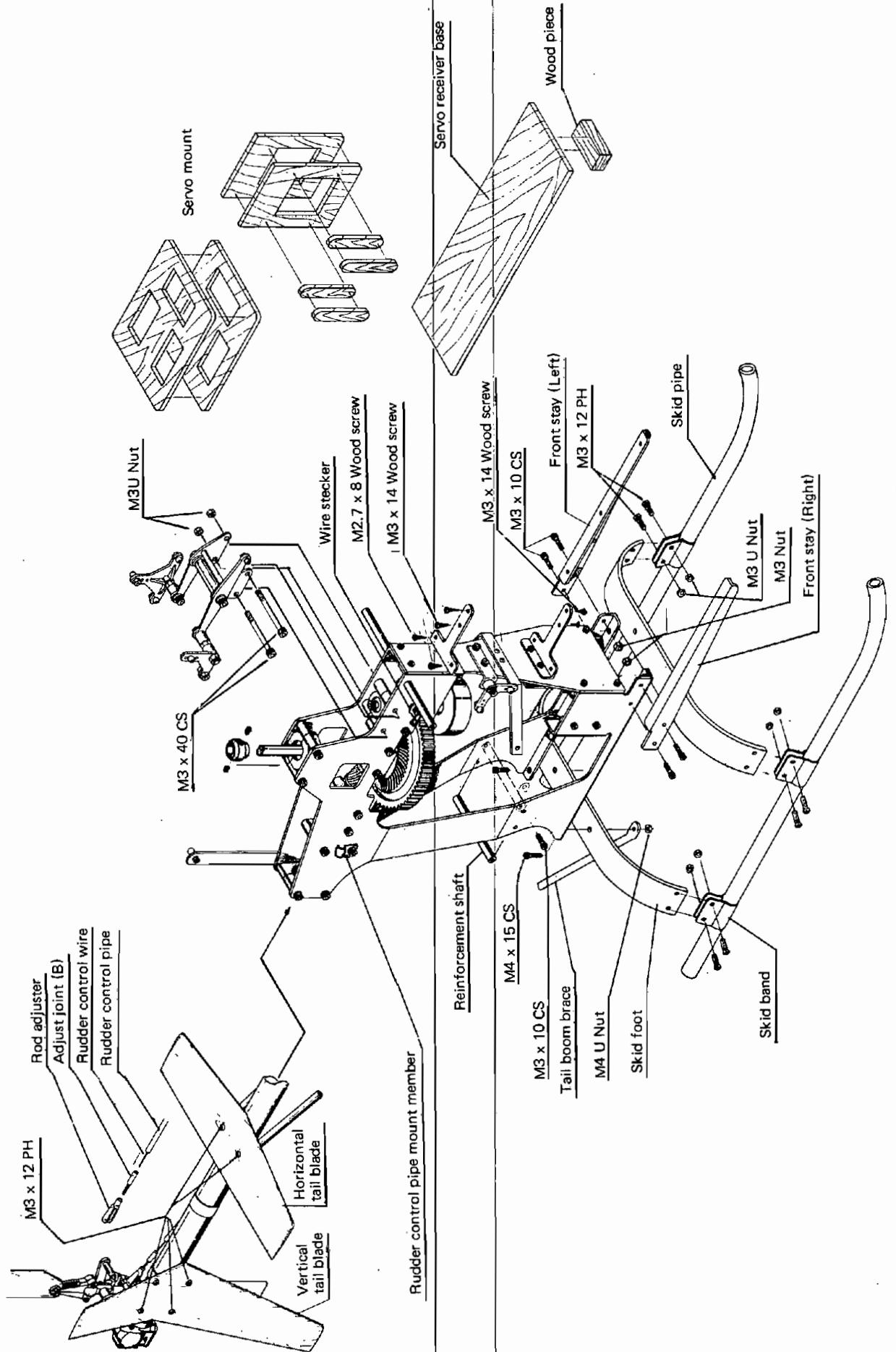
[The frame for 505 is pre-assembled]



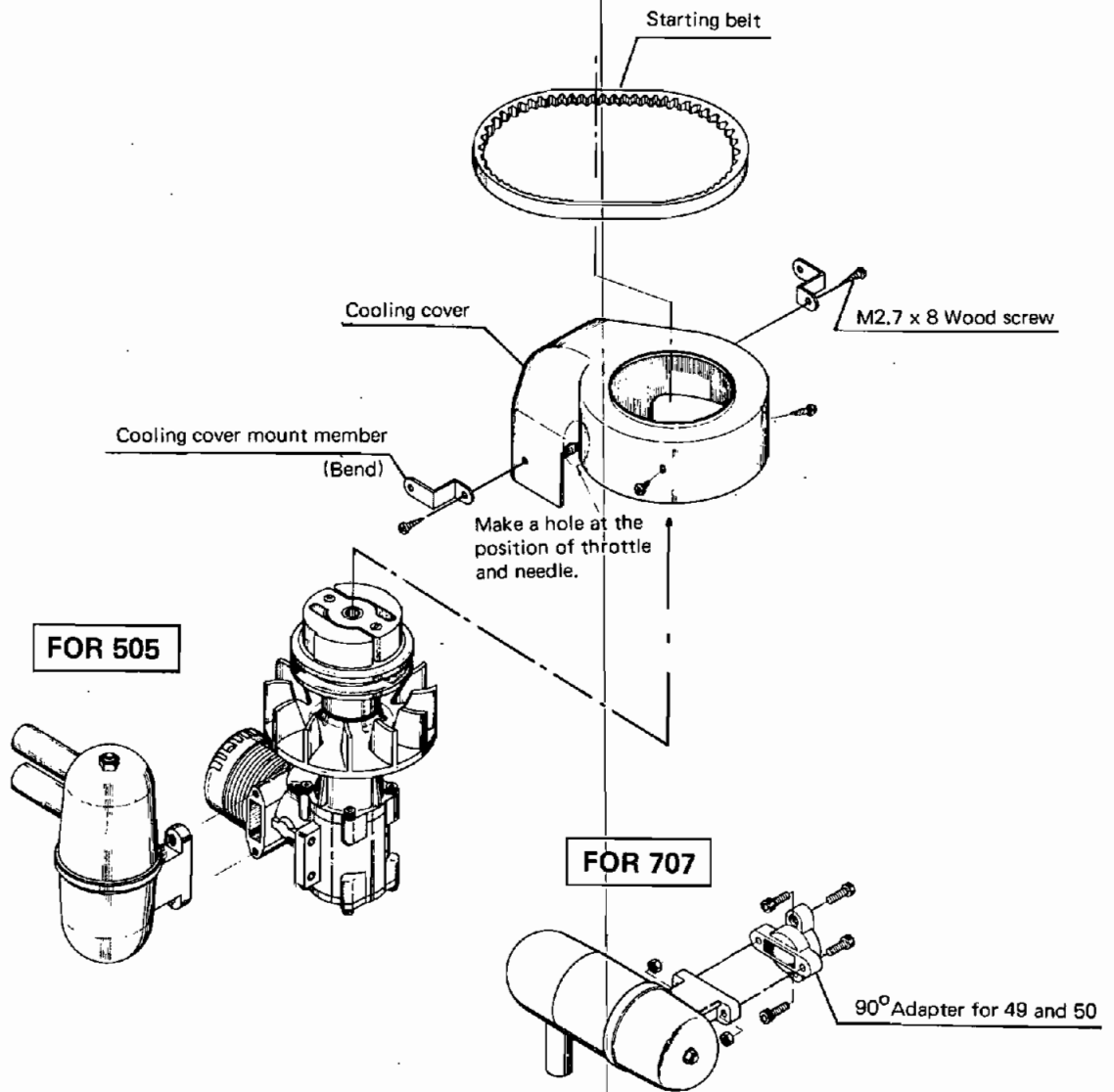
NB:
Tighten the whole section more
after the engagement of the bevelled
spur gears is sufficiently checked.



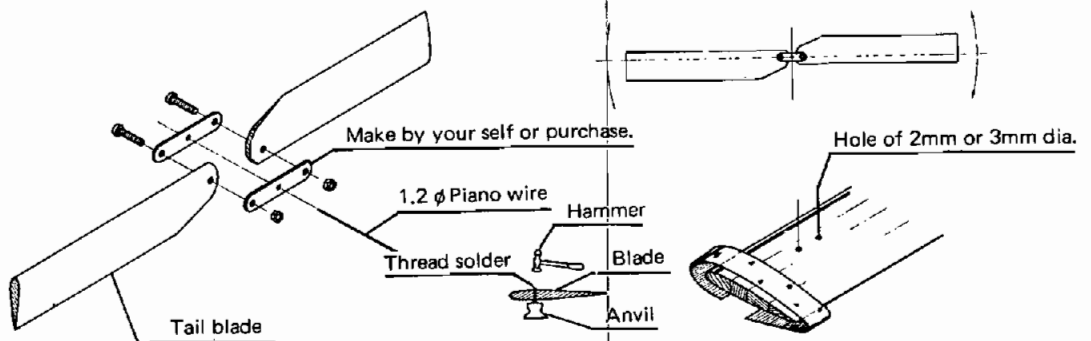
(10). Assembling FRAME (II)



(11). Mounting ENGINE

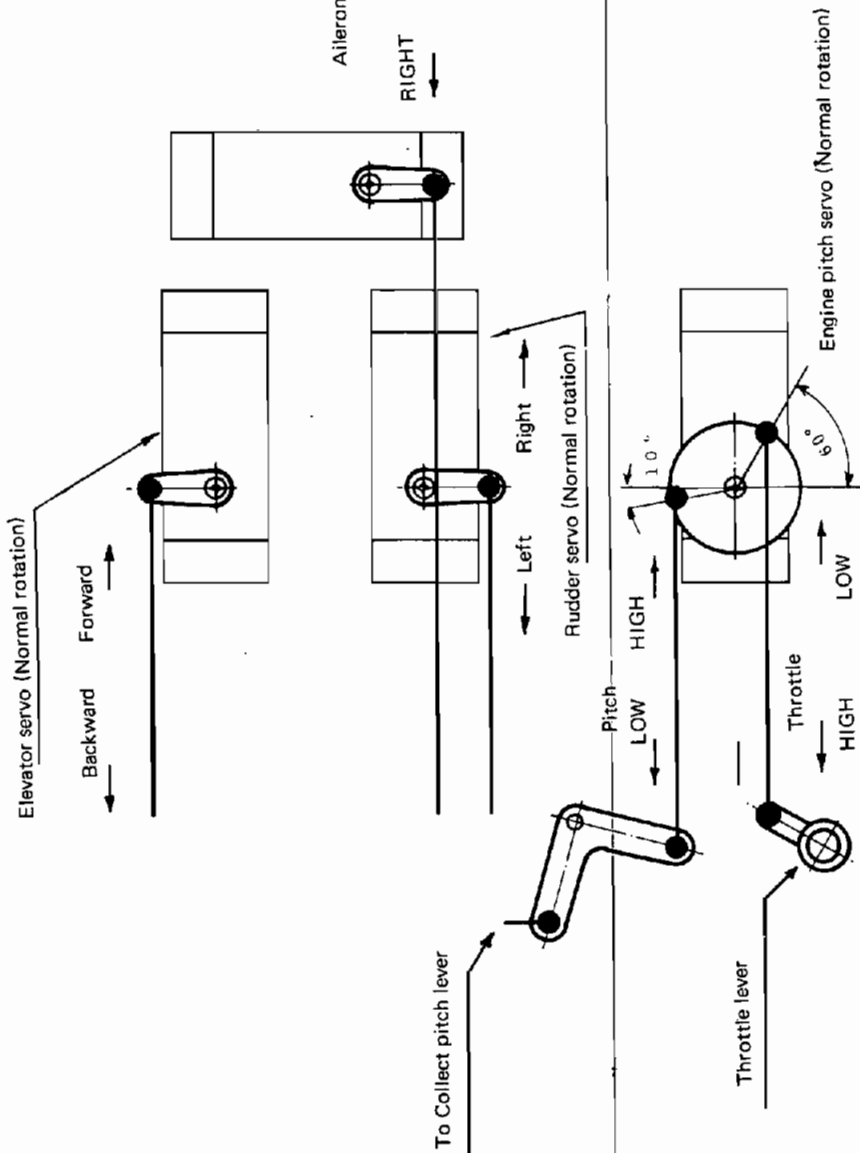


(12). Balance adjustment of BLADE

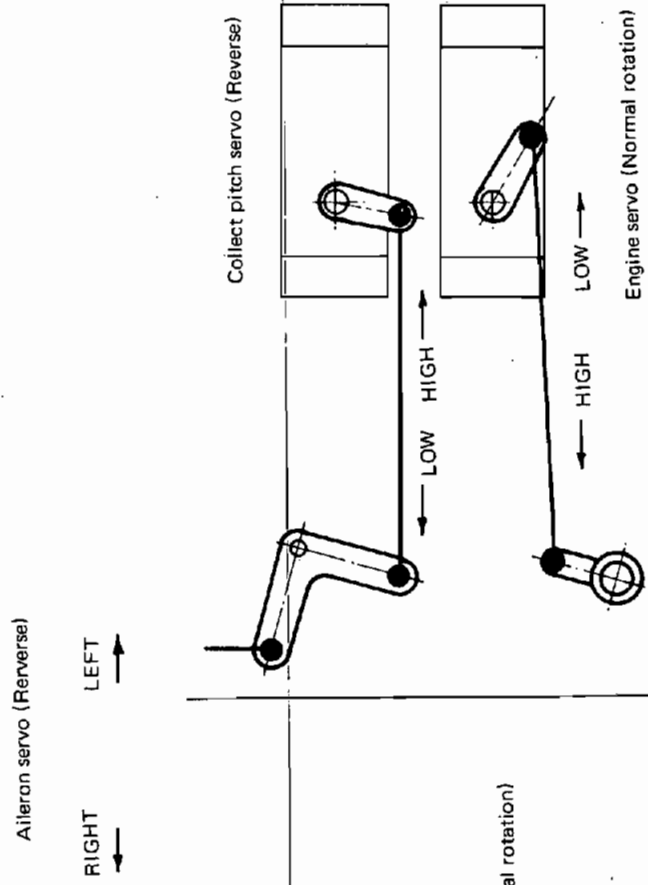


Arrangement View of servoes for FALCON 505 & 707

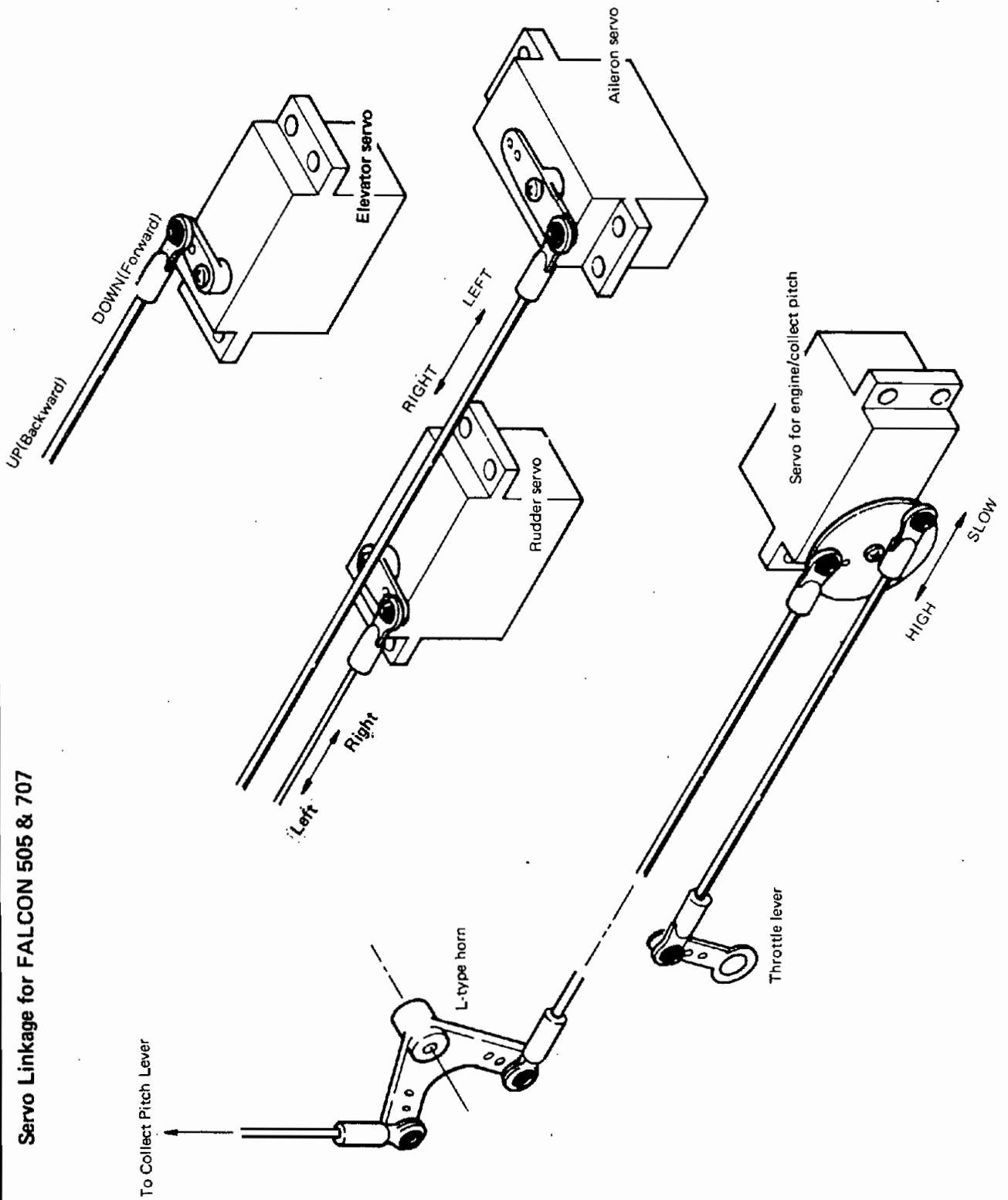
A: in case of 4 servoes:



B: In case of 5 servoes:

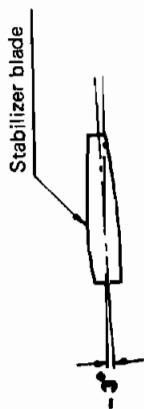


Servo Linkage for FALCON 505 & 707



Adjustment of Main blade pitch mixing

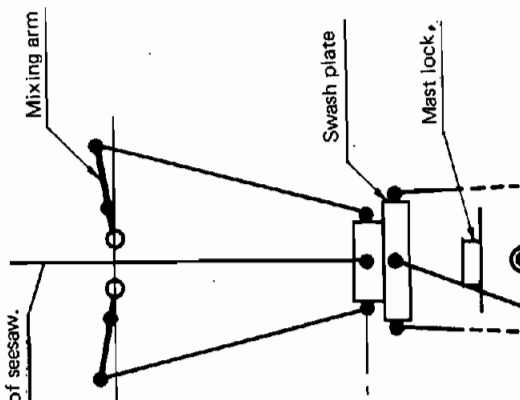
Engine HIGH speed
under maximum pitch.



Engine idling
under minimum pitch.



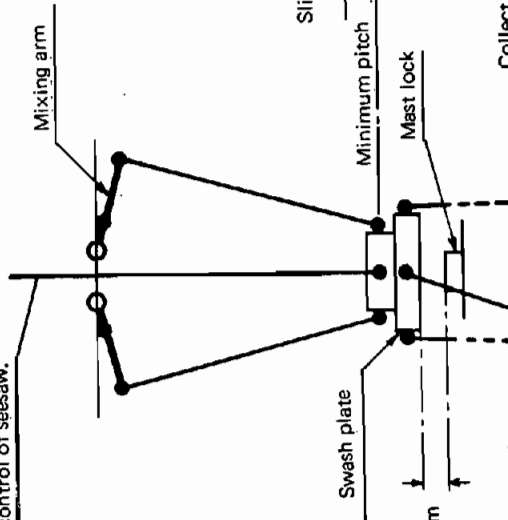
To stabilizer control of seesaw.



Engine HIGH speed

Servo horn position

To stabilizer control of seesaw.



When engine idling.

Servo horn position

NB: Please be careful so that the swash plate may not be touch with the mast lock when operating aileron and elevator under the minimum pitch.

ADJUSTMENT SECTION

A. Mounting the servoes & Adjustment of the linkage

Mounting the servoes:

a. Prepare the servoes as follows:

(1). In case 4 servoes are used:

Normal-turn servo ----- 3 pcs.
Reverse-turn servo ----- 1 pc.

(2). In case 5 servoes are used:

Normal-turn servo ----- 4 pcs.
Reverse-turn servo ----- 1 pc.

b. Paying attention to the rotation direction and the mounting position of the rod, mount the servoes in accordance with the arrangement view of the servoes and the drawing.

c. Neutral position of servo horn

Switch on the transmitter and the receiver and set the trim to the central position.
(For engine and pitch control, keep the stick and the trim of the transmitter to the lowest position.)

Working and mounting the push-pull rod

In accordance with the servo arrangement view, furnish the servo horn with $\phi 5$ ball by M2 x 8 pan head machine screw and M2 nut.

a. Aileron, elevator

Aileron:

Mount the adjust rod (M2 x 150) for aileron at the aileron servo and the aileron lever. However, adjust the screw-in distance of the rod end so that the aileron lever may become perpendicular.

Elevator:

Mount the adjust rod (M2 x 110) for elevator as well as for aileron.

b. Engine throttle rod

(1). Loosen the SLOW adjust screw about two turns for the engine carburetter and adjust it so that the engine may can completely stop. (Please refer to the instruction manual of the engine which you purchased.)

(2). Mounting the rod at the servo horn : (please refer to the arrangement view of the servoes).

(Use a servo horn whose shape is of disc type).

(i). Mounting angle

On idling ----- About 60° position from the lateral center line

(ii). Mounting radius

Full OPEN/Full CLOSE stroke of the carburetter = Rod mounting stroke.

- (3). Transmitter stick, Lowest, Trim, Lowest ----- Engine stops
 Transmitter stick, Lowest, Trim, Intermediate --- Idling
 Transmitter stick, Highest, Trim, Intermediate --- Throttle, Full OPEN

c. Collect Pitch

Mounting the rod at the servo horn:

(i). Mounting angle

On Idling ----- About 10° from the lateral center line.

(ii). Mounting radius

The position where the slide distance of the collect pitch of the adjustment view of the rotor head mixing can be secured. (Vertical slide distance of the swash plate)

d. Rudder control

(1). Neutral position of the rudder servo

Intermediate position of the engine control stick (in case of prop with mixing for helicopter)

(2). Neutral position of the tail pitch lever

Set the neutral position of the tail pitch lever a little gear box side from the intermediate point of the whole movable range.

(3). Working the control wire:

Solder an adjust joint at one end of the control wire and furnish it with a rod end.

Then, pass it through the control pipe. After that, determine the length and cut off.

Solder the adjust joint. Then, provide it with another rod end.

The part exposed from the control pipe is to be reinforced by soldering.

ADJUSTMENT OF SERVO LINKAGE

Begin adjusting the linkage of each servo after the rods are mounted at each servo.

- a. Switch on both transmitter and receiver. Set the trim lever of the transmitter to its mean point. Check the rotation direction of each servo. Then, check that the horn of each servo is set at the neutral position.

NB: For the aileron/elevator, check that the link lever of the pitch up mechanism is vertical.

- b. The relationship between the swash plate and control rod is as follows:

Aileron:	Lever (L) point	Swash plate (L) Point	Rod (L) point
Elevator:	Lever (F-1) Point	Swash plate (F-1) Point	Rod (F-1) Point
Elevator:	Lever (F-2) Point	Swash plate (F-2) Point	Rod (F-2) Point

Mount the swash plate and the control rod in a position by screwing in the rod ends to M2 both-side threaded screw rods of the designated dimension of each helicopter.

At this time, adjust the swash plate so that it may be horizontal (have a right angle to the mast in both forward/backward and left/right directions) and that the clearance between the upper surface of the bearing plate and the lower surface of the swash

plate may be 5mm to 6mm . For this purpose, control the length of the rods by the screw-in distance of the rod ends.

B. Linkage of ROTOR HEAD

Rod (A) Blade holder (A) – Mixing arm (A)

Rod (B-1), (B-2), Swash plate (B-1,B-2) – Mixing arm (B-1, B-2)

Rod (C-1) Swash plate (C-1) Stabilizer arm (C-1)

Rod (C-2) Swash plate (C-2) Stabilizer arm (C-2)

- a. In the rod (A), furnish one end of the rod screw of M2 x 16 with a rod end and the other end of the rod screw with the rod adjuster. Then, mount it in a position.
- b. Rod (B)
Switch on the transmitter and shift the engine control lever to HIGHEST to move the swash plate to the maximum pitch. After that, mount a rod end x rod adjuster M2 x 100 adjust rod. adjust the length of the rod so that the mixing arm may be faced a little upwards with the seesaw kept horizontal.
- c. In the rod (C-1)(C-2), furnish the adjust rod of M2 x 100 with a rod end at both ends. Then, mount it in a position.
- d. Furnish the adjust rod of M2 x 110 with rod ends at both ends. Then, mount it at the swash plate (D) point and the radius arm stay. Adjust the length of the radius rod so that, when observed from right above of the body , the point (C-1) of the four pivot bolts mounted on the swash plate may be positioned at the cabin side and the point (C-2) may be positioned at the stern side and so that both points (C-1) and (C-2) may be located on the center line of the helicopter body.

BALANCE ADJUSTMENT OF ROTOR BLADE

a. Main rotor blade

The main rotor blade rotates at high speed. So, if complete balance is not secured, poor ruddering and/or vibrations may be caused to be present. Therefore, obtain complete balance of the main rotor blade:

First of all, place a round pencil or a mast on an even table or so. Then, put the two blades on it. Under these conditions, roll the pencil or the mast to look into the center of gravity of the blade in the length direction. Then, mark the center of gravity with a pencil or so. Check that the center of gravity of the two blades is located at the same position.

If error more than 5mm is caused, make an opening of 2mm dia. at the tip or the root of the lighter blade and caulk a thread type solder in the opening to true up the centers of gravity of the two blades.

Next, adjust the balance of the weight of the two blades. At this time, use a blade balancer to secure complete balance of the blades.

b. Tail rotor blade

As the tail rotor blades rotate at the speed of 4,000 to 6,000 rpm., secure complete balance of the tail rotor blades by the same method as that for the main rotor blades.

c. Protection of the blades

As the weight balance of the blades may change to the humidity content in the air, stick the adhesive tape (film) to the blade surfaces to protect it from humidity.

Do the same in the tail blades.

d. Coloring of blade ends of the main rotor:

It is impossible to adjust the tracking of the main rotors if it is not possible to distinguish the tracks of the blade ends of both right and left blades. So, provide the blade ends with a distinguishable color tape.

e. Adjustment of main blade pitch angle and adjustment of stabilizer:

Switch on the transmitter and the receiver. Set the engine control trim to the intermediate position (Idling position) and set the stick to a little upper position from the mean point (i.e. 60% position of the total stroke). At this time, adjust the length of the rod so that each stabilizer blade may become horizontal (do the adjustment for the rod (C-1) and (C-2)). At the same time, adjust the length of the rods (B-1) and (B-2) so that the mixing arm may become parallel to the seesaw

Next, return the engine control stick to the lowest position.

Hold the stabilizer bar with your hands to make the seesaw horizontal. Adjust the length of the rod (A) so that, when observed from the rotor blade end, the line connecting the front end of the blade section surface with the rear end may turn upwards by 2° from the front end of the blade. If complete adjustment is not available even if the rod adjuster and the rod end of the rod (A) is fully screwed in, cut off the boss section of the rod adjuster.

Adjusting the maximum pitch angle

Since the maximum pitch angle may change to the engine output and the fuel, it is adequate that the maximum pitch angle is set to 7 to 8° degrees of angle in usual cases if the rods of the engine control pitch and the servo horns are mounted in accordance with the servo arrangement view. Measure it by a pitch gauge. The standard judgement is as follows;

as the pitch slide distance is 1° degree of angle for the slide distance of 1mm of the swash plate when moving the engine control stick from LOWEST and HIGHEST position. Therefore, supposed that the minimum pitch is 2° and the slide distance is 5mm, the maximum pitch is then 7° . If the slide distance is 6mm, the maximum pitch is then 8° .

g. Adjusting the tail rotor pitch angle

The following description covers the adjustment of the tail pitch when the mixing prop for helicopter is used. (Please refer to the instruction manual of the transmitter). Set the knob for tail mixing adjustment , of the transmitter, to the intermediate position and set the engine control stick a little upward from the mean point. (Hovering position). At this time, check that the horn of the rudder servo is located at the neutral position.

Loosen the screws of the tail pitch plate stoppers and shift the pitch plate so that the pitch angle of the tail blade may become zero (0° degree) with the engine control stick lowered to the lowest position.

Adjust the length of the rudder servo horn so that the tail rotor may move by 35 to 40° in either direction when controlling the rudder control stick in each direction with the engine control stick set to the hovering position.

C CHECKS AND INSPECTION BEFORE FLYING

For the center of gravity

The center of the gravity is to be so located that the skid pipe may be a little inclined forward from the horizontalness when holding the stabilizer bar by your hands. Never locate the center of gravity so that the skid pipe may be inclined backwards.

Checking each point before flight

Adjusting the blades and tracking

Supply fuel in the tank. Check that the engine control lever of the transmitter is set to SLOW position and the trim lever of the transmitter may be set to IDLE position. After that, start the engine.

After the engine starts, firmly hold the rotor head and step on the skid. Then, race the engine with loud roar two or three times. At this time, if the head tries to rotate strongly, the clutch is completely engaged. If you feel it a little weak, immediately slow down the engine. Try to touch the clutch bell (be careful for overheating). If the bell is heated, cool it by waste cloth or water. Never engage the clutch with high temperature left. (because the clutch shoe is made of resin).

When the clutch bell is cooled to be normal, again try to do setting it for complete meeting.

After the meeting(engagement) of the clutch shoe is checked, gradually increase the rotation speed of the engine. At this time, if the tip ends of the main rotor can be doubly seen when the helicopter is going to land off, distinguish the color of the two rotors to see which blades is higher than the other. In this case, screw in the rod end of the rotor rod (A) of a rotor which goes undersides. Through these procedures, adjust the two main rotors until they can be seen single.

After the tracking adjustment is completed, slow down the engine for idling and check

the pitch angle is zero (0° degree). If not so, adjust by screwing in the rod ends of both rods (A) by the same turns.

D. ADJUSTMENT OF FLIGHT

After that tracking adjustment is completed, begin to adjust the trims.

First of all, for the beginners, bend both ends of aluminum pipe or bamboo and mount them to the landing skid by vinyl tape or the like to prevent the helicopter from barrel roll.

Adjustment of each trim

Gradually increase the rotation speed of the engine to float the helicopter body by 10 to 20 cm from the ground level. If the helicopter moves forwards or backwards, use an elevator trim for correction. Or if the helicopter is inclined in the right and left direction, use the aileron trim for correction. For the rudder, use the rudder trim for correction, too. Adjust the length of each rod so that the helicopter may be floated with the trim lever set to NEUTRAL.

In case of the rudder, loosen the screw of the tail pitch plate stopper and take the pitch plate outside if the trim lever is located right. To the contrary, if the trim lever is located left, take the pitch plate inside for rudder adjustment. For further details, please refer to the instruction manual of the mixing prop which you use.

FLIGHT (In case of beginner)

Fill the tank with fuel after the whole adjustment is completed, in order to be ready for landing off. But wait a moment. breathe deeply and set your mind at ease. Pay a great attention to the neighbors, childrens or the surroundings. After the safety of the surroundings is confirmed, start the engine and turn the head of helicopter windwards.

If you stand back of the helicopter, you can not observe the posture of helicopter in the elevator direction, causing the control to become impossible. Therefore, please stand at the side of the helicopter.

Confirm the safety of the surroundings again. Gradually increase the rotation speed of the engine. Here, if the helicopter moves backwards, set the elevator trim to a little forward side so that the helicopter lands off as moving forwards.

Gradually increasing the rotation speed of the engine, the body begins to be floated from the rear part of the landing skid. At this time, increase the engine control stick by two or three units, and the helicopter advances as being floated.

At first, please don't float the helicopter more than 30cm high. If it is too high, lower the engine control stick to land the helicopter. Then, float it again and walk together with the helicopter. After you reach the end of the yard as repeating the floating and landing of the helicopter, bring it back to the start point. If the control is effected only in one side of the engine, a vice may be caused to be present. Exercise at both sides of the helicopter. Lateral inclination is corrected by aileron, forward/backward inclination by

elevator, and the direction control by rudder. If you master these controls, you may perform hovering and fly it high in the air.

E SAFETY MEASURES FOR R/C HELICOPTERS

Now, you have assembled your KIT with your heart and skill, To ensure comfortable and safe flight of the helicopter, please keep the followings.

(1). Selection of flying yard

Select as wide and vacant flying yard as possible. And select a flying yard that is free from any transformer substation, high-voltage electric wires, and/or buildings.

(2). Cautions before flying

Check if the R/C unit is actuating without fail before engine starts. Check all the screws, nuts and /or linkages to see if they are loosened or not.

(3). Cautions for flight

When you begin to operate your helicopter, pay attention to the neighbors. Please never let the people approach to the helicopter. Please do not fly your helicopter on or over houses, trains, and cars, power-transmission lines, and warehouses of combustible matters. If you find that the output of the helicopter is lowered, please immediately land it on a safe place. please never let childrens or viewers approach to the helicopter.

(4). Check the screws and nuts or bolts to see if they are loosened or not.

Please pay attention specially to the rotary parts of the rotor head. If you should find a loosening or a rattling, immediately give complete adjustment before flying.

PARTS ARRANGEMENT & NAME OF PARTS FOR FALCON 505

The table below shows the parts of the drawings and of the illustrations and the arrangement number of the parts in the parts case.

Arrangement no. of parts	Parts Number	Parts Particulars	Quantity required
DJ-1(1)	DJ1-1	Swash plate	1
	DJ1-2	SF-8	1

Remarks

The quantity and quality of the kits have been well checked and inspected before shipment. However, if you should find anything inconvenient, please immediately inform the head office or the shop, where you purchased, together with the parts number eg., DJ-0-0.

The specifications shall be subject to change without any prior notice.

Arrangement no. of parts	Parts Number	Parts Particulars	Quantity required
DJ-(1)	DJ1-1	Swash plate	1
	DJ1-2	SF-8	1
	DJ1-3	Bearing 16003	1
	DJ1-4	M2 x 8 Pan head machine screw	2
DJ-(2)	DJ2-1	Stabilizer blade	2
DJ-(3)	DJ3-1	Yoke	1
	DJ3-2	Blade holder	2
	DJ3-3	Blade holder spindle	2
	DJ3-4	Blade holder collar	2
	DJ3-5	M4 x 4 Set screw	4
	DJ3-6	M4 x 8 Set screw	4
	DJ3-7	Bearing 695	2
	DJ3-8	Bearing 695	2
	DJ3-9	Mixing arm	2
	DJ3-10	New seesaw	1
	DJ3-11	Seesaw bushing	2
	DJ3-12	Center hub	1
	DJ3-13	Bearing LFW 940ZZ	4
	DJ3-14	Damper rubber	2
	DJ3-15	Yoke bushing	2
	DJ3-16	Pivot bolt (A)	2
	DJ3-17	Rod end	2
	DJ3-18	Rod adjuster	2
	DJ3-19	M2 x 16 Rod screw	2

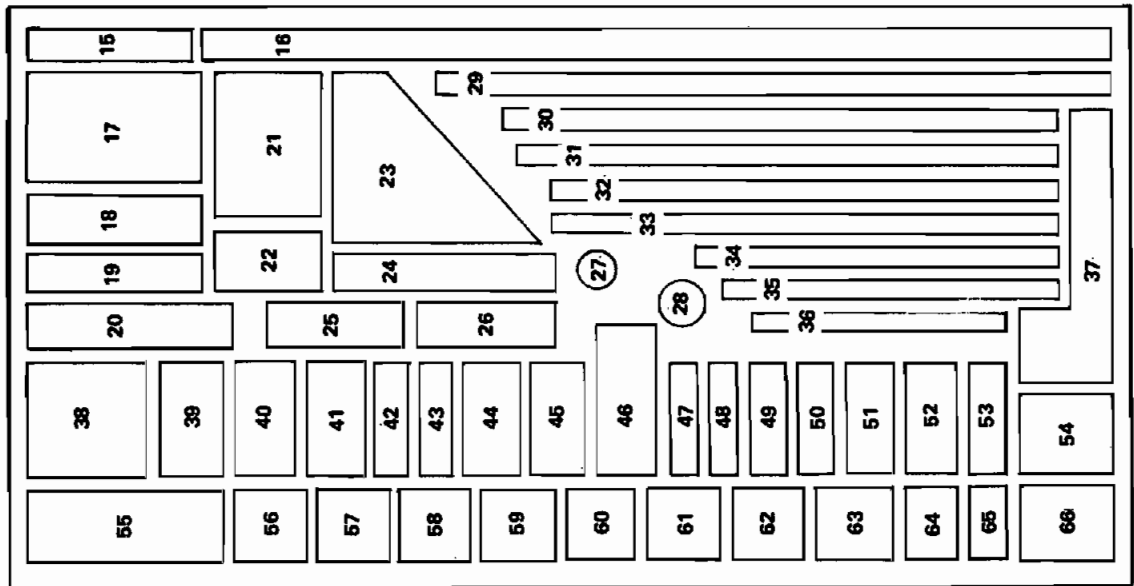
Arrangement no. of parts	Parts Number	Parts Particulars	Quantity required
	DJ3-20	φ 2 x 21.8 Needle pin	2
	DJ3-21	φ 3 x 21.8 Needle pin	1
	DJ3-22	φ 4 x 27.8 Needle pin	1
	DJ3-23	φ 3 Flat washer	2
	DJ3-24	M3 x 28 Cap screw	1
	DJ3-25	M3 x 25 Set screw	2
	DJ3-26	M3U Nut	1
	DJ3-27	Rod guide	2
	DJ3-28	New stabilizer arm	2
	DJ3-29	New stabilizer arm boss	2
DJ3-30	Stabilizer set nut	4	
DJ-(4)	DJ4-1	Cooling fan	1
	DJ4-2	Cooling fan imbedding member	1
	DJ4-3	Starter pulley	1
DJ-(5)	DJ5-1	Clutch shoe	1
	DJ5-2	Bearing HK0609	1
DJ-(6)	DJ6-1	Tail holder	1
DJ-(7)	DJ7-1	Tail pitch lever	1
	DJ7-2	Tail gear box (A)	1
	DJ7-3	Tail gear box (B)	1
	DJ7-4	Miter gear, Right	1
	DJ7-5	Miter gear, Left	1
	DJ7-6	Tail 1st shaft	1
	DJ7-7	Tail 2nd shaft	1
	DJ7-8	Tail housing	1
	DJ7-9	Thrust coupling	2
	DJ7-10	7 x 11.1 BS Collar	1
	DJ7-11	3 x 5 BS Collar	1
	DJ7-12	7 x 7 BS Collar	1
	DJ7-13	Tail pitch rod	1
	DJ7-14	M2 x 10 Pan head machine screw	5
	DJ7-15	φ 2 Flat washer	2
	DJ7-16	Bearing 685 OP	2
	DJ7-17	Bearing 685 ZZ	2
	DJ7-18	3.2 x 8 Thrust bearing	2
	DJ7-19	M3 Nut	4
	DJ7-20	Joint (A)	1
	DJ7-21	M4 x 4 Set screw	2
DJ-(8)	DJ8-1	Main frame, Right	1
	DJ8-2	Main frame, Left	1
	DJ8-3	Bevelled spur gear	1
	DJ8-4	Bearing holder 608	4
	DJ8-5	Bearing holder 606	4
	DJ8-6	Bearing holder 605	2
	DJ8-7	Main mast	1
	DJ8-8	Mast collar	1
	DJ8-9	Mast lock	1
	DJ8-10	Pitch lever shaft	1
	DJ8-11	F6 x 8 x 3 : 10 x 1	2
	DJ8-12	Pitch lever mount plate	2
	DJ8-13	Bearing 608 OP	2
	DJ8-14	Bearing 606 OP	2
	DJ8-15	Bearing 605 OP	2
	DJ8-16	Clutch bell	1
	DJ8-17	Spur gear with shaft	1
	DJ8-18	φ 2 x 14 Roll pin	1
	DJ8-19	Bevel pinion gear	1
	DJ8-20	Bevel pinion shaft	1

							DJ-2
Arrange-ment no. of parts	Parts Number	Parts Particulars	Quantity required	Arrange-ment no. of parts	Parts Number	Parts Particulars	Quantity required
	DJ8-21	Joint (A)	1	DJ-(31)	DJ31-1	(Rod end x rod end) (M2 x 100 Adjust rod)	1
	DJ8-22	7 x 8 BS Collar	1				
	DJ8-23	Pitch mount plate collar	1	DJ-(32)	DJ32-1	(Rod end x rod end) (M2 x 100 Adjust rod)	2
	DJ8-24	Spacer for 1st shaft	1				
	DJ8-25	M3 x 10 Cap screw	1				
	DJ8-26		1	DJ-(33)	DJ33-1	(Rod end x rod end) (M2 x 100 Adjust rod)	2
	DJ8-27	M3 x 26 Cap screw	8				
	DJ8-28	M3 x 35 Cap screw	2				
	DJ8-29	M4 x 4 Set screw	4	DJ-(34)	DJ34-1	(Rod end x rod end) (M2 x 60 Adjust rod)	2
	DJ8-30	M2 x 8 Pan head machine screw	2				
	DJ8-31	M3U Nut	11				
	DJ8-32	φ 2 Flat washer	1	DJ-(35)	DJ35-1	(Rod end x rod end) (M2 x 55 Adjust rod)	2
	DJ8-33	DJ Cooling cover	1				
	DJ8-34	Engine mount	2	DJ-(36)	DJ36-1	(Rod end x rod end) (M2 x 35 Adjust rod)	1
DJ-(9)	DJ9-1	Sub frame	1	DJ-(37)	DJ37-1	L-type wrench 1.5mm	1
	DJ9-2	Front stay (Right)	1		DJ37-2	L-type wrench 2.0mm	1
	DJ9-3	Front stay (Left)	1		DJ37-3	L-type wrench 2.5mm	1
	DJ9-4	Servo mount stay	2		DJ37-4	L-type wrench 3.0mm	1
	DJ9-5	Starting belt	1				
	DJ9-6	Main frame reinforcement shaft	1	DJ-(38)	DJ38-1	M3 x 10 Cap screw	26
	DJ9-7	Pitch lever mounting member	1				
	DJ9-8	Cooling cover mounting member (B)	1	DJ-(39)	DJ39-1	M3 x 12 Cap screw	6
	DJ9-9	Radius arm stay	1				
DJ-(10)	DJ10-1	4 x 7 x 4 Collar	2	DJ-(40)	DJ40-1	M3 x 16 Cap screw	3
	DJ10-2	F4 x 6 x 2.5 : 8 x 1	2	DJ-(41)	DJ41-1	M3 x 20 Cap screw	3
	DJ10-3	Tail boom holder	4		DJ41-2	M3 x 26 Cap screw	3
				DJ-(42)	DJ42-1	M3 x 25 JIS Cap screw	1
DJ-(11)	DJ11-1	Collect pitch lever (A)	1	DJ-(43)	DJ43-1	Carb. lever collar for ENYA	1
	DJ11-2	Collect pitch lever (B)	1				
	DJ11-3	Lateral lever	1	DJ-(44)	DJ44-1	M4 x 15 Cap screw	4
	DJ11-4	Fore-out lever	1	DJ-(45)	DJ45-1	M4 x 25 Cap screw	2
	DJ11-5	L-type crank with boss	1				
CONTENTS OF MECHANICAL CASE B				DJ-(46)	DJ46-1	M3 x 25 Cap screw	4
DJ-(15)	DJ15-1	Tail pitch plate	1	DJ-(47)	DJ47-1	M3 x 3 Set screw	4
	DJ15-2	3 x 5 BS Collar	1	DJ-(48)	DJ48-1	M3 x 5 Set screw	2
DJ-(16)	DJ16-1	Stabilizer bar	2	DJ-(49)	DJ49-1	M4 x 4 Set screw	2
DJ-(17)	DJ17-1	Rod end	3	DJ-(50)	DJ50-1	M4 x 6 Set screw	8
DJ-(18)	DJ18-1	φ 5 Ball	22	DJ-(51)	DJ51-1	M2 x 10 Pan head machine screw	16
DJ-(19)	DJ19-1	Rod adjuster	1	DJ-(52)	DJ52-1	M2 x 8 Pan head machine screw	17
	DJ19-2	Pivot bolt (A)	4	DJ-(53)	DJ53-1	M3 x 10 Pan head machine screw	2
DJ-(20)	DJ20-1	Wire stecker	1	DJ-(54)	DJ54-1	M3 x 12 Pan head machine screw	14
DJ-(21)	DJ21-1	Tail blade holder (A)	2	DJ-(55)	DJ55-1	M3 U Nut	46
	DJ21-2	Tail blade holder (B)	2	DJ-(56)	DJ56-1	M4U Nut	8
DJ-(22)	DJ22-1	Adjust joint (B)	2	DJ-(57)	DJ57-1	M2 Nut	22
DJ-(23)	DJ23-1	Pipe band	3	DJ-(58)	DJ58-1	M3 Nut	12
DJ-(24)	DJ24-1	Windshield mounting shaft	2	DJ-(59)	DJ59-1	M4 Nut	2
DJ-(25)	DJ25-1	Cooling cover set member (A)	2	DJ-(60)	DJ60-1	M2.6 x 6 Tapping screw	4
	DJ25-2	Rudder pipe set member	1	DJ-(61)	DJ61-1	M2.7 x 8 wood screw	10
DJ-(26)	DJ26-1	Carb. lever collar OS	1	DJ-(62)	DJ62-1	M3 x 14 Wood screw	5
DJ-(27)	DJ27-1	Taper spacer	1	DJ-(63)	DJ63-1	φ 3 Flat washer	20
DJ-(28)	DJ28-1	(New) Bushing	4	DJ-(64)	DJ64-1	φ 2.5 Flat washer	4
DJ-(29)	DJ29-1	(Rod end x rod end) (M2 x 150 Adjust rod)	1	DJ-(65)	DJ65-1	Tail pitch plate	2
DJ-(30)	DJ30-1	(Rod end x rod end) (M2 x 110 Adjust rod)	2	DJ-(66)	DJ66-1	M2 Nut	2
					DJ66-2	M3 U Nut	1
					DJ66-3	M3 x 10 Cap screw	1
					DJ66-4	M2 x 8 Pan head machine screw	1
					DJ66-5	M2 x 10 Pan head machine screw	1

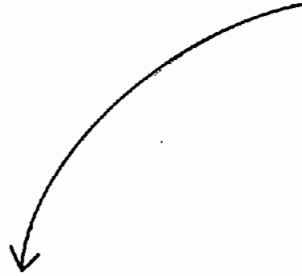
Arrangement no. of parts	Parts Number	Parts Particulars	Quantity required	Arrangement no. of parts	Parts Number	Parts Particulars	Quantity required
PARTS ARRANGED IN LOWER SECTION OF MECHANICAL CASE							
DJ-(67)	DJ67-1	Cabin	1				
DJ-(68)	DJ68-1	Windshield	1				
DJ-(69)	DJ69-1	Servo mount A	2				
	DJ69-2	Servo mount B	2				
	DJ69-3	Servo mount base	4				
	DJ69-4	Receiver base	1				
	DJ69-5	Horizontal tail blade	1				
	DJ69-6	Vertical tail blade	1				
	DJ69-7	Tail drive shaft receiver	3				
	DJ-(70)	DJ70-1	Control panel 20 x 40 x 12	1			
DJ-(71)	DJ71-1	Instruction manual	1				
DJ-(72)	DJ72-1	Parts list	1				
DJ-(73)	DJ73-1	Drawing	1				
DJ-(74)	DJ74-1	Tail pipe	1				
	DJ74-2	Tail boom brace	2				
DJ-(75)	DJ75-1	Transcribing mark	1				
DJ-(76)	DJ76-1	Fuel tank	1				
DJ-(77)	DJ77-1	Main blade	2				
	DJ77-2	Tail blade	2				
DJ-(78)	DJ78-1	Skid foot	2				
	DJ78-2	Skid pipe	2				
	DJ78-3	Skid band	4				
DJ-(79)	DJ79-1	Tail drive shaft	1				
	DJ79-2	Rudder control wire	1				
	DJ79-3	Tail drive pipe	1				
	DJ79-4	Rudder control pipe	1				

PARTS ARRANGEMENT VIEW OF MECHANICAL CASES

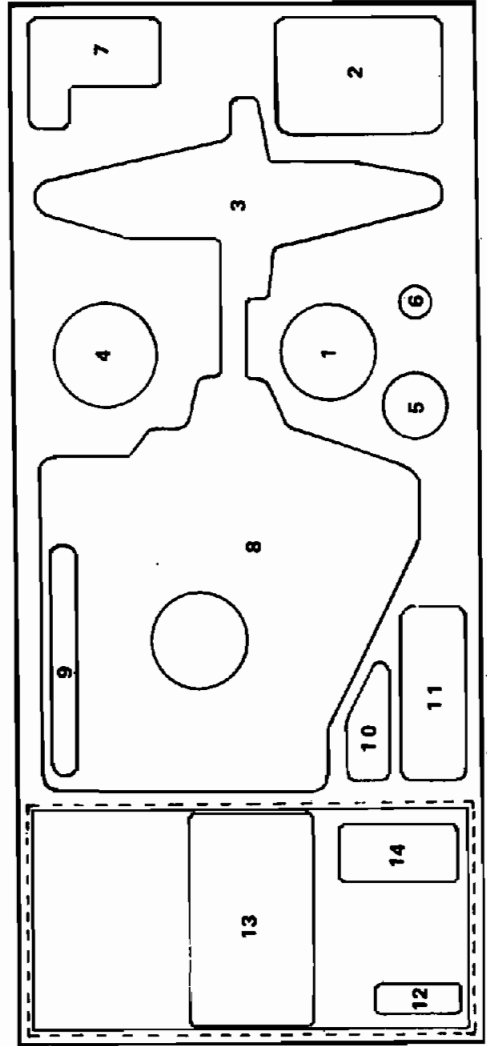
FALCON 505
FALCON 707



Mechanical case B



Mechanical case A



※ (12), (13) and (14) are arranged and provided only in FALCON 707.

ヒロボ-R/C ファルコン "505"をお買上げいただき誠にありがとうございました。キットの内容及び数量については、十分な検査を致しておりますが、念のため各部品小袋内の数量確認を行なって下さい。

万一不足のあった場合はお手数ですがそのままお買上店又は弊社まで御連絡下さい。

Thank you very much for your purchase of Hirobo R/C model helicopter Falcon 505. Through the quality and quantity of the model kits have been severely checked before shipment, please re-check the quantity of the components and parts contained in each small sack in order to make doubly sure. If you should find anything wrong, please be free to contact the shop where you have purchased or directly Hirobo Industrial Co., Ltd.

検査 Inspection



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