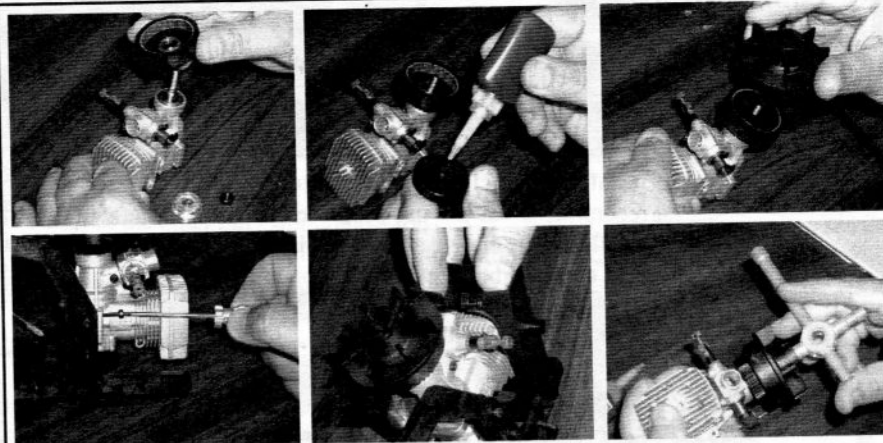
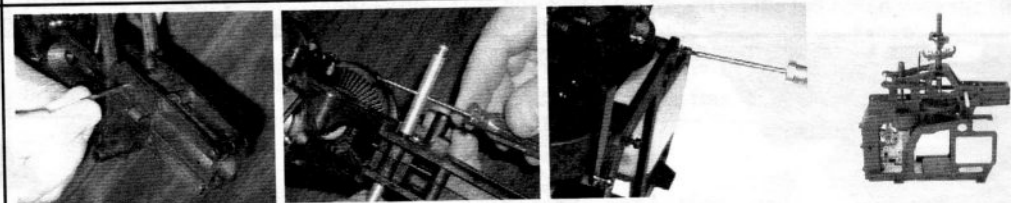
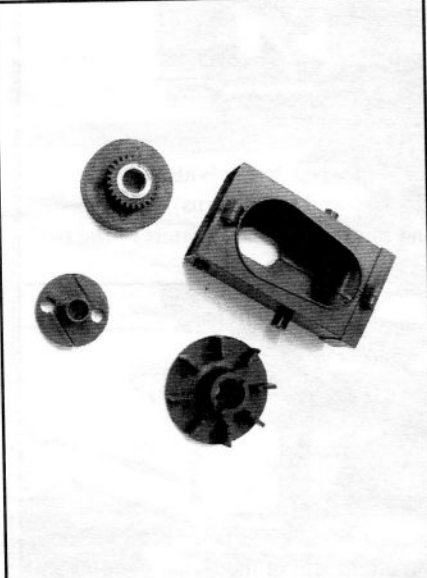


Hawk Sport Quick Build Guide

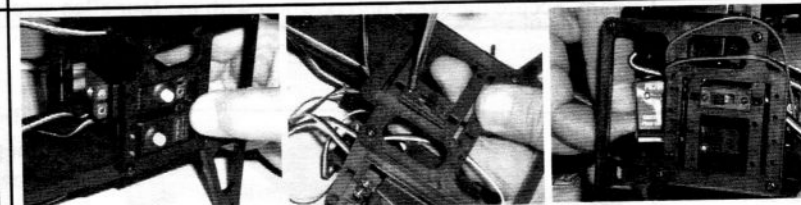
This Century HAWK SPORT kit comes in a QUICK BUILD format that has most of the major systems already assembled into sub-assemblies. These are packed separately into their specific bags that include the other items that may be needed to attach them to the other subassemblies or to attach other items to them. NOTE: We suggest that you refer to the more detailed instructions at the back of the manual if you require more comprehensive instructions or ever need to repair an assembly after a mishap.



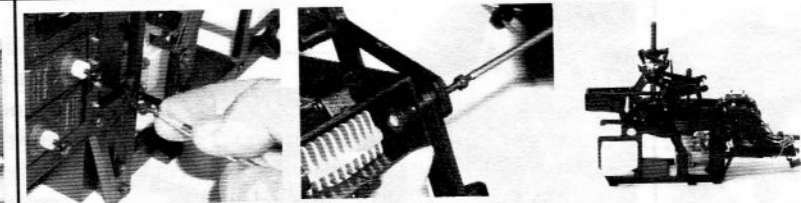
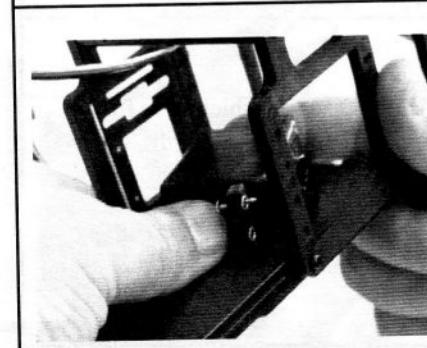
Mount the clutch bell, clutch and fan to the engine using thread lock. Remove the stock throttle arm and attach the longer one supplied (be sure to use thread lock). Also using thread lock, mount the engine to the engine mounts in the lower frame assembly. Open the backside of the lower fan shroud and re-install over the engines heat sink. Note: flanged area to the top.



Attach the rear upper canopy mounts to the upper frame assembly. Slide the clutch assembly / lower frame into position from the rear (see large picture on the left) and attach the lower frame assembly to the upper frame assembly using thread lock on the four upper bolts

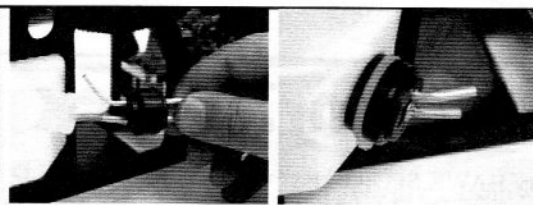
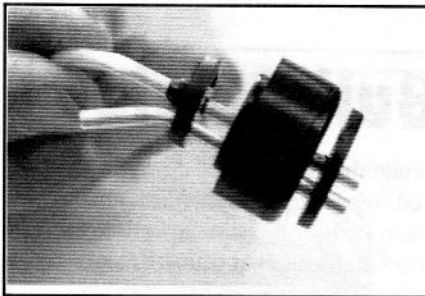


Inserting the servos from the back of the left side of the servo tray assembly, attach the lower servo with the output towards the front and the upper servo with the output towards the rear. Attach the radio switch into the location provided on the right side. Slip the gyroscope onto the rear of the tray and attach with double sided gyroscope tape between the two servos on the left and the switch on the right.

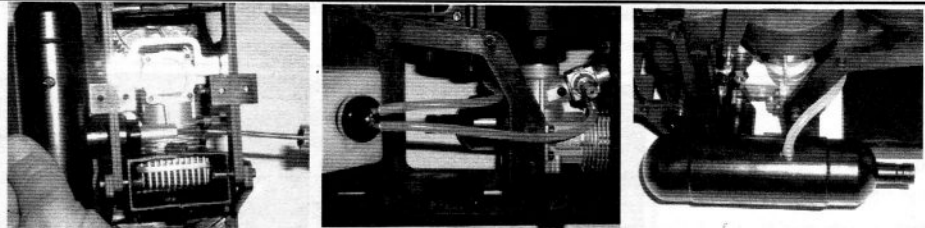
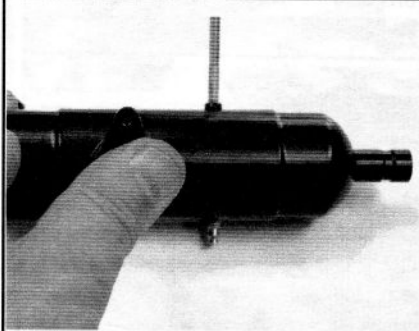


Attach servo in the middle of the top servo tray with the servo output to the front. Attach another on each side with the servo outputs to the rear. Attach the completed servo frame assembly to the front of the completed mainframe assembly using the screws at the top and middle (shorter screws) and the bolts through the fan shroud at the bottom.

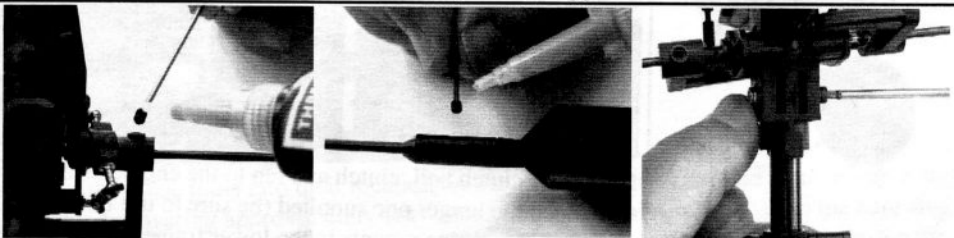
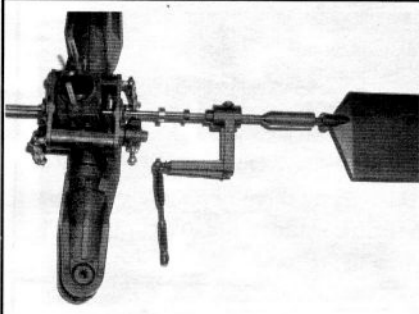




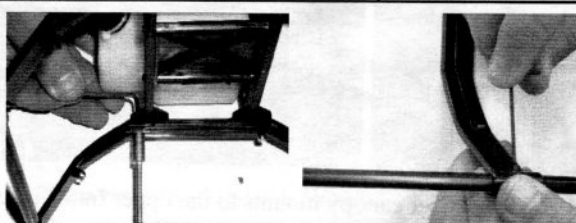
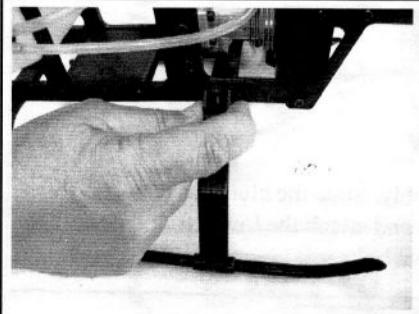
Assemble the fuel stopper with the vent/muffler pressure tube (longer one) bent upward to the inside top of the fuel tank and the carburetor line pointing to the inside middle of the fuel tank. Secure with the screw and tie wrap.



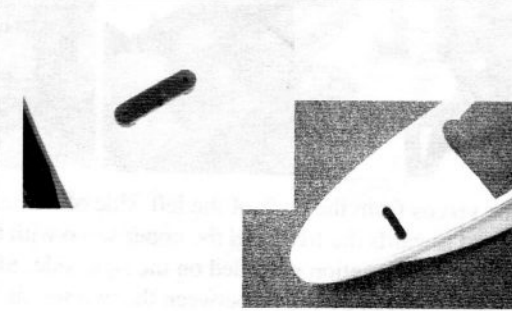
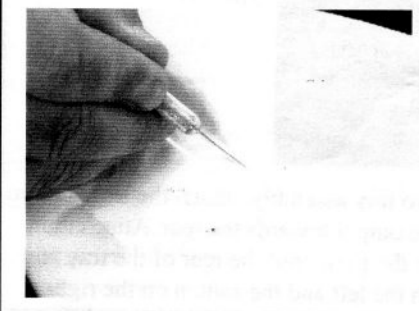
Install the pressure nipple to the top of the muffler and the 4mm plug screw to the bottom (we recommend that you use a high temperature silicone or thread lock to seal these items). Bolt the muffler to the engine and run fuel tubing from the carburetor and muffler pressure outlets of the fuel tank to the carburetor inlet and the muffler pressure nipples.



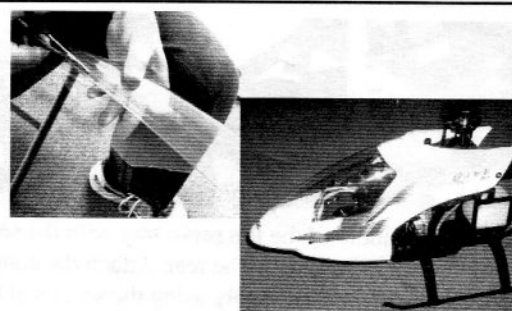
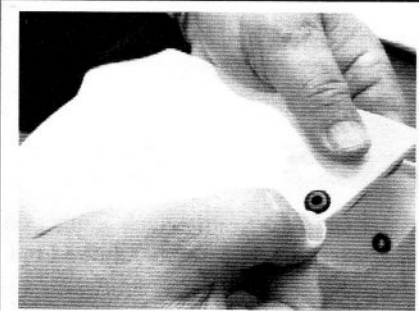
Install the flybar, flybar control arms, flybar weights and flybar paddles into the rotor head seesaw assembly as per the detailed instructions. Be sure to balance and alignment of the flybar paddles and flybar control arms. Install the completed rotor head to the top of the mainshaft.



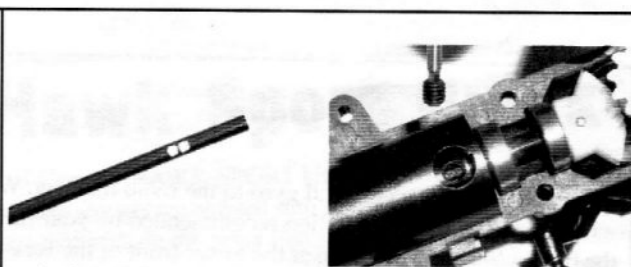
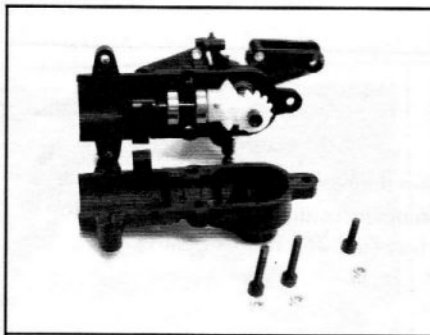
Attach the front struts to the bottom of the mainframes and insert the metal skids. Slide the back struts onto the skids and secure to the frames. NOTE: the rear of the skids should protrude about 30mm. Secure the skids into position with the four allen screws provided.



Carefully cut out the windshield area from the canopy with a sharp hobby knife. Trial fit the canopy and mark the location of the front lower mount, drill the two required holes and attach to the inside of the canopy with the screws and washers provided.

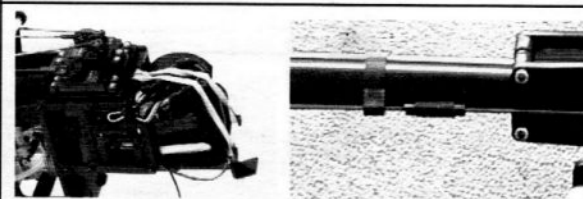
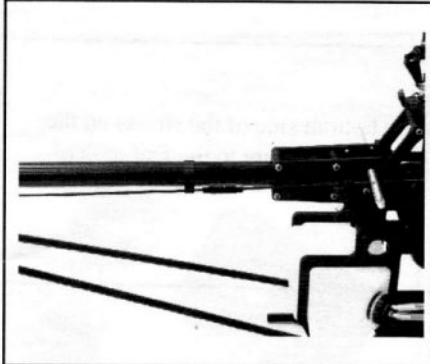


Mount the front of the canopy and mark the location of the top rear mounts. Drill the 1/4 " holes and insert the grommets. Mount the canopy onto the frame. Cut out the windshield along the marked lines and install onto the canopy with the six small screws supplied. Cut out the decals for the canopy from the decal sheet and attach to the canopy.



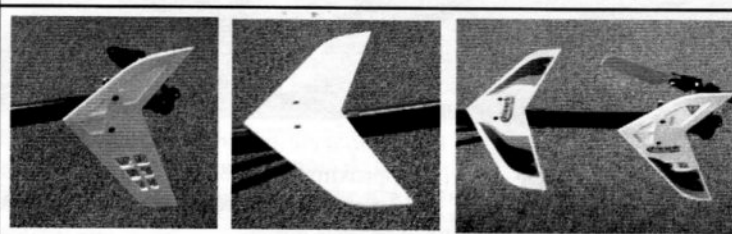
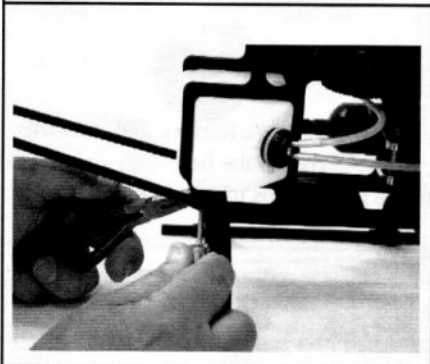
Remove the three screws holding the two halves of the tail rotor gearbox together and open the gearbox, leaving the shaft assemblies on the right side. Insert the tail boom so that the keying hole is engaged. Insert the drive wire into the forward input shaft

and align the shiny flat spot with the allen screw hole and secure with the two 4mm allen screws using threadlock. Re-assemble the two gearbox halves.

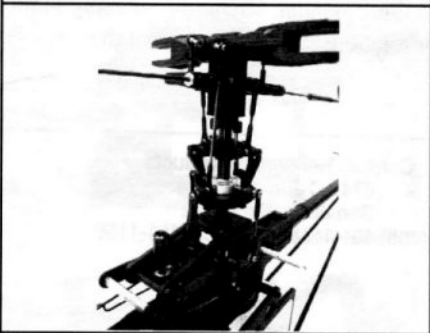


Insert the tail boom assembly into the mainframe. Insure the flat of the drive wire is properly engaged into the front drive shaft and the round keys are properly keyed into the slots. Secure with the four long bolts and lock nuts. Screw the coupler (15 to 20 turns)

to the front of the tail rotor control rod on the tail boom. Screw in the ball link to the front end (with the bend) of the other tail rotor control rod (15 to 20 turns). From the servo tray area, insert the remaining threaded end of this rod through the large tail rotor rod guide at the back of the top frame and screw into coupler (15 to 20 turns). Now adjust the length from the front ball link to the rear one at the tail rotor bellcrank to 894mm. Attach the front link to the tail rotor servo wheel.



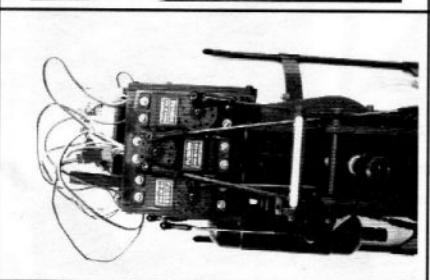
Attach the two tail boom support struts to the horizontal fin mount on the tail boom with the two screws supplied and to the lower rear of the mainframe assembly using the two M3x9x4 plastic spacers and the appropriate hex bolts with locknuts. Attach the vertical and horizontal fins to the tail boom assembly. Cut out the appropriate decals and apply to the fins.



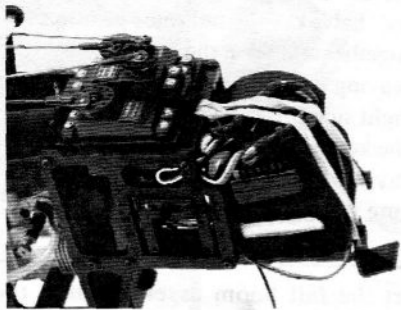
*Pushrod measurements include ball links from plastic end to plastic end. Attach the two 106mm pushrods (shorten to 104mm for training) to the short balls on the swashplate and to the short balls on the bell mixers on the main rotor blade grips. NOTE: For faster cyclic response in 3D you may want to change the bell/hiller ratio by moving the A-arms from the washout assembly to the short balls on the inner star of the swashplate and attach these 106mm rods to the longer balls on the inner star.



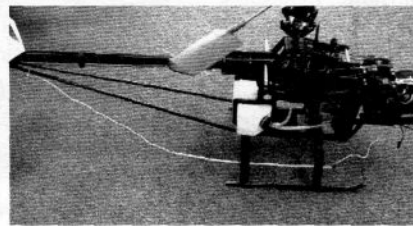
Attach the 103mm throttle control rod to the throttle servo and the throttle arm on the carburetor. Be sure that when the throttle collective stick is in the middle, that the throttle servo arm is straight up, and that the carburetor barrel is half open and its control arm is also pointed straight up. Shorten the 104mm collective control rod to 102mm for training or to 100mm for 3D. Attach this rod to the collective control lever and collective servo. Be sure the collective servo wheel is attached so that at mid stick is pointed straight up.



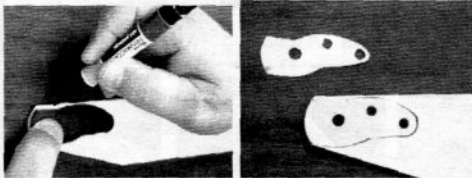
Lengthen the two 156mm aileron control rods to 158mm and attach to the two balls on the aileron servo wheel and to the two aileron bellcranks. Shorten the 137mm elevator control rod to 135mm and attach to the elevator servo arm and elevator bellcrank.



Plug in the switch, servos and gyro to the radio receiver. Wrap the receiver and the battery pack with the proper foam protection recommended by your radio manufacturer and secure to the top of the battery/receiver platform at the lower front of the servo tray (use #64 rubber bands).



Thread the small clear tube into the guides (located on the right bottom side of the struts) on the side opposite the muffler. Insert the receiver antenna into the tube and secure to the rear area of the tail boom or one of the boom support struts. It is recommended that you use a small rubber band to do so.



Place the blade roots into their location on the blades and mark around them, remove and cut away the blade covering approximately 1/8" inside the markings. Apply epoxy to the bare area and attach the blade roots, securing with the screws provided. Attach to the blade grips insuring the leading edge is facing the clockwise direction.



Your helicopter is assembled, your engine, servos, gyro and receiver installations are complete. Now you will have to refer to your engine manual for starting and running instructions, your gyro manual for set-up instructions and your radio manual for the transmitter set-up instructions. NOTE: In the back part of the following detailed HAWK SPORT manual, you will find many hints and other helpful information on all of these items and their relationship to the set-up of the CENTURY HAWK SPORT. Then you can go out and HAVE FUN.

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