

Quik-V6



TECH NOTICE

Please refer to this Tech Notice when you get to the steps in the instruction manual noted below.

Page 5, Step 17 (Great Planes back plate mount)

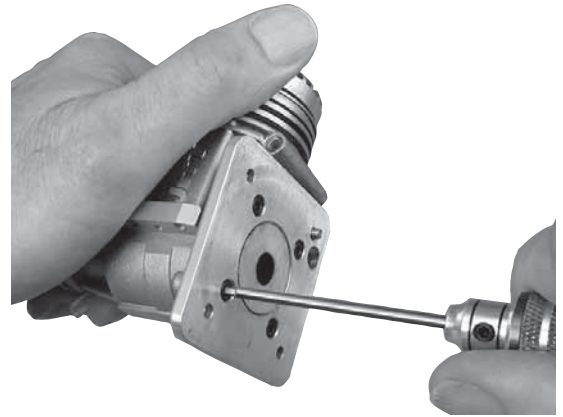
IMPORTANT! If using the included Great Planes back plate engine mount with a Jett Aerotech (formerly known as Jett Engineering) QJ-1 or Nelson engine (or any other engine with SAE screws), do not attempt to fasten the back plate mount using the metric screws included with this kit as noted in step 5 on page 17. The Jett, Nelson and other American-made engines use SAE screws (5-40 thread for the Jett and Nelson).

For Jett QJ-1 and Nelson engines, the 5-40 x 3/8" screws that fasten the regular back plate to the engine must be replaced with longer, 5-40 x 1/2" screws if using the Great Planes back plate mount (because the Great Planes back plate mount is fitted over the back plate which remains on the engine). If longer, 1/2" screws are not used, the shorter screws may not get enough "bite" into the threads in the engine casing, causing them to strip.

Do not confuse 4-40 screws with 5-40 screws! 4-40 screws may appear to thread into the Jett engine, but in actuality are too small. Be certain to use only 5-40 x 1/2" screws which may be purchased from Jett Aerotech. If purchasing screws elsewhere, black oxide or zinc plated alloy steel screws are recommended.

When tightening the back plate screws, use only a quality, machined, hex driver wrench so the screws may be tightened adequately without stripping the sockets or the wrench itself. Avoid bargain ball-socket wrenches made from inferior materials. For 5-40 screws a 3/32" hex driver is required, such as the Duratrax 3/32" Ultimate hex driver (DTXR0391) or a MIP/Thorp 3/32" hex driver (MIPR9003). Non-permanent, blue threadlocker may be used on the threads, but is not necessary.

If using the Great Planes back plate mount on engines with metric screws, be certain the screws are at least 2mm – 3mm longer than the original screws that fasten the back plate to your engine. In most cases the longer screws supplied with this kit will be suitable, but if they are not long enough, longer screws should be purchased separately.

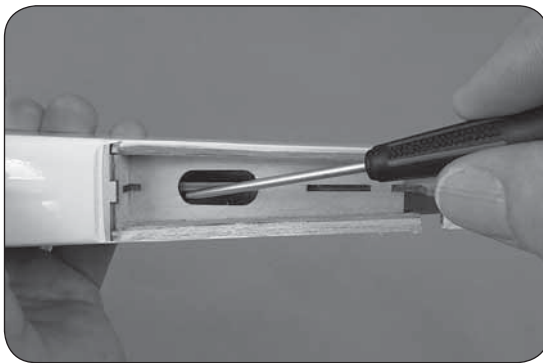


Page 10, Step 1

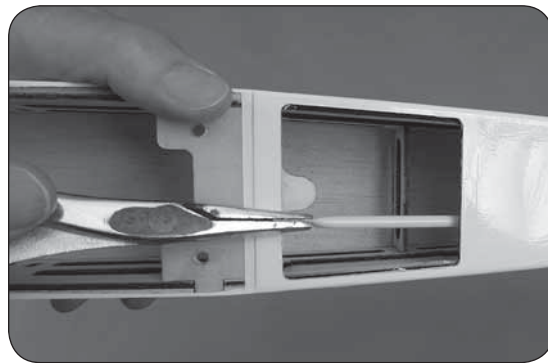
Page 13, Step 1 (Ruddervator pushrods)

The instructions depict installing the plastic pushrod guide tubes (or installing optional carbon fiber pushrods if used). However, some kits have the plastic guide tubes preinstalled. If you wish to use carbon fiber pushrods, the preinstalled plastic guide tubes will have to be extracted. Removing the plastic guide tubes is pretty easy as they are glued in only two formers.

First, use a screwdriver to press down on the tube at the former to break the glue joint.



Next, squeeze the front of the tube with long-nose pliers to break the glue joint. Then, carefully twist and pull the tube out.



Page 14, Step 1 (Attaching ball link balls)

The instruction manual suggests threadlocker, epoxy, JB Weld or silver solder to secure the thread-on ball link balls to the ruddervator torque rods. For ultimate security threadlocker should not be used – use only epoxy, JB Weld or silver solder.

Page 22, Step 2 (Mounting the wheels)

The 6-32 flat-head screws included with this kit are longer than the screws illustrated in this step. Therefore, the 6-32 set screws are not needed and will not fit. Simply use threadlocker and adequate torque to securely lock the flat-head screws in place.