

Heli-Max®

AXE
CP



Heli-Max AXE™ CP 2.4 GHz

INSTRUCTION MANUAL

Specifications

Length: 22.0 in [559mm]

Width: 4.3 in [109mm]

Height: 8.5 in [216mm]

Rotor Span: 21.5 in [546mm]

Weight: 16.8 oz [476g]

(with supplied flight battery)

- Only use the included charger with the included battery or replacement part (GPMP0413).
- Do not attempt to use this charger with NiCd or NiMH battery packs.
- Never charge in excess of 4.20V per cell.
- If the battery should become damaged, discard the battery. Do not attempt to use a damaged battery.
- Do not leave the charger unattended while charging. Disconnect the battery and remove input power from the charger immediately if either becomes hot! However, it is normal for the charger to get warm.
- Disconnect the battery from the charger and carefully move the battery to a fireproof location if the battery begins to swell or smoke!
- Never charge at currents greater than 1C.
- Always charge in a fireproof location.
- Never trickle charge.
- Never allow the battery temperature to exceed 150° F [65° C].
- Never disassemble or modify pack wiring in any way or puncture cells.
- Never discharge below 2.75V per cell.
- Do not allow water, moisture or foreign objects into the charger.
- Do not block the air intake holes, which could cause the charger to overheat.
- Do not place the charger or any battery on a flammable surface or near a combustible material while in use.
- Do not charge on a carpet, cluttered workbench, paper, plastic, vinyl, leather, wood, or inside an R/C model.
- Never charge inside a full-sized vehicle.
- Always disconnect the battery from the charger and the power supply from the charger when not in use.
- Do not attempt to charge a battery if it is swollen or hot.
- ALWAYS KEEP OUT OF REACH OF CHILDREN.

Heli-Max® guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any component parts damaged by use or modification. **In no case shall Heli-Max's liability exceed the original cost of the purchased kit.** Further, Heli-Max reserves the right to change or modify this warranty without notice.

In that Heli-Max has no control over the final assembly or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

To make a warranty claim, send the defective part or item to Hobby Services at this address.

Hobby Services

3002 N. Apollo Dr., Suite 1
Champaign, IL 61822
USA

Include a letter stating your name, return shipping address, as much contact information as possible (daytime telephone number, fax number, e-mail address), a detailed description of the problem and a photocopy of the purchase receipt. Upon receipt of the package the problem will be evaluated as quickly as possible.

READ THROUGH THIS MANUAL BEFORE STARTING CONSTRUCTION. IT CONTAINS IMPORTANT INSTRUCTIONS AND WARNINGS CONCERNING THE ASSEMBLY AND USE OF THIS MODEL.



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INTRODUCTION

Thank you for purchasing the Heli-Max AXE™ CP 2.4GHz RTF Helicopter. We are certain you will get many hours of enjoyment out of this model. If you should have any questions or concerns please feel free to contact us at:

helihotline@hobbico.com.

For the latest technical updates or manual corrections for the AXE CP 2.4GHz RTF visit the Heli-Max web site at :

www.helimax-rc.com.

Open the “Helicopters” link, and then select the AXE CP 2.4GHz RTF. If there is new technical information or changes to this model a “tech notice” box will appear in the upper left corner of the page.



SAFETY PRECAUTIONS

Failure to follow these safety precautions may result in severe injury to yourself and others.

1. Keep your face and body as well as all spectators away from the plane of rotation of the rotors whenever the battery is connected.

2. Keep these items away from the rotors: loose clothing, shirt sleeves, ties, scarfs, long hair or loose objects such as pencils or screwdrivers that may fall out of shirt or jacket pockets into the rotors.
3. The spinning blades of a model helicopter can cause serious injury. When choosing a flying site for your AXE CP 2.4GHz RTF, stay clear of buildings, trees and power lines. AVOID flying in or near crowded areas. DO NOT fly close to people, children or pets. Maintain a safe pilot-to-helicopter distance while flying.
4. Your AXE CP 2.4GHz RTF should not be considered a toy, but rather a sophisticated, working model that functions very much like a full-size helicopter. Because of its performance capabilities, the AXE CP 2.4GHz RTF, if not assembled and operated correctly, could possibly cause injury to yourself or spectators and damage to property.
5. You must assemble the model according to the instructions. Do not alter or modify the model, as doing so may result in an unsafe or unflyable model. In a few cases the instructions may differ slightly from the photos. In those instances the written instructions should be considered as correct.
6. You must correctly install all R/C and other components so that the model operates correctly on the ground and in the air.
7. You must check the operation of the model before every flight to insure that all equipment is operating and that the model has remained structurally sound. Be sure to check linkages or other connectors often and replace them if they show any signs of wear or fatigue.
8. If you are not an experienced pilot or have not flown this type of model before, we recommend that you get the assistance of an experienced pilot in your R/C club for your first flights. If you're not a member of a club, your local hobby shop has information about clubs in your area whose membership includes experienced pilots.

We, as the manufacturer, provide you with a top quality, thoroughly tested helicopter and instructions, but ultimately the quality and flyability of your finished model depends on how you build it; therefore, we cannot in any way guarantee the performance of your completed model, and no representations are expressed or implied as to the performance or safety of your completed model.

Remember: Take your time and follow the instructions to build a safe and enjoyable model.

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ADDITIONAL ITEMS REQUIRED

- ❑ Four “AA” Alkaline Batteries for the Transmitter (FUGP7300)

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KIT INSPECTION

Before starting assembly, take an inventory of the AXE CP 2.4GHz RTF to make sure it is complete, and inspect the parts to make sure they are of acceptable quality. If any parts are missing or are not of acceptable quality, or if you need assistance with assembly, contact Product Support. When reporting defective or missing parts, use the part names exactly as they are written in the Kit Contents list.

Heli-Max Product Support
3002 N. Apollo Drive, Suite 1
Champaign, IL 61822

Phone: (217) 398-8970, ext. 5
Fax: (217) 398-7721

E-mail: helihotline@hobbico.com

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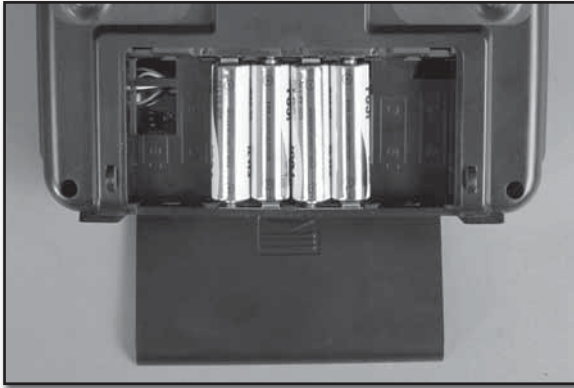
KIT CONTENTS



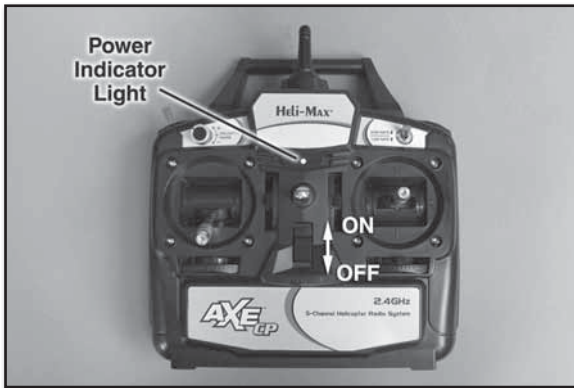
1. Helicopter
2. Main Rotor Blades
3. Body

4. LiPo Battery
5. Charger
6. Transmitter

HMXP1004 3S LiPo CHARGER SPECIFICATIONS**AC
ADAPTER****BALANCING
CHARGER****Input voltage:** 12V DC**Battery types, # cells:** 3 lithium-polymer cells connected in Series (11.1V LiPo)**Charge termination:** Voltage detection**Minimum battery capacity:** 800mAh**Status indicator:** two LEDs**Input connectors:** polarized DC power jack for DC input**Output connectors:** one balance plug**Case size:** 1.8 x 1 x 2.6 in [45 x 25 x 66mm]**Weight:** 1.3 oz [41g]**GPMP0413 BATTERY SPECIFICATIONS****Capacity:** 1050mAh**Number of Cells in Series:** 3**Rated Voltage:** 11.1V**Max. Charge Voltage:** 12.6V**Min. Discharge Voltage:** 8.25V**Maximum Recommended****Charge Current:** 1050mA**Cont. Discharge Current:** 14.25A (15C)**Pack Dimensions:** 2.2 x 1.26 x 1.1 in
[56 x 32 x 28mm]**Weight:** 3.42 oz [97g]

INSTALL BATTERIES IN THE TRANSMITTER

❑ 1. Remove the battery cover from the back of the transmitter and install four “AA” batteries. Check the polarity of each battery before replacing the battery cover.



❑ 2. Turn on the transmitter using the power switch as shown above. Check the LED on the front of the transmitter. Only the Green LED should be on. If the LED is flashing, then the batteries need replacing.

CHARGING THE FLIGHT BATTERY

IMPORTANT!! Always remove the LiPo battery pack from the helicopter and charge the battery in a location that is fireproof. Never leave the battery unattended while being charged! If the battery becomes hot, starts to smoke or begins to swell, immediately disconnect the battery from the charger and carefully move the battery to a fireproof location!



❑ 1. Connect the input power plug from the AC Wall adapter to the charger. The power light should now be bright red and the charger indicator light should be off.



❑ 2. Always use the charge and balance connector on the battery when charging. **Do not use the discharge connector to charge the battery!**

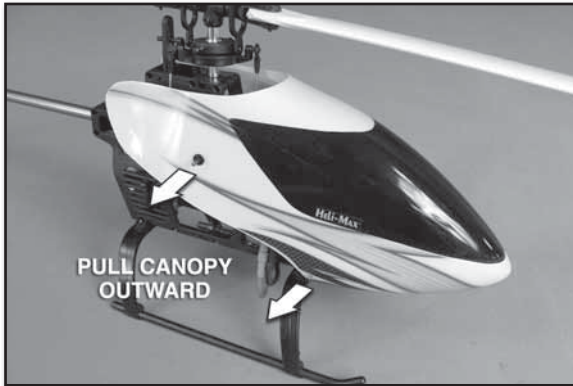


❑ 3. Connect the battery to the balance connector on the charger. The charge indicator light will turn to red, indicating that the battery is being charged. If the charger indicator light turns to green immediately, then the battery is already fully charged.

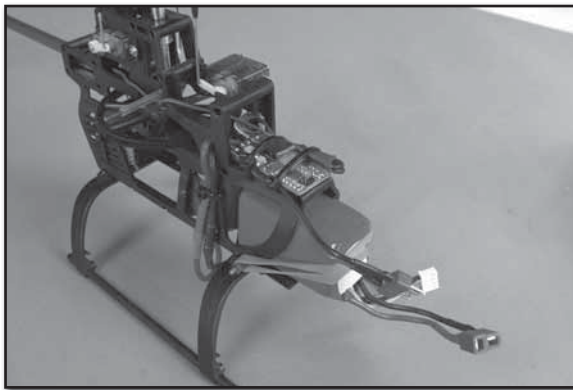
❑ 4. When the battery is fully charged, the charge indicator light will turn GREEN. Remove the battery from the charger at this time and disconnect the charger from its power source.

❑ 5. Charging time depends on the amount of charge remaining in the battery. The charge process may take as long as 2 hours and 30 minutes with a fully discharged battery.

INSTALL THE BATTERY

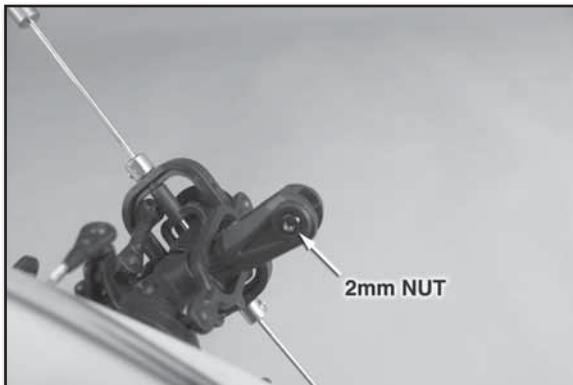


❑ 1. Remove the canopy by sliding the canopy grommets off of the carbon rods.



❑ 2. Slide the battery into the front of the battery tray as shown. Use three rubber bands to hold the battery into the tray.

INSTALL MAIN ROTOR BLADES

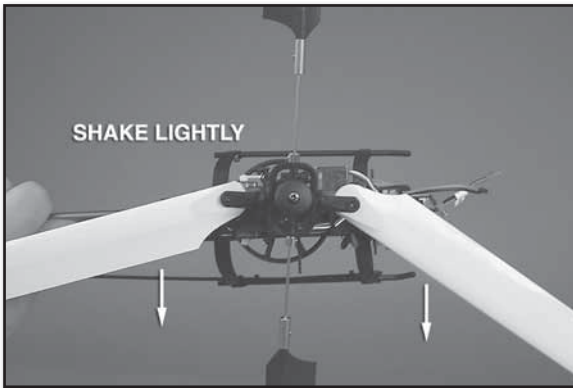


❑ Please make note of the 2mm nut used on the bottom of each blade grip. When removing the blade bolt, press upward on the nut to ensure it remains in the grip. Remove the blade grip bolts using the 1.5mm hex wrench.



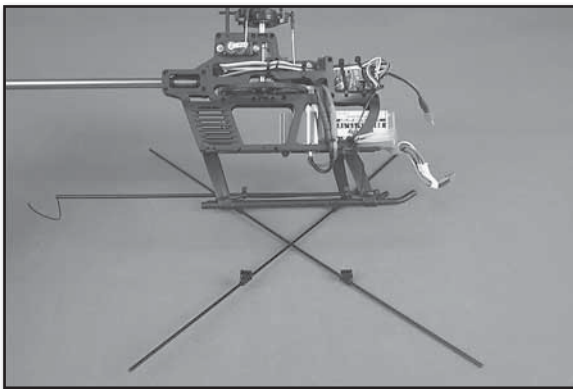
Slide a blade into the blade grip and re-install the 2 x 12mm socket head cap screw. Repeat for the other blade.

BLADE TENSION TEST

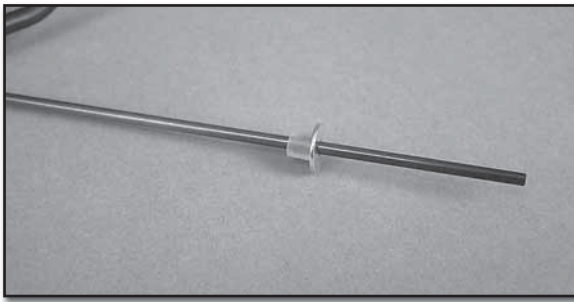


❑ To test the blade tension, hold the helicopter up sideways. The blades should support themselves until the helicopter is shaken slightly; then they will fall as shown in the picture above. The blades should be fairly loose but it is critical that both blades are the same tension.

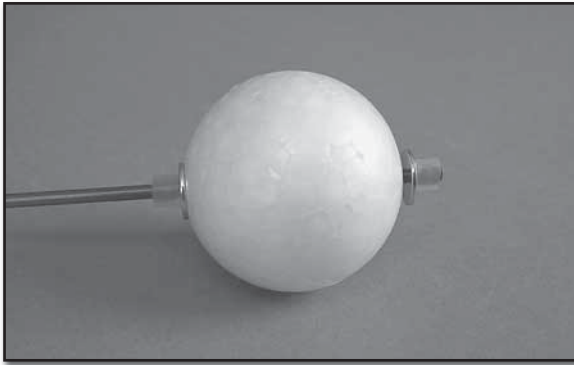
ASSEMBLE TRAINING GEAR



❑ 1. Snap the four plastic fittings onto the landing gear as shown. Slide the carbon rods through the underside of the fittings.



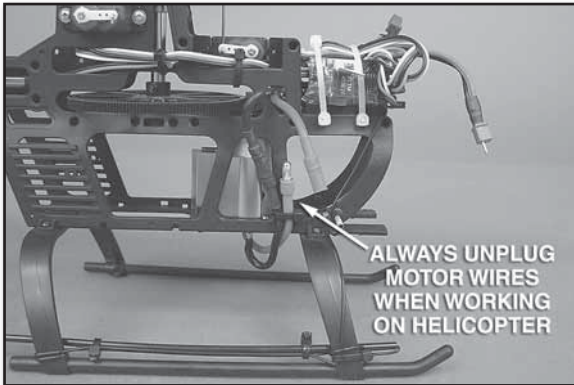
❑ 2. Cut the supplied silicone tubing into eight 1/8" [3mm] pieces. Please keep in mind that carbon rods are dangerous to handle and splinter easily. Using pliers, carefully slide the silicone tubing onto the carbon rod approximately 4" [102mm].



Now install a foam ball followed by a washer. Using pliers, install the last piece of fuel tubing. Repeat this step for the other three balls.

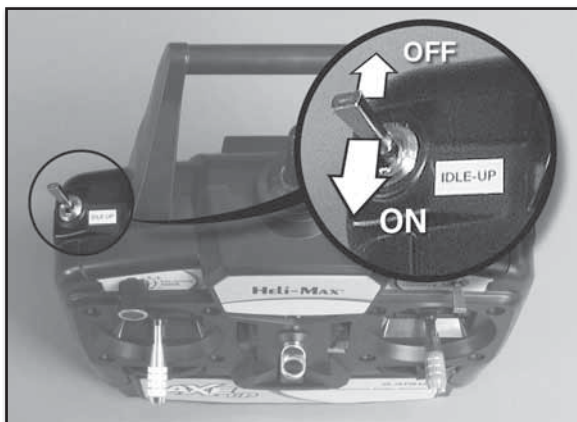
Heli-Max® ***GET THE MODEL READY TO FLY***

ELECTRIC MOTOR WARNING



Electric-powered models are very dangerous. Please remove the pinion gear or unplug the motor while working on the model. If your helicopter uses an electric tail motor, make sure it is unplugged as well.

TURNING THE MODEL ON



Always turn the Transmitter on first and ensure the idle up switch is off. With the AXE CP 2.4GHz RTF sitting still, plug the battery into the ESC. The AXE CP 2.4GHz RTF must sit still for 10 seconds so the gyro can initialize and determine center. If the AXE CP 2.4GHz RTF is moved during this initialization, then the gyro will not operate properly.

Always step 15 feet away from the AXE CP 2.4GHz RTF before flipping any switches or operating the throttle. Do not hold onto the model and run it up. Safety first.

RANGE CHECK

Ground check the operational range of your radio before the first flight of the day. For safety reasons, unplug the main motor so power cannot be applied to the main rotor blades. With the transmitter antenna collapsed and the receiver and transmitter on, you should be able to walk at least 50 feet away from the model and still have control. Have an assistant stand by your model and while you work the controls, tell you what the servos are doing. If the controls do not respond correctly, do not fly! Find and correct the problem first. Look for loose servo connections or broken wires, corroded wires on old servo connectors, poor solder joints in your battery pack or a defective cell or a damaged receiver crystal from a previous crash.

BALANCE THE MAIN BLADES

The AXE CP 2.4GHz RTF main rotor blades are already balanced and ready to fly.



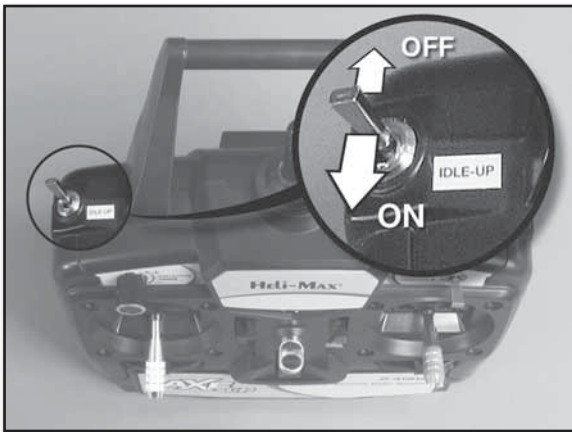
IDENTIFY YOUR MODEL

No matter if you fly at an AMA sanctioned R/C club site or if you fly somewhere on your own, you should always have your name, address, telephone number and AMA number on or inside your model. It is required at all AMA R/C club flying sites and AMA sanctioned flying events. Fill out the identification tag on the inside back cover and place it on or inside your model.

Always turn the transmitter on first and verify the idle up switch is set to normal. With the AXE CP 2.4GHz RTF sitting still, plug the battery into the ESC. The AXE CP 2.4GHz RTF will need to sit still for 10 seconds so the gyro can initialize and can determine center. If the AXE CP 2.4GHz RTF is moved during this initialization, then the gyro will not operate properly. Re-install the body and your AXE CP 2.4GHz RTF is ready for flying.

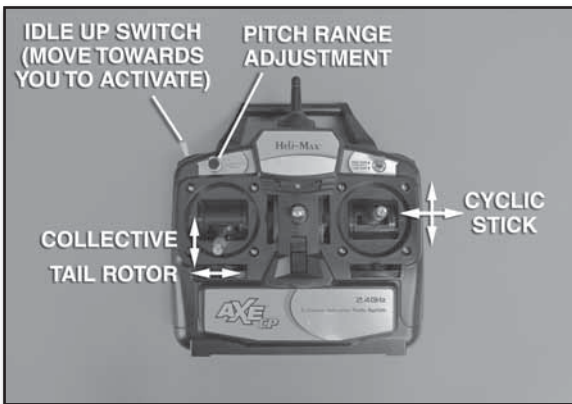
There is a safety built into the AXE CP 2.4GHz RTF that prevents the motor from activating unless the collective stick has been lowered to its lowest position. If the motor won't run and turn the main blades, please make sure the collective stick is all the way down and leave it there for two seconds.

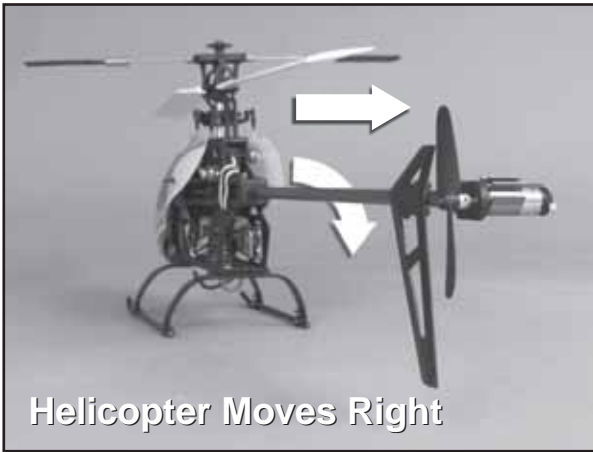
TRANSMITTER CONTROLS



All controls are described with the tail pointing directly toward you. This is the best way to start out since it keeps the control inputs oriented in the same direction. Once you become comfortable you can work on side-in and nose-in hovering.

Idle Up Switch: Used for forward flight and aerobatics. This switch raises the main rotor RPM and also changes the lowest position on the throttle stick to around 40% throttle. This allows the AXE CP 2.4GHz RTF to perform aerobatics and inverted flight. This can be a dangerous switch since it raises the throttle. **Be extremely careful not to hit this switch accidentally or the motor will instantly come on to at least 40% power.**

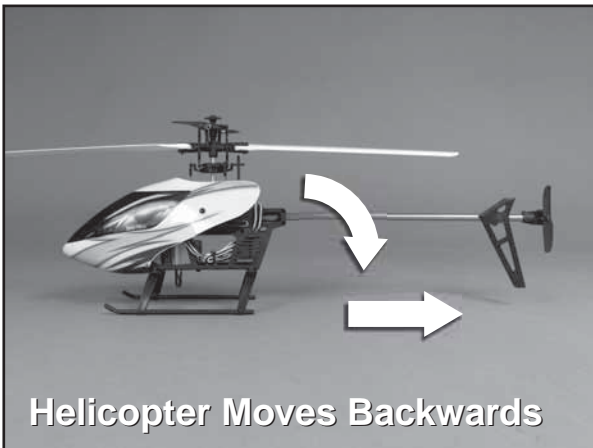




Moving the **cyclic stick right** will cause the helicopter to tilt right and start moving that direction.



Moving the **cyclic stick left** will cause the helicopter to tilt left and start moving that direction.



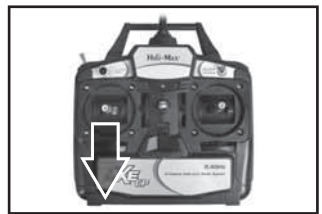
Moving the **cyclic stick backwards** (towards you) will cause the helicopter to tilt backwards and start moving that direction.



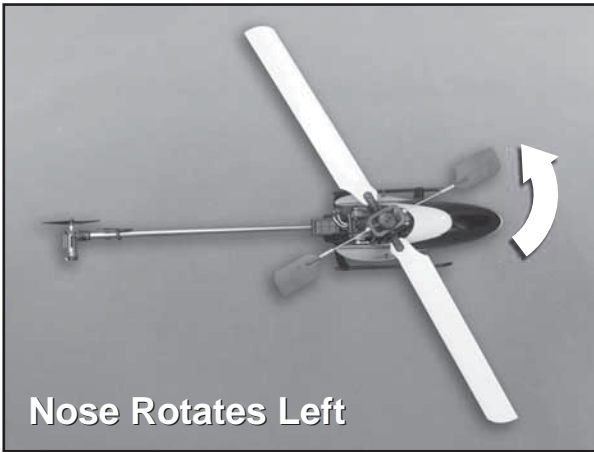
Moving the **cyclic stick forward** (away from you) will cause the helicopter to tilt forward and start moving that direction.



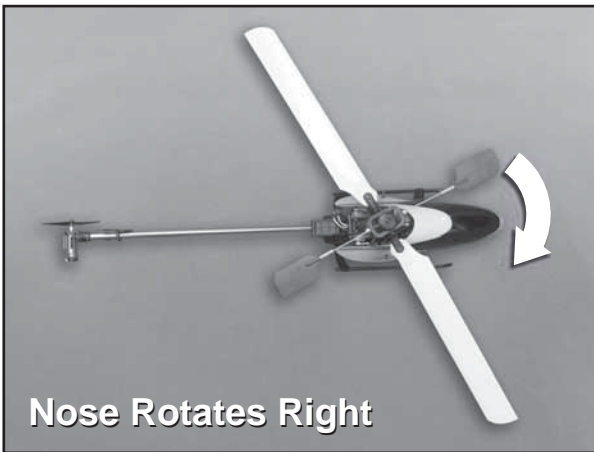
Moving the **collective stick up** (away from you) will cause the helicopter to climb higher.



Moving the **collective stick down** (towards you) will cause the helicopter to descend.



Moving the **tail rotor stick** towards the **left** will cause the helicopter nose to rotate left (counterclockwise).

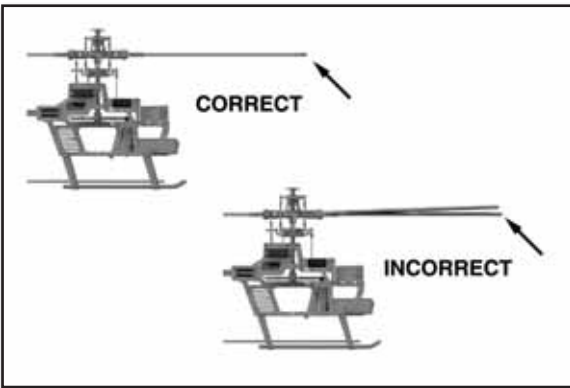


Moving the **tail rotor stick** towards the **right** will cause the helicopter nose to rotate right (clockwise).

TRACKING THE MAIN BLADES



At zero pitch, bring the main rotor up to speed and observe whether the rotational planes of the blades are the same. If they are not, adjust one of the linkages to bring the blades into the same plane.



Apply the two different colored stripe decals to the tips of your main rotor blades. These decals help identify which blade is out of track.



The training gear is a big help to beginners. They soften not so perfect landings and help to prevent the helicopter from tipping over. Even if you have experience flying a helicopter, please consider using the supplied training gear for the first few flights.



TAKEOFF

During your first flights it is important to have light winds and a helper to keep an eye on things around you. Also, if you are flying from grass, make sure it's cut low as this will allow the helicopter to slide around without catching. Also make sure there are no obstacles in your flying area to distract you.

Slowly add power and observe the model. If you feel it needs trimming, do so before lift off. You will find that model helicopters never allow you to return the sticks to center. Simply hold the sticks as needed to keep a steady hover. Please don't fight the trim too much as it is a normal thing to experience, Winds have a large effect on model helicopters. Please wait for calmer days and slowly work into windy days.

You will notice the cyclic controls lag slightly behind your inputs. This is perfectly normal and something you become accustomed to. It is normal to drift around some in a hover, until you get used to flying the model. The cyclic controls on the AXE CP 2.4GHz RTF are fairly sensitive so only small movements are necessary.

HOVERING

Once the helicopter is in the air simply try to keep the helicopter in one spot. This will take some practice and wind has a big effect on the stability of the helicopter. Be patient and slowly progress. Trying to rush the learning process can be costly.

LANDING

Level the helicopter into a steady hover and slowly decrease power until the helicopter settles onto the ground.



Always unplug the battery when you are finished with your flight.

BASIC MANEUVERS

Once you are comfortable with hovering at different orientations and landing, it's time to move on to more advanced maneuvers.

Slow Pirouettes: Add a small amount of tail rotor (left or right) and try rotating the helicopter slightly sideways and see if you can hold it there. If you become uncomfortable bring the tail back towards you. Once you are comfortable, try moving the helicopter to the side and turning back. Then fly back to the other side in straight lines.

You can try rotating the helicopter around 360°, which is called a pirouette. The helicopter can drift during this maneuver so make certain you have plenty of room when you first start practicing.

Nose-In Hovering: After pirouettes it's time to move onto nose-in hovering. The best bet is to wait for a calm day. Take off and climb to 15 feet, practice half pirouettes from tail-in to nose-in hovering, and try to lengthen the delay between transitions. This will allow you to practice nose-in and still gives you a chance to get out of trouble. As you improve you'll remain nose-in for longer periods of time.

Forward Flight: Now it's time to work into basic forward flight. Just take the basic hovering maneuvers listed above and slowly fly out farther and faster and always bring the helicopter back after one pass. Practice controlled slow flight in close as well. The more time you spend practicing here the easier things will be later on.

AEROBATICS

So you are getting comfortable in fast forward flight? Well, now it's time to slowly progress into aerobatics. Once you are in forward flight start using the idle up switch which raises the rotor RPM for aerobatics and allows the AXE CP 2.4GHz RTF to fly inverted. Also, in wind it may be difficult to descend to land without the idle up on.

Chandelles: Your first step is chandelles. Fly straight across in front of you and pull up to a 45° angle. Now at the top, when the helicopter slows down to a stop, apply left or right tail rotor to bring the nose around 180° and continue back down the 45° angle. As you progress with the maneuver you can pull a greater angle than 45°, but 90° would be considered a stall turn.

Loops: Once you become comfortable with the chandelles and stall turns it's time to move onto the loop. The key to the loop is to enter with plenty of speed. Start pulling aft cyclic to enter the loop and as the model transitions to inverted at the top of the loop pull back on the throttle (towards negative (-) collective). This will help maintain altitude. As the model returns back to vertical add some positive (+) collective to maintain the speed. One of the most common mistakes made on loops is using too much negative (-) collective at the top.

Flips: Be certain to start with plenty of altitude. From an upright hover slowly add in full forward cyclic and as the model approaches vertical bring the collective stick back to center. Now as the model continues to inverted you will need to start adding in negative (-) collective (or pull the collective stick back towards yourself). As the model transitions back to vertical again bring the collective stick back to the middle and start adding in positive (+) collective as the model returns back to upright. It's simply a matter of timing. The most important thing is, do not throw the sticks around as this can cause the head speed to drop and may cause the tail to drift.

Inverted Hovering: Keep in mind flying a helicopter inverted is very difficult but can be learned. One of the main problems is 3 out of 4 of the controls are reversed (forward/aft cyclic, collective and tail rotor). You have to mentally reverse these while flying. It will take some practice.

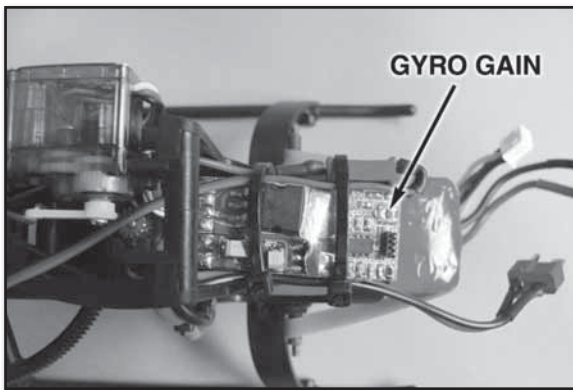
Take the loop you learned above and just hold the inverted portion for short periods of time. As you become accustomed to the reversed controls, you will extend the time inverted. It is very difficult and will take some practice. Also, make sure you have plenty of altitude for recovery if needed.

Heli-MAX® **MAINTENANCE & REPAIRS**

E-BOARD ADJUSTMENTS

Note: All of the e-board adjustments are pre-set and test flown at the factory. If you replace the e-board with a new one or need to re-adjust it for any reason, please follow the guidelines below. Never turn these adjustments more than 180° and only use a plastic non-conductive screwdriver to make the adjustment.

Tip: If you need to make adjustments consider using a felt-tip marker and place a mark on the adjusters so you can always return them back to the factory defaults.



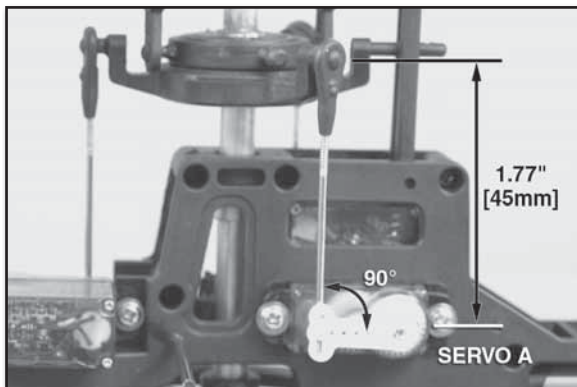
Gyro Gain: Turn clockwise to increase gain. Typically too little gyro gain causes the tail to slowly move around and drift. With the gyro gain too high, you will notice a very fast oscillation in the tail known as “wag.” This adjustment is not very critical so please don’t spend a lot of time trying to get “the best” setting possible.

WHEN FLYING

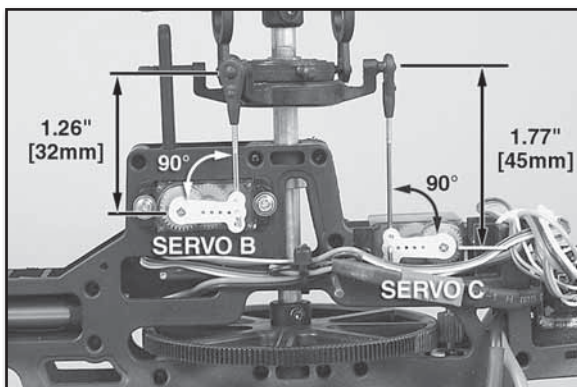
If the tail wants to drift slowly due to wind gusts, your gain may be set too low. Increase the gain a small amount and see if performance improves. If the tail has a tendency to oscillate from left to right, your gain may be set too high. Reduce the gain and see if performance improves.

SERVO SETUP

Note: The AXE CP 2.4GHz RTF is factory set-up and test flown so there is no need to make these adjustments unless you have damaged or changed a servo.



Servo arms are perfectly level when the throttle stick is all the way down in normal mode (Idle Up Off). Helicopter left side Servo A pushrod length should be 1.77" [45mm].



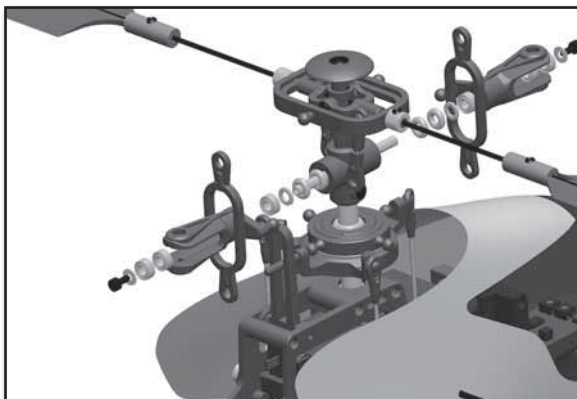
Servo arms are perfectly level when the throttle stick is all the way down in normal mode (Idle Up OFF). Helicopter right side Servo B pushrod length should be 1.26" [32mm] and Servo C pushrod length should be 1.77" [45mm].

TAIL ROTOR REPLACEMENT

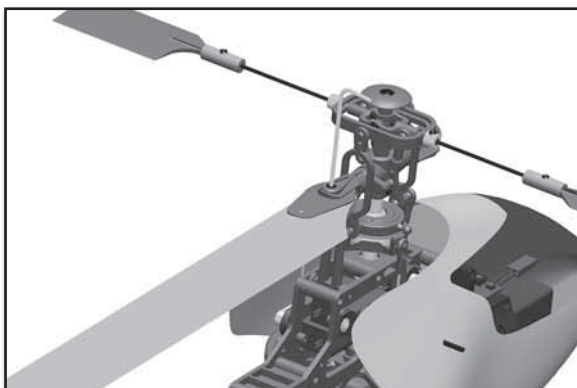


Use two small flat bladed screwdrivers to pry the old tail rotor from the motor. Try to apply even pressure to both sides of the tail rotor. When installing the new tail rotor please note that the beveled portion of the hub goes in towards the motor. Simply press the new propeller onto the tail motor.

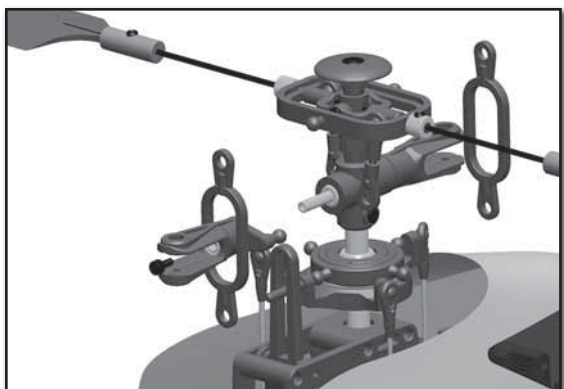
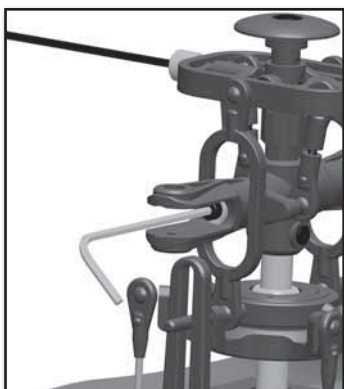
SPINDLE REPLACEMENT



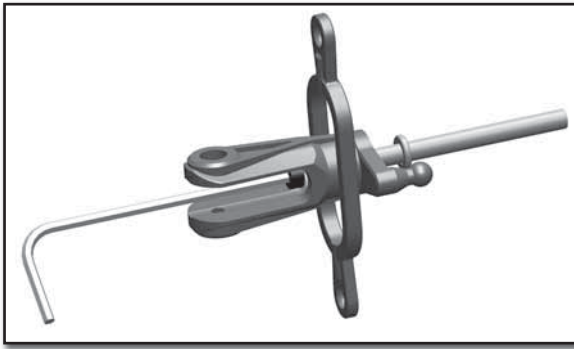
Before starting, make note of the 2mm nut used on the bottom of each blade grip. When removing the blade bolt, press upward on the nut to ensure it remains in the grip.



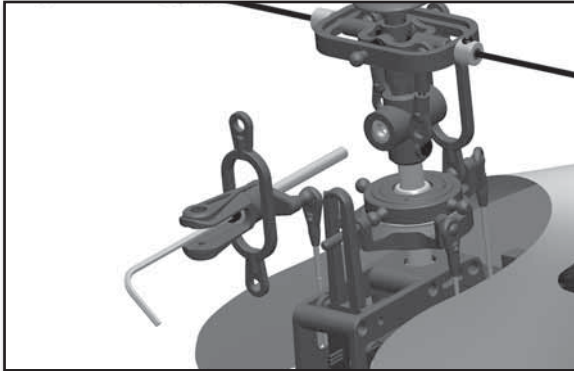
Remove the blade grip bolts using the 1.5mm hex wrench. Then, remove the blades from the helicopter.



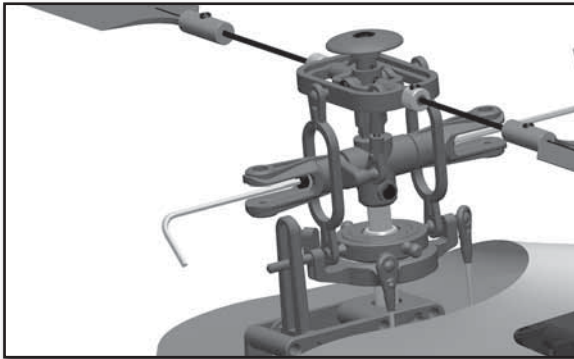
Use a 1.5mm hex wrench to remove a spindle screw. Remove the linkages from the blade grips. On the side where you removed the spindle screw, carefully remove the blade grip by pulling outward. Remove the dampening spacer. Pull on the other blade grip and remove the spindle and blade grip. If the O-rings come loose, simply press them back into the head block.



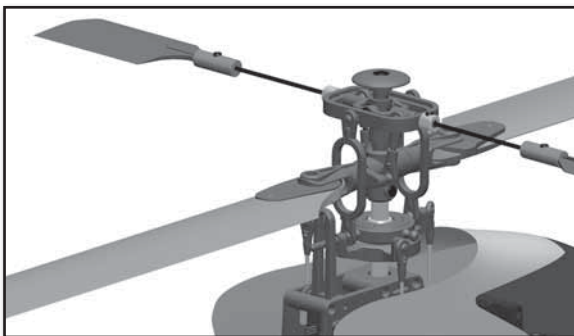
New spindle installation. Apply threadlocking compound to one of the 2mm screws. Slide the 2mm washer onto the screw and thread it into the new spindle. Slide one of the blade grips onto the spindle followed by one of the dampening spacers.



Using a 1.5mm hex wrench, slide the blade grip and spindle assembly through the head block. Make certain the O-rings are properly seated and do not slide out the other side.

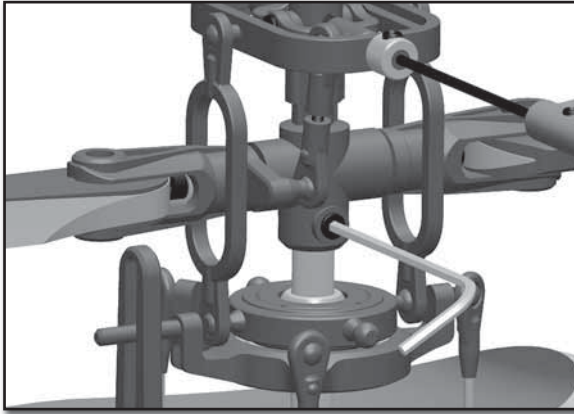


Place the other dampening spacer and blade grip onto the spindle. Apply threadlocking compound to the remaining 2mm spindle screw. Slide a 2mm washer onto the screw and install into the spindle. Using two 1.5mm hex wrenches tighten the spindle bolts.



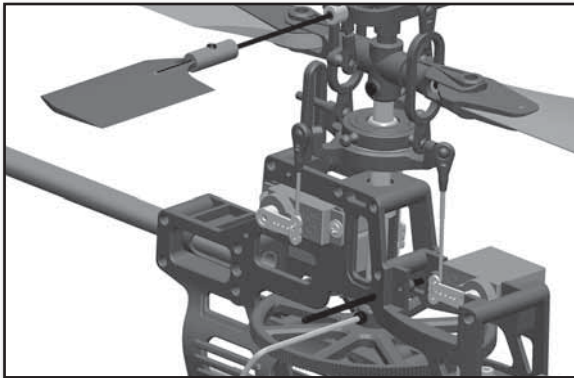
Snap the ball links onto the blade grips and re-install the main blades.

MAIN SHAFT REMOVAL

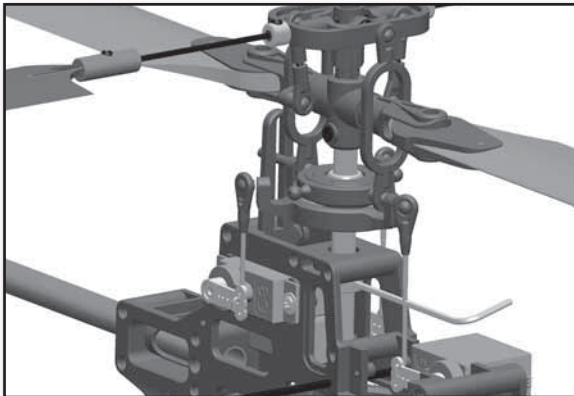


Use a 1.5mm hex wrench to remove the head block retaining bolt. Using a pair of ball link pliers remove the oval links from the swashplate. While holding onto the main gear pull upward on the main rotor head assembly. If the head is difficult to remove simply try to rotate the main rotor head back and forth while holding onto the main gear. Please note there is a flat spot on the main shaft.

You will not be able to rotate the head more than a few degrees due to this.



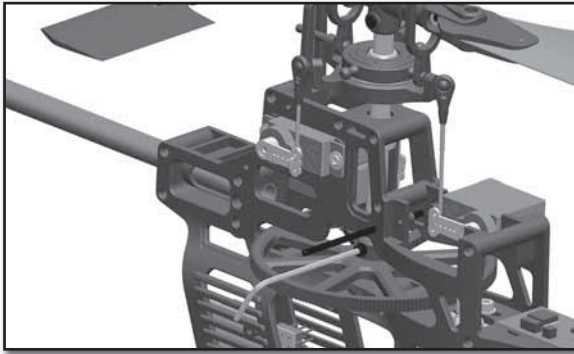
Use pliers to grasp the 2mm nut on the main gear. Insert a 1.5mm hex wrench into the main gear bolt and remove the screw.



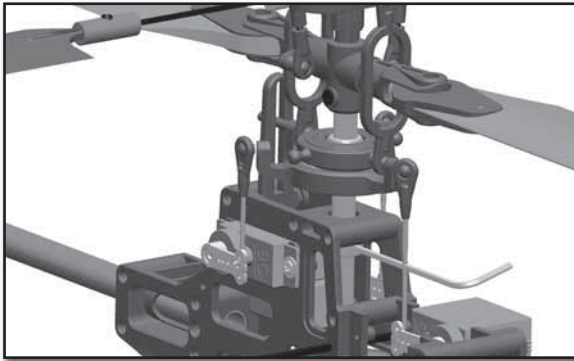
Insert a 1.5mm hex wrench into the main shaft collar set screw and loosen. Insert another 1.5mm hex wrench into the hole in the top of the main shaft. While holding onto the main gear try pulling upwards on the main shaft. If you are having difficulty removing the main shaft make certain you have loosened the set screw on the main shaft collar. If

necessary try rotating the main shaft back and forth to help pull the shaft loose from the lower gear. If you decide to remove the main gear please note there is a small spacer located beneath it.

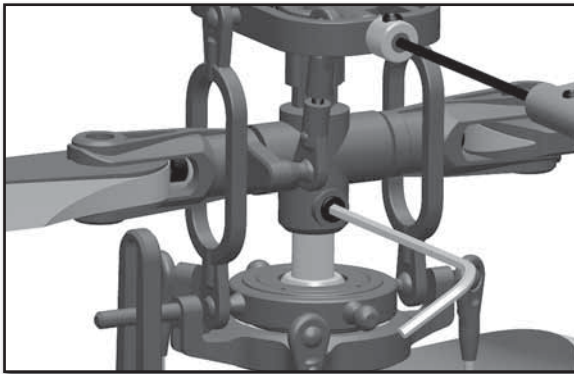
MAIN SHAFT INSTALLATION



Using the 1.5mm hex wrench and pliers to hold the nut, re-install the lower main shaft bolt.



Insert a 1.5mm hex wrench into the main shaft collar set screw. While pushing downward on the main shaft, pull upward on the main shaft collar and tighten the set screw. There should be no vertical movement in the main shaft once you have completed this step.



Slide the main rotor head block back onto the main shaft. Make certain the flat spot inside of the head block is aligned with the flat spot on the main shaft. Use a 1.5mm hex wrench to re-install the 2mm bolt head bolt.

GOOD LUCK AND GREAT FLYING!

Replacement parts for the Heli-Max AXE CP 2.4GHz RTF are available using the order numbers in the Parts List on page 28. The fastest, most economical service can be provided by your hobby dealer.

To locate a hobby dealer, visit the Hobbico web site at www.hobbico.com. Choose "Where to Buy" at the bottom of the menu on the left side of the page. Follow the instructions provided on the page to locate a U.S., Canadian or International dealer.

Parts may also be ordered directly from Hobby Services by calling (217) 398-0007, or via facsimile at (217) 398-7721, but full retail prices and shipping and handling charges will apply. Illinois and Nevada residents will also be charged sales tax. If ordering via fax, include a Visa® or MasterCard® number and expiration date for payment.

Mail parts orders **Hobby Services**
and payments by 3002 N. Apollo Drive, Suite 1
personal check to: Champaign, IL 61822

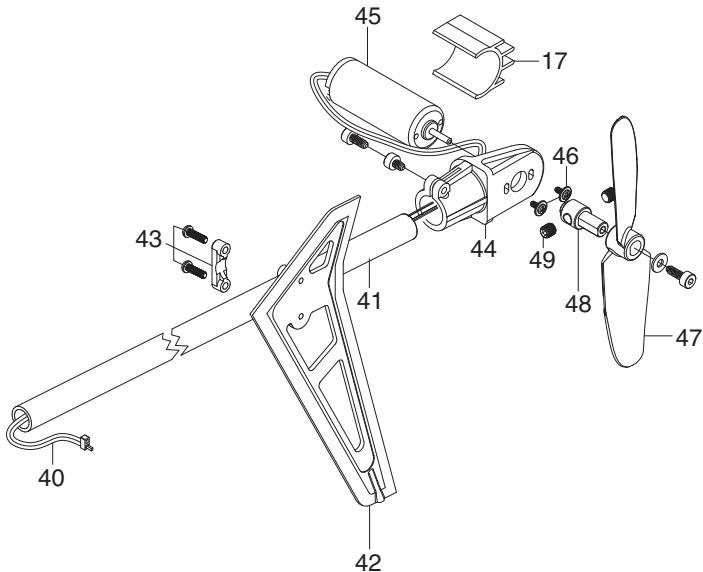
Be certain to specify the order number exactly as listed in the Parts List. Payment by credit card or personal check only; no C.O.D.

If additional assistance is required for any reason contact Product Support by e-mail at helihotline@hobbico.com, or by telephone at (217) 398-8970.

AXE CP 2.4GHZ RTF PARTS LIST

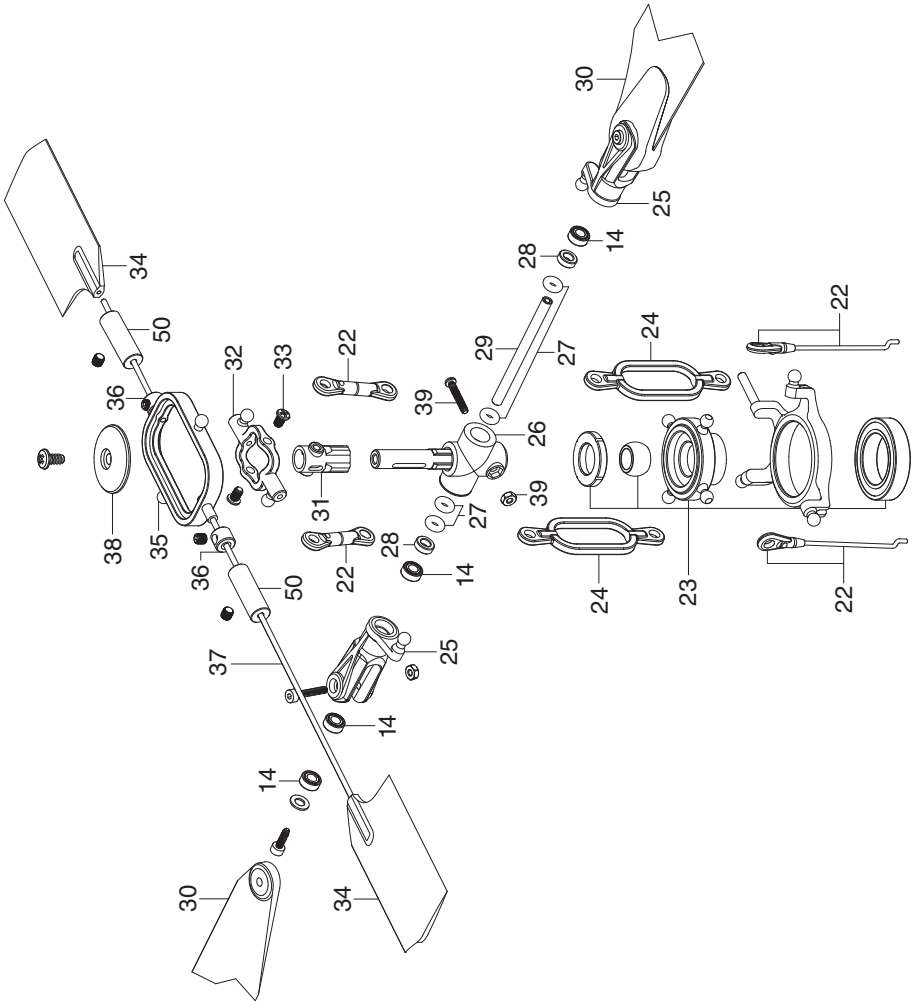
#	Part No.	Description
1	HMXE7443	Canopy Axe CP 2.4
2	HMXE8819	Battery Rubber Bands
3	HMXE7426	Canopy Grommets
4	GPMP0413	3S 11.1V LiPo Battery Axe CP 2.4
5	HMXE8901	Landing Skids CPv3, CP 2.4
6	HMXE8902	Skid Supports
7	HMXE7205	Battery Stop with Skid Spacer CP 2.4
8	HMXE8407	Main Frame Left and Right
9	HMXM2004	Servo with servo arm
10	HMXE8814	Servo Mounting Screws
11	HMXE8818	Servo Arms w/screws
12	HMXE9002	Swashplate Stay
13	HMXE8404	Main Rotor Gear
14	HMXE7287	Ball Bearing Set
15	HMXE8405	Main Shaft Collar and Bushing
16	HMXE8002	Main Motor, 380
17	HMXE8624	Motor Heat Sinks Axe CP Gun Metal Grey
18	HMXE8605	Canopy Mounts CPv3, CP 2.4
19	HMXM2034	Receiver 2.4GHz Axe CP 2.4
20	HMXM2035	E-Board (Mixer, Gyro, ESC) Axe CP 2.4
21	HMXE8406	Main Shaft
22	HMXE7627	Complete Linkage Set
23	HMXE9001	Swashplate Assembly
24	HMXE7802	Flybar Links
25	HMXE2500	Blade Grips Axe CP 2.4
26	HMXE8607	Center Hub
27	HMXE7362	Head Dampener O-Rings (red) CP 2.4
28	HMXE4500	Head Dampening Spacers CP 2.4
29	HMXE7814	Feathering Spindle
30	HMXE8322	Reinforced Main Rotor Blades
31	HMXE9058	Slide Block
32	HMXE8801	Seesaw
33	HMXE8606	Control Hub Screws
34	HMXE7804	Flybar Paddles
35	HMXE8813	Stabilizer Control Hub
36	HMXE7805	Flybar Mount Collar CP V3 2.4
37	HMXE7803	Flybar
38	HMXE8622	Head Button
39	HMXE8621	Head Bolt and Nut
40	HMXE9554	Tail Motor Extension Wire
41	HMXE9548	Tail Boom Axe CP Gun Metal Grey
42	HMXE9562	Tail Vertical Fin
43	HMXE9561	Tail Vertical Fin Bracket w/screws

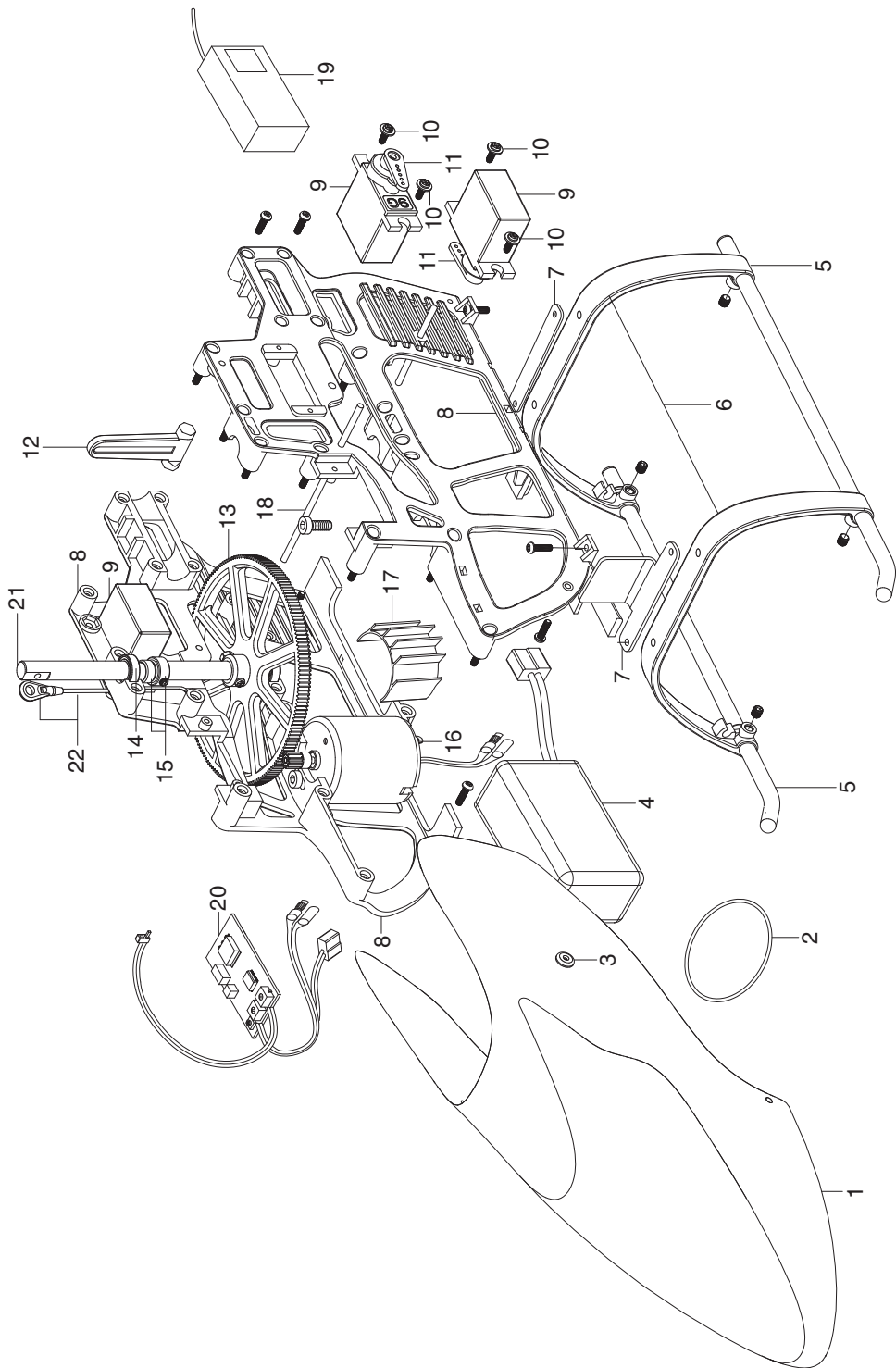
- 44 HMXE9564 DD Tail Motor Mount
- 45 HMXE9583 Tail Motor Axe CP 2.4
- 46 HMXE8470 Tail Motor Screws Axe CP 2.4
- 47 HMXE8471 Tail Rotor Blade CP 2.4
- 48 HMXE8472 Tail Rotor Adaptor CP 2.4
- 49 HMXE7342 Screw Set Axe CP 2.4
- 50 HMXE8320 Bell-Hiller Flybar Weights
- 51 HMXE8702 Canopy Mount Silicon Tubes
- HMXE9552 Training Gear
- HMXJ2022 Transmitter 2.4GHz Axe CP 2.4
- HMXP1005 AC Charger Adaptor Axe CP 2.4
- HMXP1004 3s LiPo Balance Charger

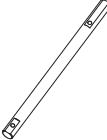
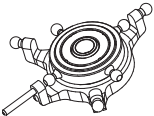
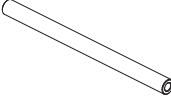
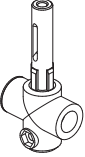
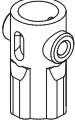
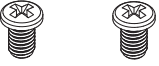
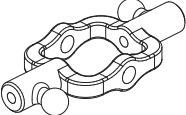
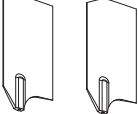




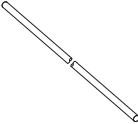
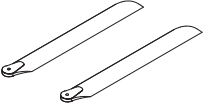
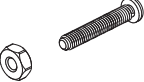


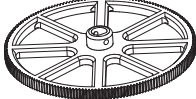

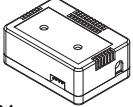

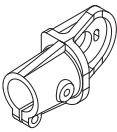
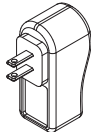
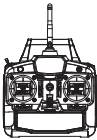



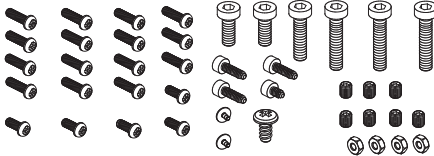
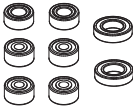
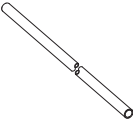
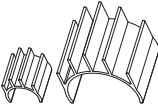
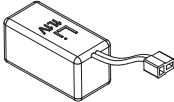
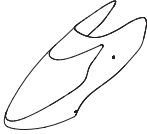
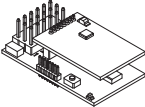
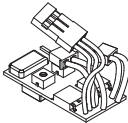
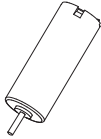


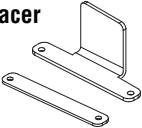
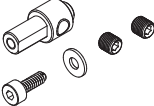

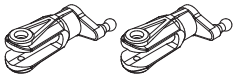




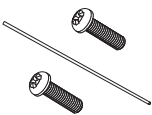
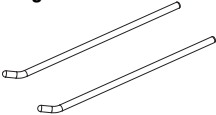
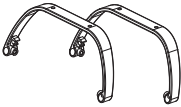
#14 - HMXE7287 BALL BEARING SET

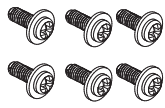
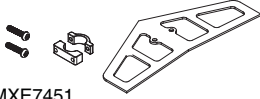
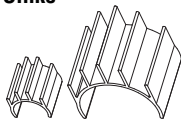
#49 - HMXE7342 SCREW SET AXE CP 2.4





Main Shaft  1 Pc HMXE8406	Swashplate Assembly  1 Set HMXE9001	Feather Spindle  1 Pc HMXE7814
Center Hub  1 Pc HMXE8607	Slide Block  1 Pc HMXE9058	Control Hub Screws  2 Pcs HMXE8606
Seesaw  1 Pc HMXE8801	Flybar Paddles  2 Pcs HMXE7804	Head Button  1 Pc HMXE8622
Stabilizer Control Hub  1 Pc HMXE8813	Flybar Mount Collar  2 Pcs HMXE7805	Bell-Hiller Flybar Weights  2 Pcs HMXE8320
Flybar  1 Pc HMXE7803	Main Rotor Blades  2 Pcs HMXE8322	Head Bolt and Nut  2 Pcs HMXE8621
Flybar Links  2 Pcs HMXE7802	Main Motor, 380  1 Pc HMXE8002	Main Rotor Gear  1 Pc HMXE8404
Training Gear  2 Pcs HMXE9552	3s LiPo Balance Charger  1 Pc HMXP1004	Linkage Set  5 Pcs HMXE7627
DD Tail Motor Mount  1 Pc HMXE9564	AC Charge Adapter  1 Pc HMXP1005	Transmitter  1 Set HMXJ2022

Head Dampening Spacers CPx 2 Pcs  HMXE4500	Screw Set 1 Set  HMXE7342	
Replacement Bearing Set 6 Pcs  HMXE7287	Tail Boom (Grey) 1 Pc  HMXE9548	Motor Heat Sinks 2 Pcs  HMXE8624
3S LiPo Battery 1 Pc  GPMP0413	Canopy 1 Pc  HMXE7443	Receiver 2.4GHz 1 Pc  HMXM2034
E-Board (Mixer, Gyro, ESC) 1 Pc  HMXM2035	Tail Motor 1 Pc  HMXE9583	Tail Motor Screws 2 Pcs  HMXE8470
Tail Rotor Blade 1 Pc  HMXE8471	Battery Stop w/ Skid Spacer  HMXE7205	Tail Rotor Adapter  HMXE8472
Head Dampener O-Ring (70 red) 4 Pcs  HMXE7362	Main Blade Grips 2 Pcs  HMXE2500	Washer Set 4 Pcs  HMXE4500
Silicon Secure Tubes 4 Pcs  HMXE8702	Battery Rubber Bands 3 Pcs  HMXE8819	Canopy Grommets 2 Pcs  HMXE7426
Canopy Mounts 1 Set  HMXE8605	Landing Skids 2 Pcs  HMXE8901	Skid Supports 2 Pcs  HMXE8902

Main Frame 2 Pcs  HMXE8407	Servo with Servo Arm 1 Pc  HMXM2004	Servo Mounting Screws 6 Pcs  HMXE8814
Servo Arms w/ Screws 6 Pcs  HMXE8818	Washplate Stay 1 Pc  HMXE9002	Tail Motor Extension Wire 1 Pc  HMXE9554
Tail Vertical Fin 1 Pc  HMXE9562	Tail Vertical Fin Bracket w/ Screws 3 Pcs  HMXE9561	Main Shaft Collar and Bushing 3 Pcs  HMXE8405
B/H Mixing Arms 2 Pcs  HMXE8319	B/H Main Blade Grips 2 Pcs  HMXE8318	B/H Linkage Set 4 Set  HMXE8321
Carbon Fiber Vertical Fin w/ Hardware 1 Pc  HMXE7450	Carbon Fiber Horizontal Fin w/ Hardware 1 Pc  HMXE7451	CNC Swashplate Assembly 1 Set  HMXE7454
CNC Center Hub & Head Button 1 Set  HMXE7455	CNC Slide Block & Seesaw 1 Set  HMXE7456	LiPo Battery 1050 mAh 11.1V 1 Pc  GPMP0709
Carbon Fiber Tail Boom 1 Pc  HMXE7453	Carbon Fiber Flybar Paddles 2 Pcs  HMXE7452	CNC Flybar Carrier 1 Pc  HMXE7657
Tail Boom 1 Pc  HMXE9550	Heat Sinks 2 Pcs  HMXE8623	CNC Bell-Hiller Upgrade Kit Axe CP 2 Pcs  HMXE7459

This model belongs to:

Name

Address

City, State, Zip

Phone Number

AMA Number

— Heli-Max® —