

Mini Velocity



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

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

READ THE INSTRUCTIONS FULLY BEFORE YOU START.

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

PARTS LIST

FUSELAGE AND WING

TAIL FIN

CANOPY

SKID (we do not recommend fitting)

FUEL TANK

ACCESSORY PACKS CONTAINING THE FOLLOWING:

INNER CONTROL SNAKES x 3

METAL CONTROL RODS x 6

METAL CLEVISES x 4

PLASTIC CLEVISES x 2

CONTROL HORNS x 2

2mm BOLTS x 6

2mm NUTS x 12

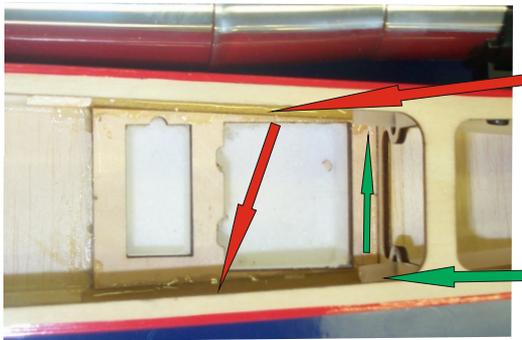
ENGINE BOLTS (4mm 1/8AF) x 4

CANOPY BOLTS (3 3/32AF) x 2

CLEVIS KEEPERS x 2



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



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

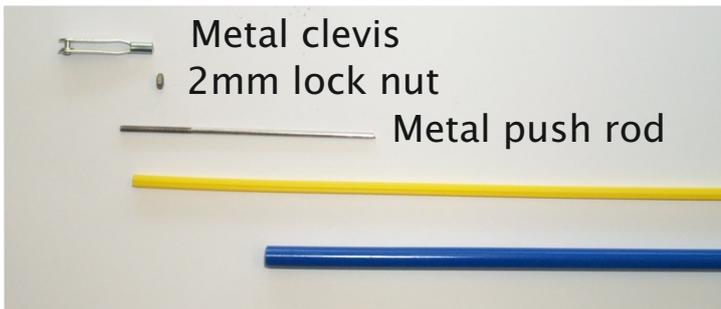
Please cut the outer snakes so they just pass the frames. If you do not do this it will restrict full travel of the control surface.

Servo installation

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

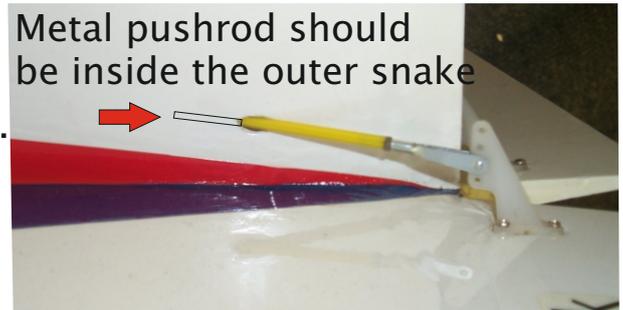


Push rod and horn installation



Inner snake
Outer snake (already in aircraft)

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

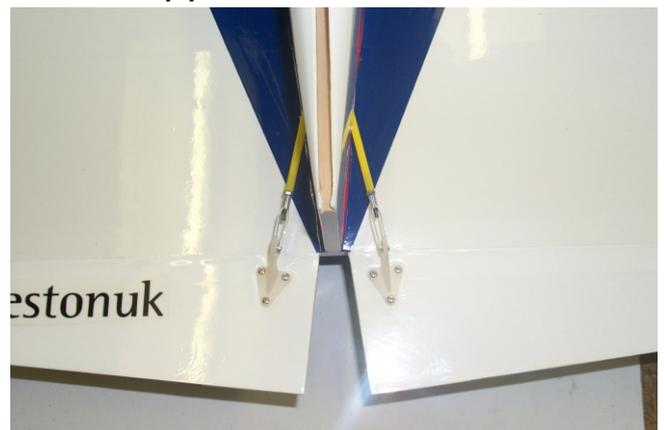


Metal pushrod should be inside the outer snake

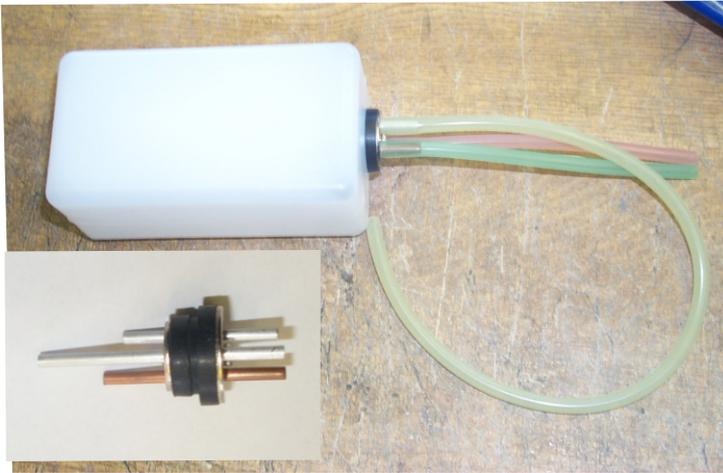


Insert the 2mm nut on the end of the thread followed by the 2mm metal clevis. This needs to be repeated at the other end. All this is done in conjunction with the positioning of the horn over the hinge point of the control surface and at the correct angle as per pic below. Secure the control horns in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

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



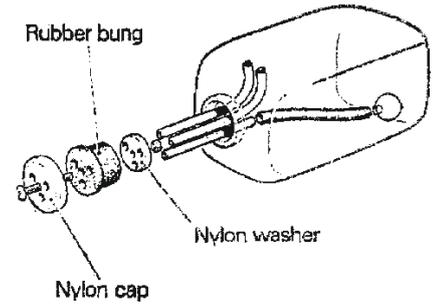
Tank installation



ASSEMBLY INSTRUCTIONS FOR R/C CLUNK TANK

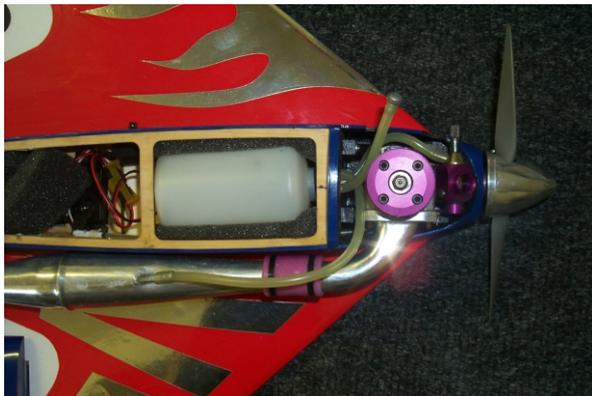
Assemble the parts of the kit as shown in the diagram but do NOT tighten up the nut and bolt before inserting the assembly into the neck of the bottle.

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



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

Install the tank into the bay and pack with foam.



Engine installation

Please check the engine mount bolts before securing the engine. It's a good idea just to put a bit of cyano on the edge of the bolt to lock it to the engine mount. Install your chosen engine to the engine mount (we recommend the West 36V1) using the deep core self tapping screws to secure.



Ensure the prop drive clears the front ring

Throttle install

Install the inner snake as per the elevons and a set is required so no binding is present. A plastic clevis is to be used at the carb end to ensure no metal to metal contact and using the other plastic clevis and clevis keepers complete installation.

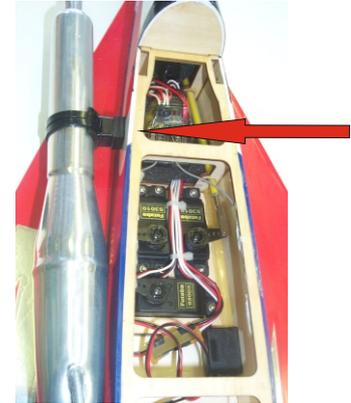


Pipe install

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



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



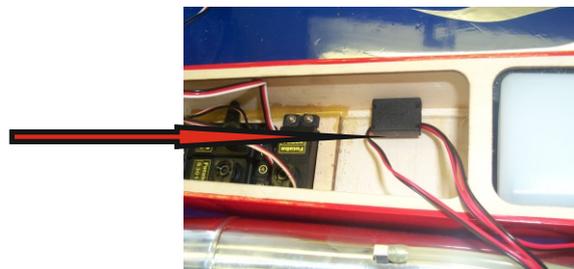
BATTERY MOUNTING

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



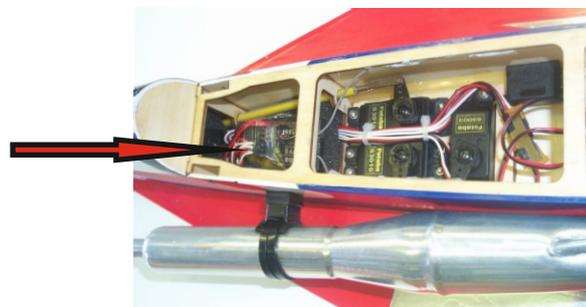
SWITCH

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



RECEIVER

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



TAILFIN

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



LANDING SKIDS (we don't recommend fitting it)

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

GENERAL INFORMATION

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

Centre of gravity:- this should be 235mm 240mm from the front nose ring of the fuselage.

MOVEMENTS

- elevator up and down 15mm
- ailerons up and down 10mm

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

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



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