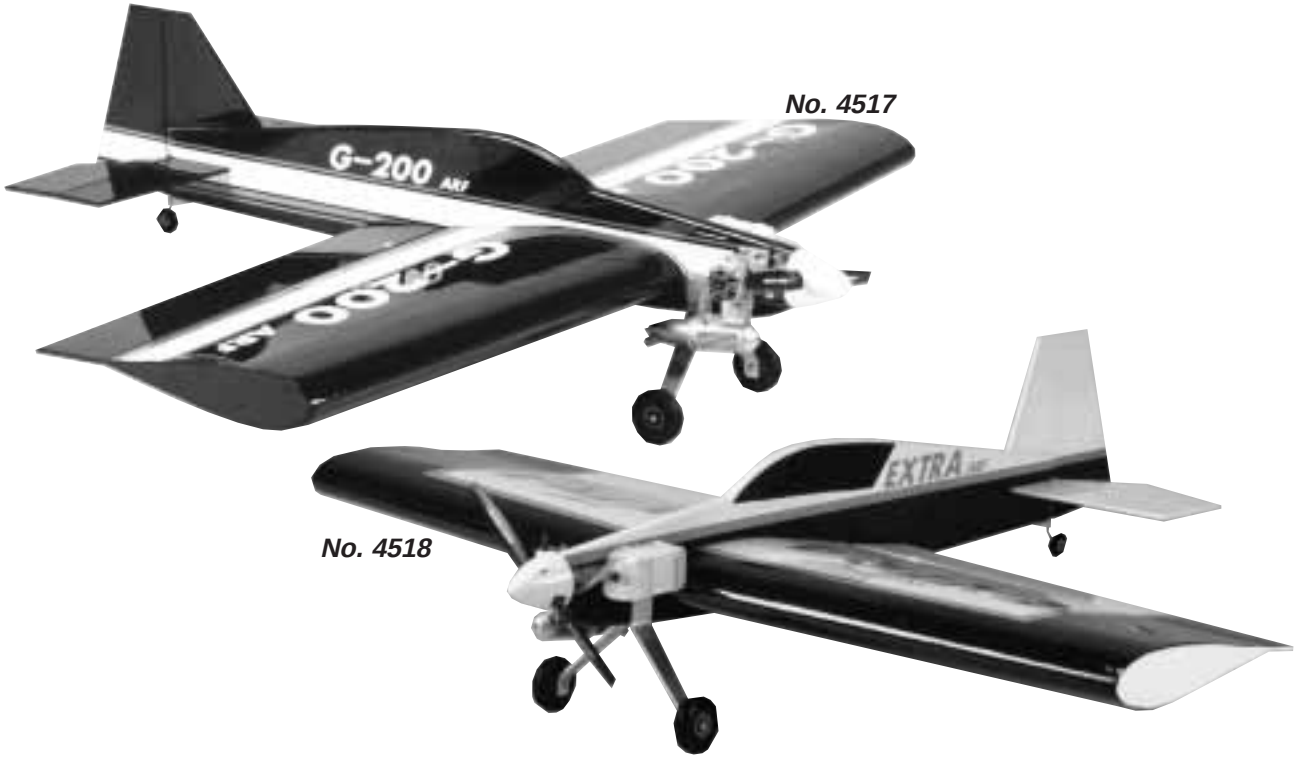
FUN TIGER EXTRA™

&

FUN TIGER G-200™

Assembly Instructions



No. 4517

No. 4518

WARRANTY

Thunder Tiger Model Company guarantees this model kit to be free from defects in both material and workmanship at date of manufacture. This warranty does not cover any components damaged by use or modification and in no case shall Thunder Tiger's liability exceed the original purchase price of the kit. Thunder Tiger also reserves the right to change or modify this warranty without notice.

Since Thunder Tiger Model Co. has no control over possible shipping damages, construction techniques or materials used for construction by the modeler, no liability can be assumed nor accepted for damage resulting from the use by the user of the final user-assembled product. By the act of using this user-assembled product, the user accepts all resulting liability. If the buyer is not prepared to accept this liability, he should return this kit in new and unused condition to the place of purchase for a full refund.

INTRODUCTION

All of us at Thunder Tiger want to thank you for choosing the best-looking, lightest-weight, and best -flying ARF available in this category of R/C, the profile fuselage Fun Fly. This kit features state-of-the-art engineering that provides quick and easy assembly of a strong, yet lightweight airplane that will provide you with an enjoyable experience. The Fun Tiger will do every maneuver in the book!

To gain the most from this airplane kit, it is important that you read the instructions thoroughly and then follow them exactly. This instruction manual has been written with an inexperienced modeler in mind, but includes many hints and modeling tips that even experienced modelers can benefit from. We strongly suggest that you read through the instructions completely before beginning construction. This will give you a good idea of the construction sequence and eliminate many questions you might have if you did not read the manual prior to starting the actual construction.

The first thing you should do before beginning assembly is to check the contents of your kit against the parts list on pages 4 and 5. If any parts are missing, contact your dealer immediately for replacement. Customers in the United States and Canada may contact **Ace Hobby Distributors directly at 116 W. 19th Street, Higginsville, MO 64037** 660-584-6704 for replacement parts. *Under no circumstances can a kit be returned if assembly has already been started.*

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OTHER ITEMS REQUIRED FOR ASSEMBLY

A checklist is also provided on the next page which will make shopping for these items easier.

Radio - A 4-channel radio with five standard servos is required. To achieve the maximum maneuverability from this plane, we recommend you use a computer-based radio for elevator/flapperon mixing.

Adhesives - You will need two types of adhesives for the Fun Tiger - Epoxy and Instant (cyanoacrylate) adhesives. We recommend that you purchase both 5-minute and 30-minute epoxy to cut down on assembly time, but you can get by with only 30-minute epoxy if time is not important. You will also need a small bottle of both "Thick" and "Thin" instant adhesive.

Tools - Model assembly can be much easier if the proper tools are used. Therefore, we have included in our checklist to the right, a complete listing of all the tools we used to assemble our prototype models. As you will notice, many household tools can be utilized during construction.

Engine - The Thunder Tiger GP-42, PRO-40/46 and F-54S are the ideal engines for this airplane. These quiet-running engines are easy to start, require no special break-in periods, are very easy to maintain and will last for years.

Flight Equipment - There are several "support" items that you will need to purchase in order to get your engine running and your plane in the air. These are listed at the bottom of the page.

Comprehensive Items Needed Check List

- ❑ 40 Size Engine
- ❑ 4-Channel Radio with 5 Standard Servos
- ❑ 5-minute Epoxy (4 ounces)
- ❑ 30-minute Epoxy (4 ounces)
- ❑ "Thin" Instant Adhesive (1/2 ounce)
- ❑ "Thick" Instant Adhesive (1/2 ounce)
- ❑ Hobby Knife and Blades
- ❑ Epoxy Mixing Sticks and/or Brushes
- ❑ Sandpaper (150 grit)
- ❑ Masking Tape
- ❑ Rubbing Alcohol
- ❑ Paper Towels
- ❑ Ruler
- ❑ 90 Degree Triangle
- ❑ Waxed Paper
- ❑ Fine-Point, Felt-Tip Pen
- ❑ Misc. Household Tools
- ❑ Drill and Bits (1/16", 5/64", 3/32", 5/32", 3/16")

Flight Equipment

- ❑ Foam Rubber Padding for the Radio
- ❑ Stick on Lead Strip for Balancing the Plane
- ❑ 3 or 4 Props (see engine instructions)
- ❑ 10%-15% Glow Fuel
- ❑ Fuel Pump or Bulb
- ❑ Electric Starter or "Chicken Stick"
- ❑ Glow Plug Clip and Battery
- ❑ Extra Glow Plug(s)

IMPORTANT

Please check the contents of your kit box with these part sketches before beginning construction. This will not only familiarize you with the parts and their names, but it will also give you a head start in the unlikely event that you are missing a part. If parts are missing, call (660) 584-6704.

WING SET #AS6009 (#AS6002)

Left Wing (1)

Balsa Stick (2)

Wing Joiner (2)

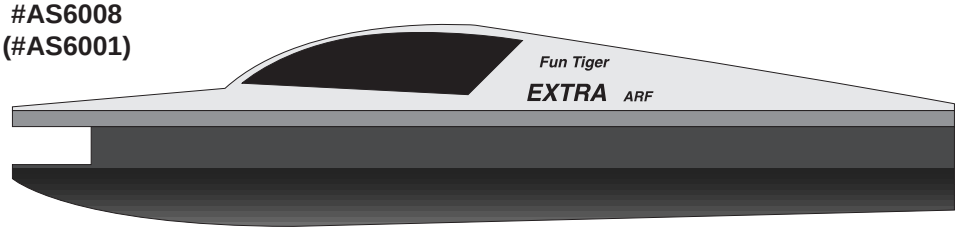
Dowel (1)

Balsa Hatch (2)

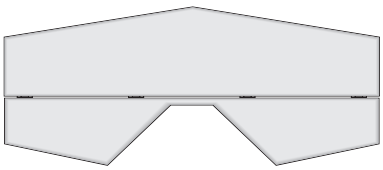
Wood Screw (4)

Right Wing (1)

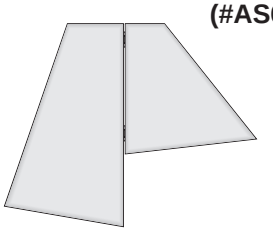
FUSELAGE #AS6008 (#AS6001)



HORIZONTAL TAIL #AS6011 (#AS6004)



VERTICAL TAIL #AS6010 (#AS6003)



WHEEL #3256

(2)

SPINNER #3284W

Spinner (1)

Tapping Screw (2)

Backplate (1)

Parts are not necessarily drawn actual size!

Replacement parts can be ordered by Set Number Only.
Individual parts not available.

LINKAGE BAG #AS6006


Inner/Outer Nyrod (2)

Clevis (4)

Threaded Stud (2)


Allen Wrench (1)


Plastic Guide Tube (1)


2mm Nut (1)


Set Screw (1)


Z-Bent
Threaded End (2)


Pushrod Clamp (4)

Wood Screw (4)


“EZ” Connect (1)

Piano Wire (1)

FUEL TANK #3261

180cc Tank (1)


Fuel Stopper (1)

Straight Nipple (1)


Cap (1)


90˚ Nipple (1)

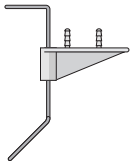

Clunk (1)


Silicone Tube (1)

TAIL WHEEL SET #AS6007


Tail Wheel (1)

Wood Screw (2)


Tail Gear (1)

Set Screw (1)


Wheel Collar (1)

MAIN LANDING GEAR #AS6005


Landing Gear (2)


3mm Hex Nut (4)

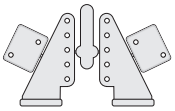

4mm Hex Nut (4)


Socket Screw (2)


Allen Wrench (1)

Screw (2)

CONTROL HORN #3151


Horn &
Backplate (2 pr)


Screw (8)

Parts are not necessarily drawn actual size!

INTRODUCTION

1. The Fun Tigers are designed for the experienced R/C pilot. If you do not yet have the skills to fly this outrageously maneuverable machine, set it aside until you have progressed through the trainer and intermediate stages of R/C flight; you will then be ready for this plane.

2. Please assemble your model according to these instructions. Do not attempt to modify or change in any way as doing so may adversely change its flying characteristics.

3. Before you begin, please check the entire contents of this kit against the parts list and drawings to make sure that no parts are missing or damaged. This will also help you to become familiar with each component of your plane. If you find that any of the parts are either missing or damaged, please contact your dealer immediately for replacement.

Note: Your dealer cannot accept kits for return if construction has begun.

Note: Each step of these instructions is preceded by a box which can be checked off as you complete the step. This will allow you to follow your progress and quickly find your starting place after any interruptions or breaks.

The following instruction manual depicts the Fun Tiger Extra. If you are building the Fun Tiger G-200, it builds exactly the same; just disregard the differences in the color scheme.

PRE-ASSEMBLY-Fuselage

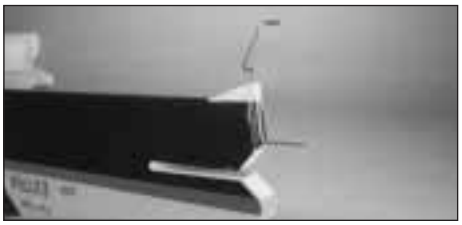
❑ Using a sharp modeling knife, cut away the covering film from both the wing joiner slot and the 1/4”D alignment hole in the wing area on both sides of the fuselage.

❑ Also cut away the film at the rear of the fuselage where the stab slot is. Notice that this reveals the balsa tail post between the flaired part of the stab slot. Use a razor saw or repeatedly cut with a hobby knife to remove the tail post in this area.

❑ Locate the full size drill template. Cut away the paper where indicated. Locate it on the left side of the fuselage and tape in place. Using a center punch or an awl, mark and drill four 5/32" holes for mounting the landing gear then mark and drill three 5/64" holes for the tank mounting wires. Be careful to keep the drill perpendicular to the fuselage.

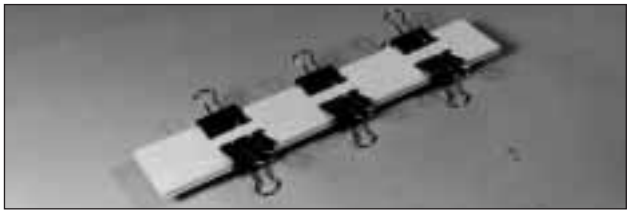
❑ Position your engine in the cut-out area in the front of the fuselage so the spinner will clear the nose by about 1/8". Firmly holding the engine in place, mark the four engine mounting hole locations. Drill four 5/32" holes where marked, being careful to keep the drill perpendicular to the fuselage.

Using medium CA glue or epoxy, coat the exposed wood in the fuselage’s engine slot for fuel proofing.

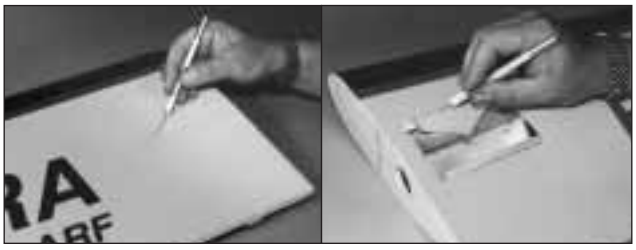


❏ Drill 3/16” holes in the bottom of the rear of the fuselage to accommodate the barbed pins in the tailwheel mounting bracket. Locate the holes using the bracket/tailwheel assembly as a guide. Line up the bracket so the “tiller arm” portion of the wire is flush with the rear edge of the fuselage.

PRE-ASSEMBLY-Wing



❏ Using epoxy, laminate the two plywood wing joiners together. Clamp together keeping the edges aligned; wipe off excess glue before it sets. Allow to cure. When dry, sand all edges of the joiner, removing any bumps or irregularities. Test fit the joiner into the slots of both wing halves and trim as necessary for a good fit.

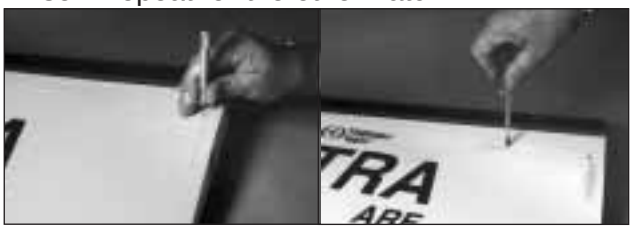


❏ Observe that there is an open bay in the top of each wing. This is where the radio will go. To gain access to this area, you will need to cut away the covering film.

Begin by cutting the film diagonally across the bay with a sharp modeling knife from corner to corner.

Fold the material down into the wing and press it down so it sticks to the vertical edge of the wing sheeting. Note there is a 3/16" wide ledge on both sides of the opening; press the material down to this ledge and use your fingernail to burnish the material into the corners of the ledge. Trim away the excess material. Permanently stick the covering material to the edges with a heat sealing iron set on low temperature.

❏ Locate the two 3-1/8" X 4-5/8" balsa hatches and the two 1/4" X 4-3/8" balsa hatch tongues. Using thin CA, glue a hatch tongue along the long edge of one of the hatches leaving 1/8" overlapping the edge and centering it lengthwise. Repeat for the other hatch.



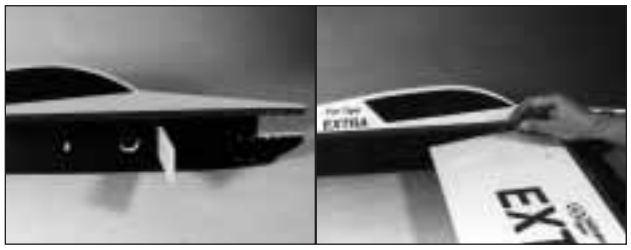
❏ Put one of the hatches into place in the open bay of one of the wing panels...the hatch tongue is to fit into the rear edge of the opening; you may have to do a bit of trimming on the tongue for it to fit. With the hatch in position, drill a 1/16" pilot hole through both the hatch and the plywood mounting platform about 1/2" from the side and 1/8" back from the front edge of the hatch. Remove the hatch and expand both holes to 1/8". Now the hatch can be secured with two self-tap screws furnished. Repeat for the other hatch.

❏ Locate the paper template for cutting the pushrod/nyrod slots. Trim along the lines that indicate the center and the rear of the wing. Put the template on top of the left wing panel and line up the edges...tape the template in place. Using a sharp modeling knife, cut two slots in the wing sheeting in the location indicated; make a few shallow cuts instead of one cut

all the way through. These are where the pushrod and Nyrod will exit the wing when the radio is installed. Repeat for the right wing panel by putting the template on the wing upside down.

PRE-ASSEMBLY-Cutting away covering material

❏ In the following steps, you will be cutting away covering material in preparation for gluing. You have to be careful here. When cutting way the covering, you need to use a sharp modeling knife and only score the film itself. DO NOT cut into the wood below the covering. If you do, the structure of the airplane will be compromised and failure may occur. Use a felt-tip pen to mark the cutting locations as instructed.



❏ Begin with the fuselage/wing joint. Slip the wing joiner into the slot in the fuselage and the 1/4" alignment dowel into the hole at the rear of the wing location. It helps insertion if you round over the edges of both the joiner and the dowel. Slide both wing halves onto the wing joiner/dowel until they butt up to the fuselage side. Mark the fuselage around the outer perimeter of wing. Remove the wing and carefully score the covering about 1/8" on the INSIDE of these marks and peel off the covering to reveal raw wood at the wing/fuselage joint. DO NOT GLUE THE WING IN PLACE!

❏ Put the fin into place in the slot in the rear of the top of the fuselage. Mark the fin on both sides where it meets the top edge of the fuse. Take the fin out and remove the covering material about 1/32" below your mark.

❏ Slip the stabilizer into its slot in the fuselage. Using a ruler to center the stabilizer and a T-square to make sure it is perpendicular to the fuselage, mark where the fuselage meets the stabilizer on the top and bottom. Slide the stab out and remove the covering material about 1/32” on the inside of your marks.

PRE-ASSEMBLY-Hinging

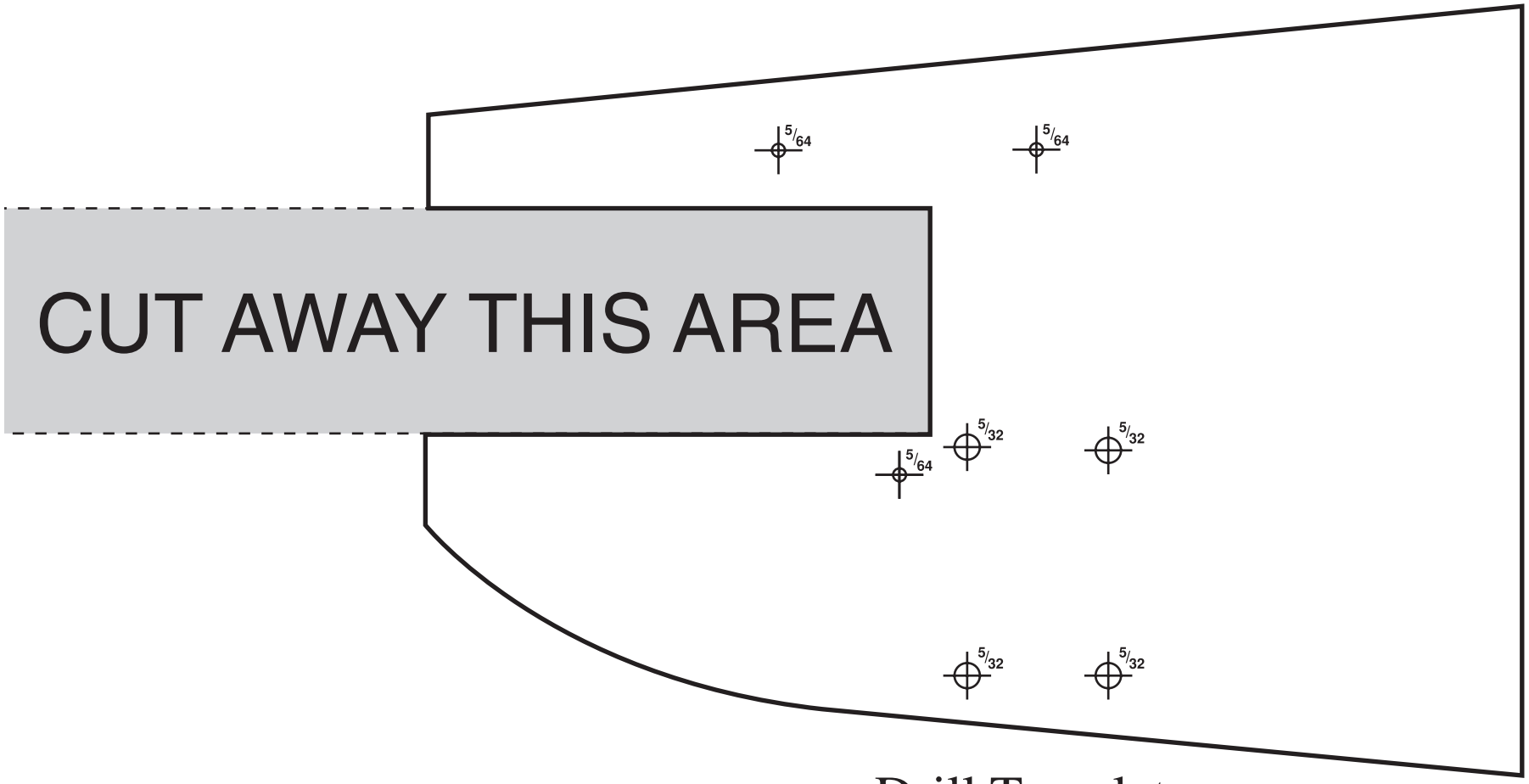
❏ In the following steps, you will be mounting the control surfaces by gluing the hinges in place. All of the slotting has been done for you, so it requires very little work. Begin by test fitting the ailerons to the wing, the elevator to the stabilizer and the rudder to the fin.

❏ To help prevent glue from restricting the hinge action, put a small drop of oil on the moveable part of each hinge, being careful not to get any oil on the flat surfaces of the hinges. Lay them on a paper towel to absorb the excess oil.

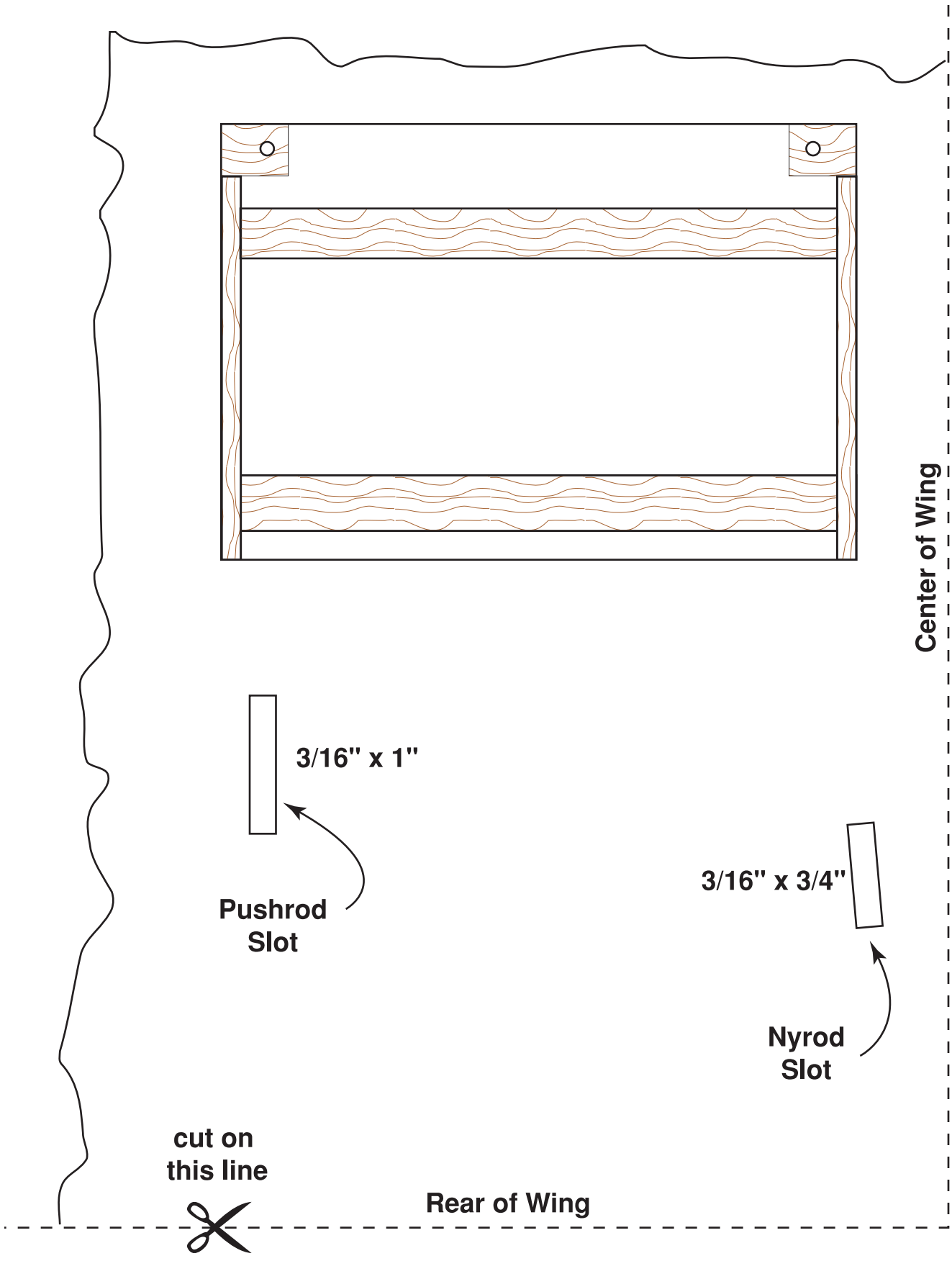
❏ We prefer to use 30 minute epoxy and do all the hinging at one time.

The easiest way to accomplish this task is to evenly coat the top and bottom surfaces of one half of a hinge and slip it into its slot in the control surface; do the same for the other hinges in the control surface. This lets the control surface itself be your holding fixture. Then coat both sides of the exposed half of all the hinges. Next, slide the control surface in place, starting at one end or the other.

Keep paper towels and some rubbing alcohol handy to clean up epoxy fingerprints on the covering material before it sets.



Drill Template



Wing Template

❏ Using epoxy, join the control surfaces to the flight surfaces with the hinges: rudder/fin, stabilizer/elevator, right wing/right aileron, and left wing/left aileron. Keep the gap between the surfaces at a minimum.

When the epoxy has set, remove any excess and check for free movement of the surfaces. Give a firm tug to each surface to make sure the hinges are securely glued in; remember, this is a wild airplane and much stress is placed on the control surfaces.

ASSEMBLY
Tank/Landing Gear/Engine

❏ Assemble the fuel tank by first cutting the silicone tube to 2-1/2" in length. Press the straight plastic nipple (the 90 degree nipple is not used in this plane) into the rubber stopper until the molded-in ring is against the stopper. Rubbing alcohol applied to the nipple will make it slip inside the stopper easier. Now slip the silicone tubing onto the nipple and insert the metal clunk into the other end of the tubing. Insert this assembly into the tank (clunk first) and securely tighten the threaded cap to hold everything together.

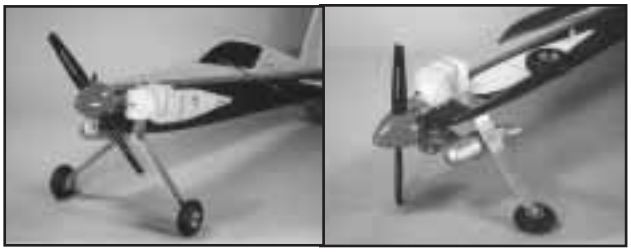
❏ Bolt the right and left aluminum landing gear onto the fuselage using four M3 X 30mm bolts and nuts. Note that the straight edge of the landing gear goes to the front of the fuselage.

❏ Mount the wheels using M4 X 30mm socket head bolts as an axle and two nuts on either side of the landing gear to secure it.

❏ Using epoxy, glue the tailwheel assembly in place. Secure the tailwheel in place with the wheel collar and set screw furnished.

❏ Mount the engine in place with four M3 X 30mm bolts, nuts, and washers.

❏ Mount the tank in place with “U” and “L” shaped music wire brackets furnished. They are inserted from the right side of the fuselage



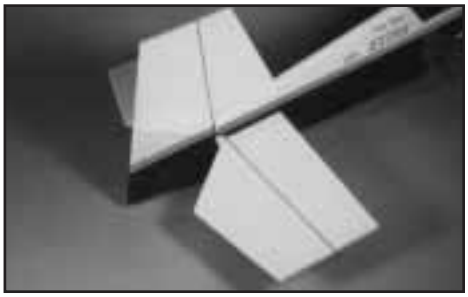
through the holes you drilled earlier and then bent over with a needle nosed pliers to form a hook for rubber bands which in turn, secure the tank.

❏ Now that your Fun Tiger is “up on its feet”, use a triangle to check and see if it sits perpendicular to the work surface; slightly bend the landing gear as necessary. Now, as you install the wing and tail, you can easily check alignment.

ASSEMBLY-Wing

❏ Once again, test fit the wing onto the fuselage with the wing joiner and the alignment dowel in place. When satisfied, use 30-minute epoxy to glue the wing in place, making sure you generously butter both sides of the wing joiner plus where the wing root surfaces meet the fuselage sides. Use a paper towel dampened with alcohol to remove the excess epoxy.

Make sure the wing remains in complete contact with the fuselage as the glue sets.



ASSEMBLY-Tail Group

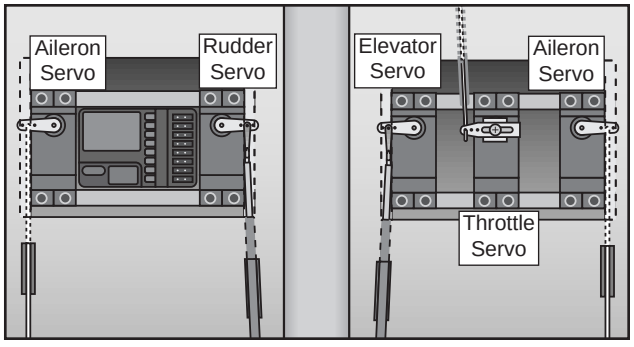
❏ Test fit the Fin/Rudder assembly into place on the fuselage. Mark and drill a 3/32" hole into the leading edge of the rudder to accommodate the tiller arm portion of the tailwheel assembly. Test fit again and (if necessary) notch the leading edge of the rudder to accommodate the tailwheel wire.

❏ Epoxy the stabilizer and fin onto the fuselage, making sure the stabilizer stays in alignment with the fuselage and the fin stays perpendicular to the stab. Also make sure the tailwheel assembly tiller arm slips into the hole you just drilled in the leading edge of the rudder.

SERVO INSTALLATION

❏ Study the radio installation drawing. Note that three servos are installed in the right wing: the outermost servo is one of the two aileron servos, in the middle is the throttle servo and the rudder servo is on the inside.

In the outboard position in the left wing is the other aileron servo; the elevator servo is on the inside. Receiver and battery are foam wrapped in-between these two servos and the switch and charge jack are mounted to the hatch in such a way that they don't interfere with the internal components.

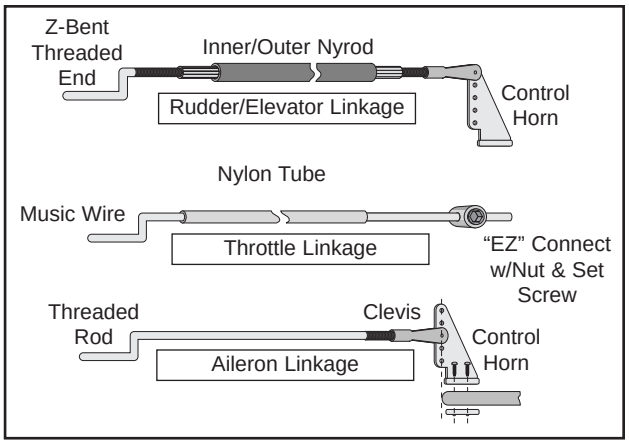


❏ Use self-tap screws and grommets to mount the servos to the rails in the wing so the output arm will be in line with the slots you have already cut. The throttle linkage will be dealt with soon. Simply install the throttle servo halfway between the aileron and rudder servo.

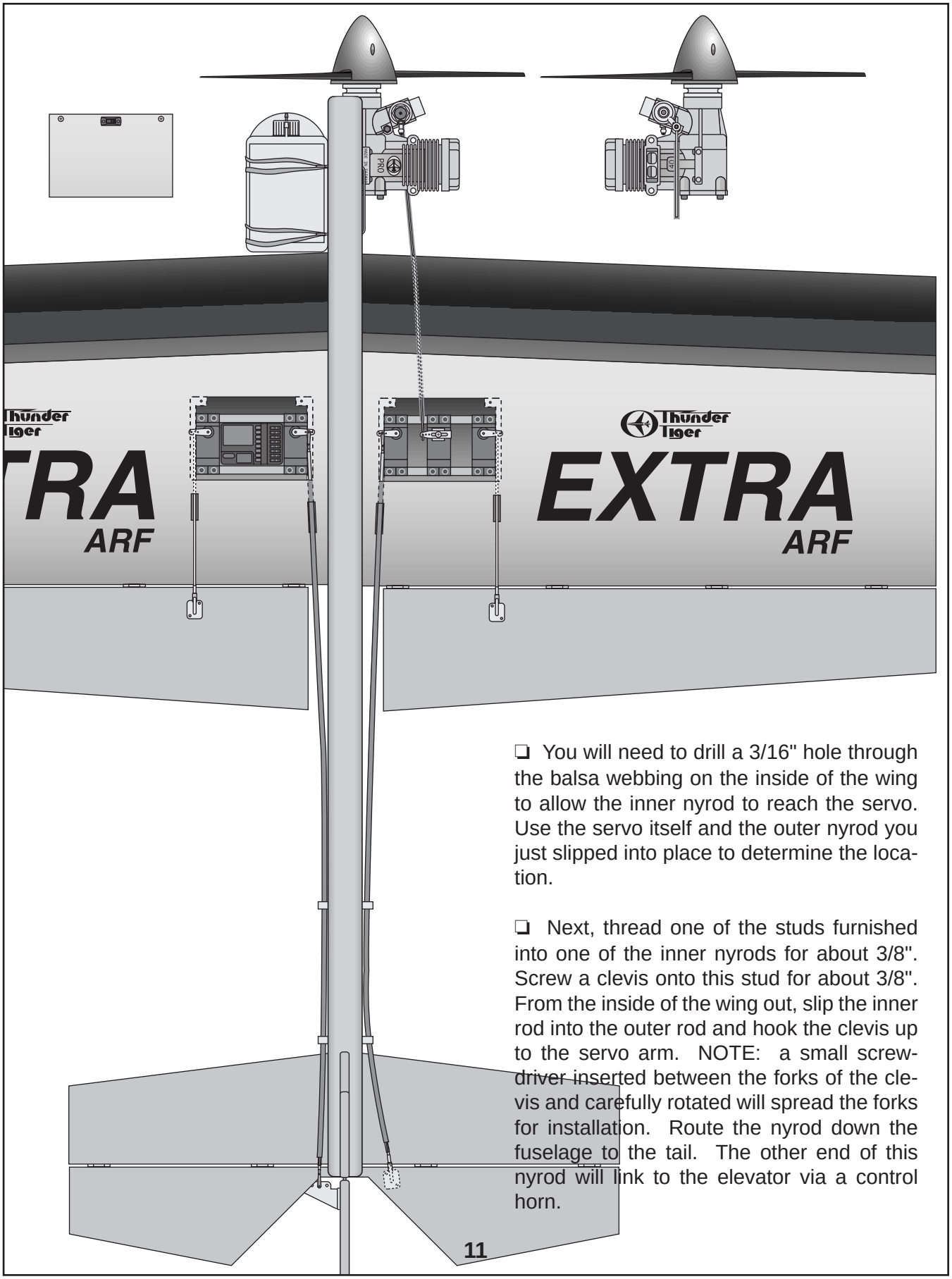
LINKAGE INSTALLATION

Elevator/Rudder Linkage

Hookup to the rudder and elevator is done with "nyrod" pushrods consisting of an inner and outer nylon tube. A threaded stud and clevis on each end connect to both the servo arm and the control horns.



❏ Take a piece of 120 grit sandpaper and roughen up about 2" of the outside of one end of each of the two outer nyrods. Slip this end into the slot in the LEFT wing that you cut earlier.



❑ You will need to drill a 3/16" hole through the balsa webbing on the inside of the wing to allow the inner nyrod to reach the servo. Use the servo itself and the outer nyrod you just slipped into place to determine the location.

❑ Next, thread one of the studs furnished into one of the inner nyrods for about 3/8". Screw a clevis onto this stud for about 3/8". From the inside of the wing out, slip the inner rod into the outer rod and hook the clevis up to the servo arm. NOTE: a small screwdriver inserted between the forks of the clevis and carefully rotated will spread the forks for installation. Route the nyrod down the fuselage to the tail. The other end of this nyrod will link to the elevator via a control horn.

❏ Locate the nylon control horns. Cut them apart and remove any flashing. Put a control horn in position on the elevator so the nyrod lines up nicely and the holes in the control horn line up with the hinge line. Make sure the horn is located on solid wood. Drill 5/64" holes in the elevator to accommodate the mounting screws for the horn. (A drop of CyA glue will hold the horn in position while drilling.) Mount the horn in place with two 2mm X 12mm screws and the nylon screw plate.

❏ Making sure the other end of the inner nyrod is still hooked to the servo, cut the outer nyrod to within about 1-1/2" of the elevator control horn. Next, cut the inner nyrod to the proper length to accommodate the threaded stud and clevis so you get neutral elevator when you snap the clevis onto the control horn. Make sure you allow for threading the stud into both the inner nyrod and the clevis for about 3/8". After you cut the nyrod, go ahead and thread the stud and clevis in place and hook the clevis up to the control horn.

❏ Secure the outer nyrod to the sides of the fuselage in two places using the furnished clamps and screws. These two places are, one: where the vertical support member exists in-between the two large open bays in the fuselage and, two: where there is “meat” right below the front of the elevator.

❏ Repeat this procedure for the rudder nyrod linkage on the right side of the fuselage.

Aileron Linkage

Hookup to the aileron is done with two threaded rods with clevises/control horns on the control surface end and a “Z-Bend” on the servo end.

❏ You will need to drill a 1/8" hole through the balsa webbing on the inside of the wing to allow the wire to reach the servo

❏ Slip one of the threaded rods for the aileron linkage through the slot in the wing and thread on a clevis. Mount a control horn on the aileron surface in the same manner as you did for the elevator and rudder, keeping it parallel with the fuselage.

❏ Put a “Z” bend in the servo end at the proper location so you get neutral aileron when the servo is in neutral. Cut away the excess wire and install the servo arm on the servo with the linkage in place.

❏ Repeat for the other aileron.

Throttle Linkage

Throttle linkage consists of a piece of music wire inside a nylon tube with a “Z-Bend” on the servo end and an “EZ Connector” on the carburetor arm.

❏ First, a 1/8" hole needs to be drilled through the leading edge of the wing to accommodate the nylon tubing. The easiest way to do this is with a long drill bit from the outside of the wing through the the radio compartment. “Eyeball” the hole so the linkage will be a straight line between the throttle arm on the engine and the servo arm.

❏ Install the nylon tube in the hole you just drilled and glue in place.

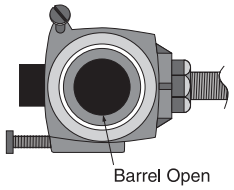
❏ Complete the linkage using the furnished “EZ Connector” secured to the throttle arm with nut furnished. A set screw locks the music wire where needed. A “Z” bend links the music wire at the servo end.

Receiver/Battery/Switch

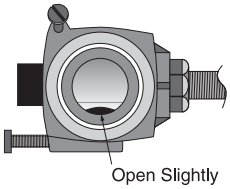
❏ The receiver and battery pack are located in the area between the two servos in the left wing. Use as much foam as you can in the limited room available but make sure there is no bind on the linkage.

❏ Mount the switch on the left hatch cover, making sure it clears the internal components.

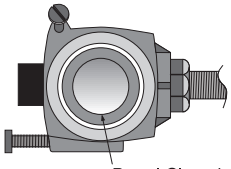
SET-UP



Low Throttle/Low Throttle Trim



Low Throttle/Mid Throttle Trim



High Throttle/Mid Throttle Trim

Set-up your throttle as shown.

Initially, set-up the throws for your control surface as indicated in the following chart. They are measured at the rearmost point of each control surface. Of course, make sure transmitter command directions correspond with surface movement; i.e., up is up and right is right!

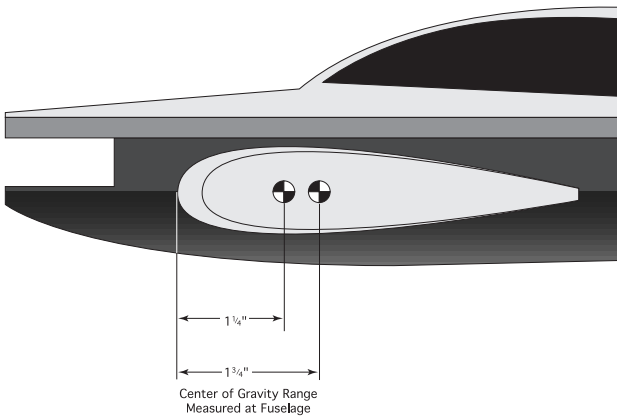
Non-computer radios:

	Lo Rate	Hi Rate*
Aileron:	3/4" Up/Dn	1-1/2" Up/Dn
Elevator:	1" Up/Dn	2" Up/Dn
Rudder:	1-1/4" Rt/Lt	3" Rt/Lt

Computer radio notes: Engage flapperon mixing and mix flaps with elevator; we suggest 1 to 1 in opposite directions (up elevator/down flaps)

*Exponential is recommended instead of dual rates....set max throw to these limits.

Center Of Gravity (Balance Point)



Center of Gravity Range
Measured at Fuselage

Remove or add weight as needed to balance the airplane at the root of the wing(near the fuselage) as follows:

Initial Set-up: 4-1/4" back from leading edge of the wing, measured at the fuselage.

Advanced Set-up: maximum of 4-3/4" back from leading edge...work in 1/4" increments.

FUN FLYING HINTS

Take a close look at your Fun Tiger. Notice it's thick airfoil, large control surfaces, generous vertical fuselage area, short coupled nose and tail, and BIG engine. Now pick it up and feel how light it is. All of these attributes contribute to the flight characteristics of this airplane which you are about to discover when you take your new Fun Tiger to the flying field.

There is a very good reason this category of airplanes is called "Fun Fly"; flown properly, they can be an outrageous amount of fun because of the outrageous things they will do. Following are a few hints to maximize the Fun out of your Fun Tiger.

FIRST and FOREMOST, this airplane is not designed to fly fast. DO NOT fly this airplane straight and level at full throttle with a PRO 46.! If you do, the control *surfaces may flutter with loss of the airplane*. It is necessary to continually change the throttle and only apply full throttle when you are going straight up or at other times when needed (loops, rolls, etc.), then backing down to idle when you are going straight down. The rest of the time, you will be in the mid-range.

Due to the enormously large ailerons, you will find the roll rate so fast it will startle you the first time you give full aileron. Forget about feeding in down while you're in the inverted position....there's no time.

Loops are so tight, you'll think the prop is going to chew off the tail. This is especially true if you couple elevator to flapperons with a computer radio. Follow the programming sequence for your radio to set up flapperons then mix elevator to flapperons 100% or 1:1.

Make sure the flaps go DOWN when you give UP elevator! Put the mixing on a switch so you can engage it when you want. Experiment at altitude initially.

Snaps and spins are dramatically quick and tight; knife edge flight and knife edge loops are relatively easy; plus lightweight makes hovering possible and acceleration instant.

Quick response is the main reason we recommend exponential control on the flight surfaces with a computer radio. With exponential, you get full response at the extremes of control stick movement, yet a softer feel for smooth control around neutral. We suggest you set the dual rate switches the same for both HI and LO so they can't be in the wrong position at the wrong time. Set the throw limits as indicated in "Set-Up" under the "Hi Rate" column and program the exponential for 50% to begin with.

PRE-FLIGHT CHECK LIST

- ❑ 1. Check all control surfaces for possible looseness or deterioration.
- ❑ 2. Check all screws, clevises, nuts and all other connectors to make sure they are securely fastened.
- ❑ 3. Check which radio frequencies are being used. Do not turn on your radio until absolutely sure you are the only one operating on that frequency.
- ❑ 4. Check for proper operation of all control surfaces.
- ❑ 5. Check the level of charge in both the transmitter and receiver batteries before flying.
- ❑ 6. Range check the radio both with and without the engine running! Follow the radio manufacturers instructions for this.

POST-FLIGHT CHECK LIST

- ❑ 1. Be sure that both the transmitter and receiver switches are turned off.
- ❑ 2. Drain all excess fuel from the tank. Fuel left in the tank for extended periods can "gunk up" the tank, fittings and carburetor.
- ❑ 3. Clean the plane with paper towels and a light-duty spray cleanser. Keeping your plane clean will make it last longer and keep it looking nice.
- ❑ 4. Put a few drops of after-run or light oil in the carburetor and turn the prop over a few times (without the glow plug ignited) to distribute the oil throughout the engine.
- ❑ 5. Inspect the prop and replace it if any chips or cracks are found.
- ❑ 6. Inspect the entire plane for covering tears, new dings and dents, loose screws and connectors and any other wear and tear.

SAFETY PRECAUTIONS

1. Wear safety glasses when starting and running all model engines.
2. Model engine fuel is very flammable and the flame is very dangerous because it is almost invisible! Do not smoke or allow sparks, high heat or other flames near the fuel.
3. Do not run model engines inside a garage or other closed room as they give off large amounts of deadly carbon monoxide gas.
4. Do not run model engines around gravel, sand or other loose debris. These materials will be ingested through the carburetor and can also be kicked up by the prop.

5. Always stay behind the propeller when the engine is running. Make all engine adjustments from behind the engine. Under no circumstances should you allow your face or body near the plane on rotation of the propeller when the engine is running.

6. Do not allow loose clothing or other loose objects close to the prop.

7. To stop an engine, cut off the fuel or air supply to the engine. Do not throw rags or other objects into the prop to stop the engine.

8. Do not touch the engine or muffler during or right after it has been running–It gets very hot!

CHOOSE THESE FINE PRODUCTS FOR YOUR FIELD EQUIP-

TTR1102 Thunder Tiger 4-Way Wrench
Thunder Tiger's lightweight 4-way wrench fits all glow plugs and prop nuts, plus has room to store extras.

TTR2702 Thunder Tiger Power Monitor
The perfect device to distribute the power of a 12V field box battery: metered hi efficiency glow driver, fuel pump, and starter.

TTR3302 Thunder Tiger Tiger Tote™
Keep all your stuff organized with a Tiger Tote, with a pre-cut power panel slot and available with or without Remote Starting System.

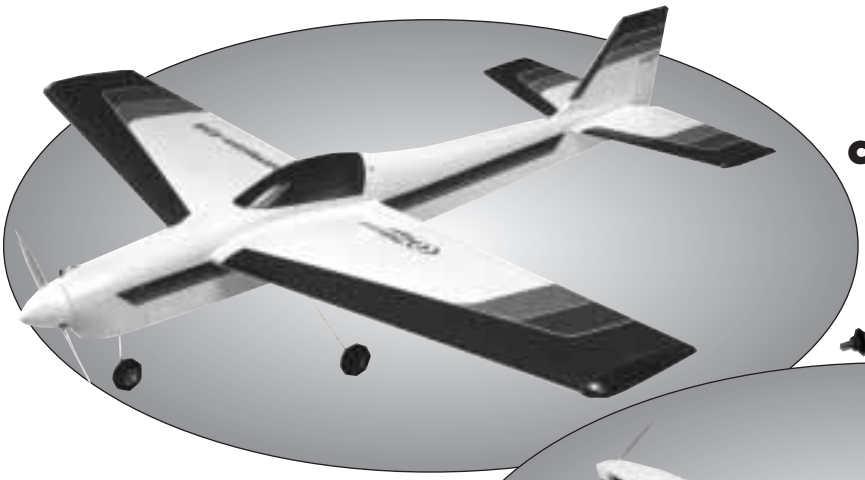
TTR1658 Thunder Tiger Fuel Pump
Our most popular fuel pump; fuel and defuel from a 12V source; fuel filter and fuel line included.

TTR2674-2675 Thunder Tiger Starters
Keep all those fingers on your hands with budget-priced Thunder Tiger starters, available in two sizes, starting engines from 1/2A to 1.20.

THE PERFECT ENGINE FOR YOUR FUN TIGER!

TTR9141 Thunder Tiger PRO-46
The PRO-46 is the perfect engine for your Fun Tiger, with plenty of power and a great sound.

Regular Combo Plus™

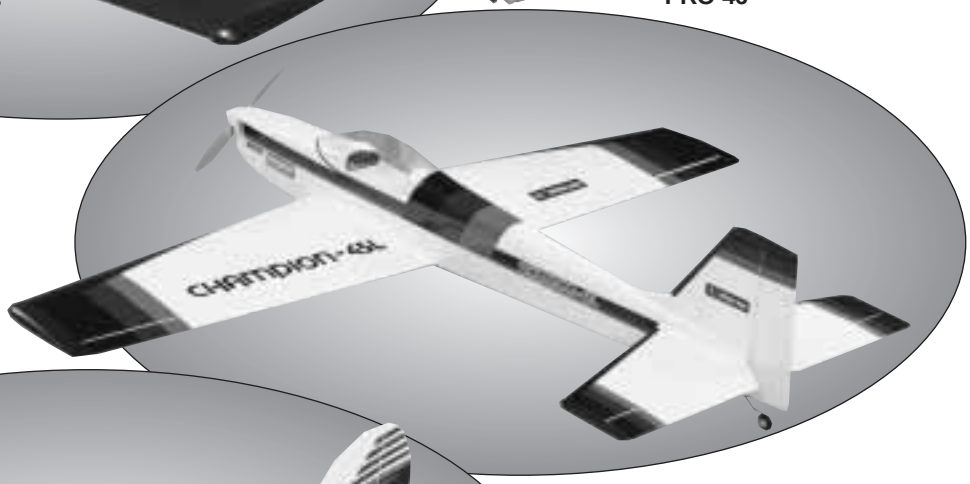


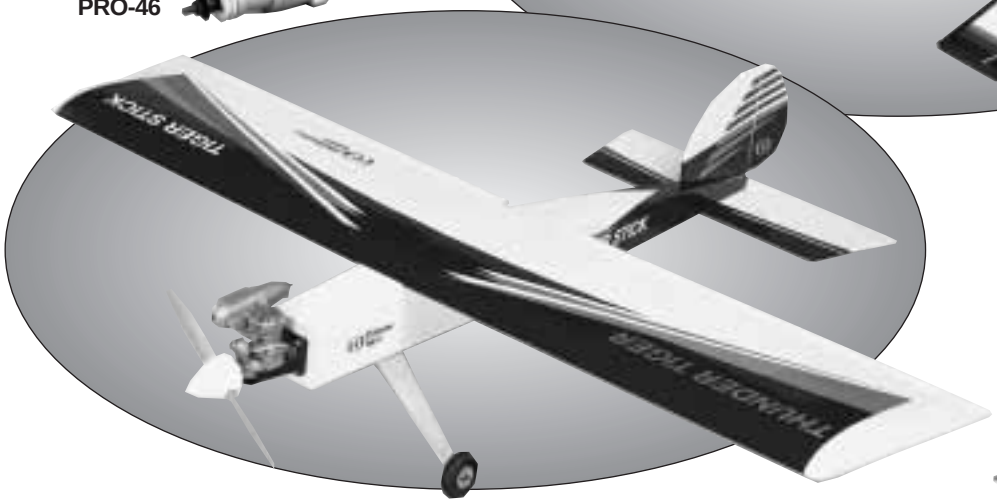
Champion 45-S RCP
TTR4512-A+

Thunder Tiger
PRO-46

Champion 45L RCP
TTR4456-A+

Thunder Tiger
PRO-46





Tiger Stick RCP
TTR4509-A+

Thunder Tiger
PRO-40

The "Regular combo Plus" (RCP) is a new concept in R/C. If you have some flying experience under your belt and already have a couple of radios, you may not want to buy another. Check this out.

When you get a Regular Combo Plus, the engine, servos, and switch harness is included and all of the work is done for you.

The engine is installed, the servos are secured and hooked up to the control surfaces and the switch harness is mounted. All you have to do is plug in your existing receiver and battery pack, join the wing halves, install the stab, bolt on the landing gear and you are ready to fuel and fly!

Three of Thunder Tiger's more advanced airplanes are available in the Regular Combo Plus lineup.