



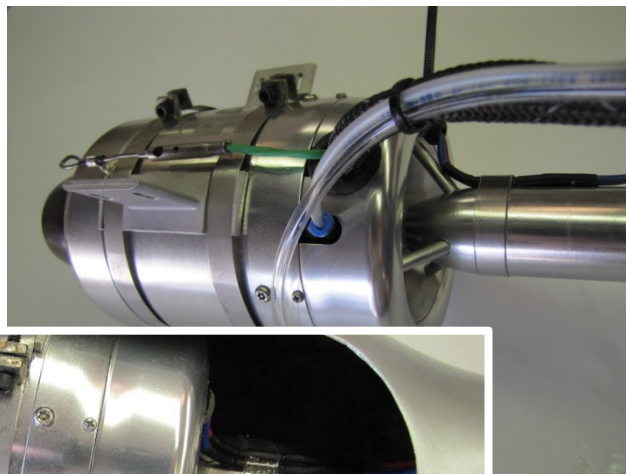
Installation Tips for Bandits

Applicable to all series of Bandits
Manual Supplement I5700-01

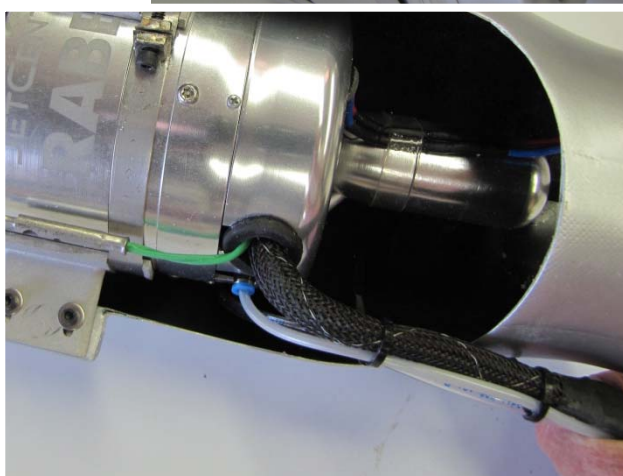
These photos and procedures can supplement those shown in the Bandit MKII manual. The subject model shown here is a refurbished 2002 Super Bandit featuring a new Jet Central "Rabbit" installation.

ENGINE SYSTEM

- Insert the 3mm and 4mm fuel tubing into the Festo fittings on the engine, then join with a tie-wrap as shown. Utilize BVM T561 (For Rabbit) engine mounts applied as shown.



Notice how these fuel lines exit the bypass.

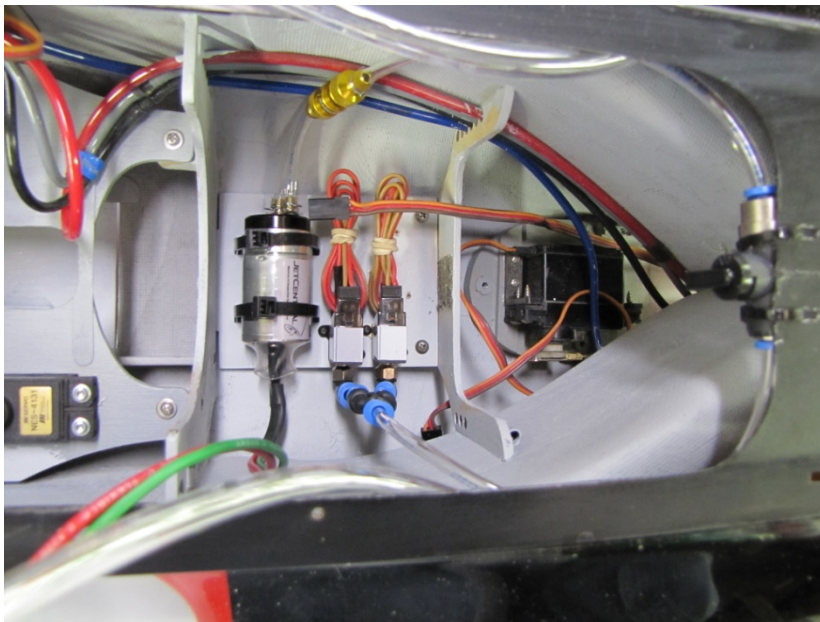
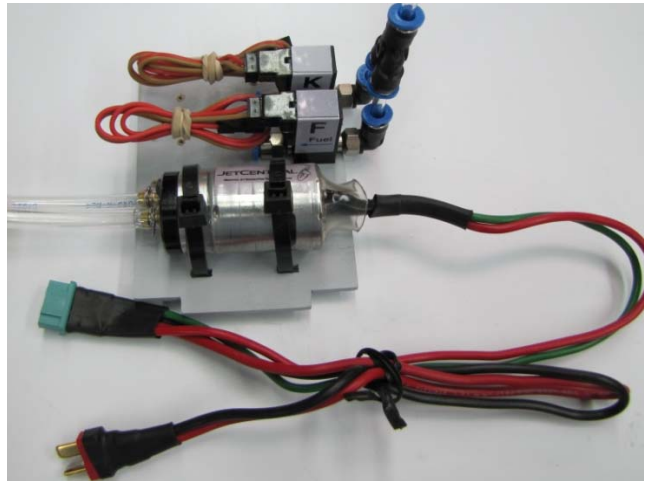


Jet Central fuel pump and solenoid valves with "Y" Festo are mounted to the 1/8" ply board.



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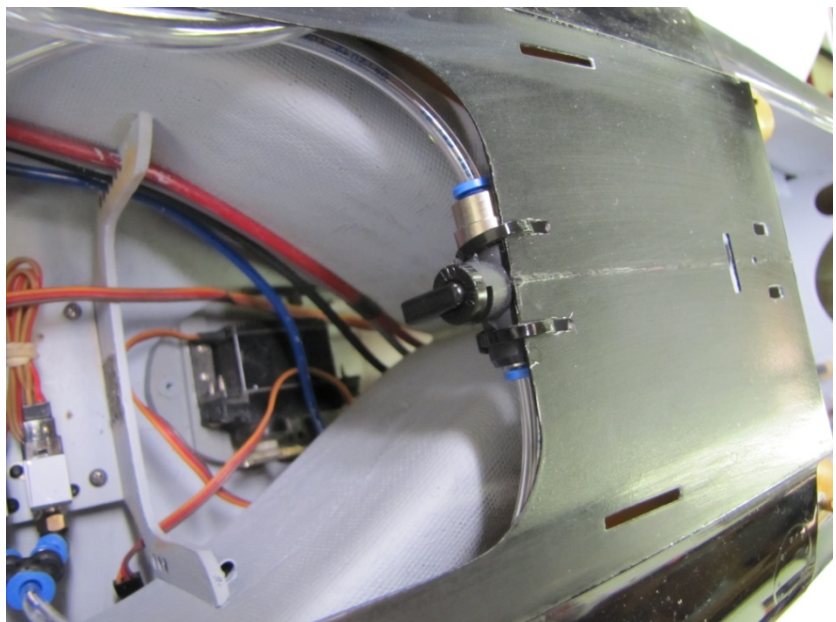
- A primer finish is applied to the ply board first.



Fuel filter and electrical connections are ready to install in the Bandit fuselage as shown.

The main Fuel On/Off Festo valve should be installed for ease of access. Avoid sharp bends in the fuel lines in and out of the Festo fittings.

IMPORTANT:
Do Not fuel up unless this valve is CLOSED.

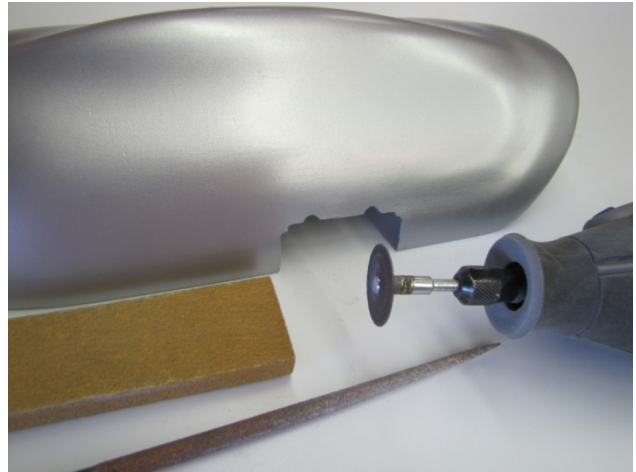


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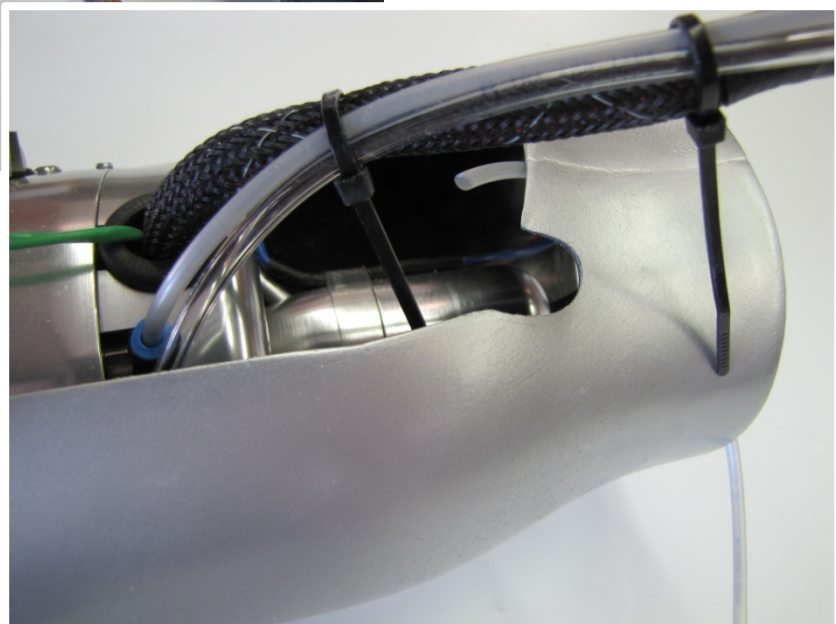
ENGINE BYPASS

See the Bandit MK II manual for finishing techniques of the carbon fiber Bypass duct.

- Use these tools to adjust the notches in the Bypass cap to fit over the engine mount lugs.



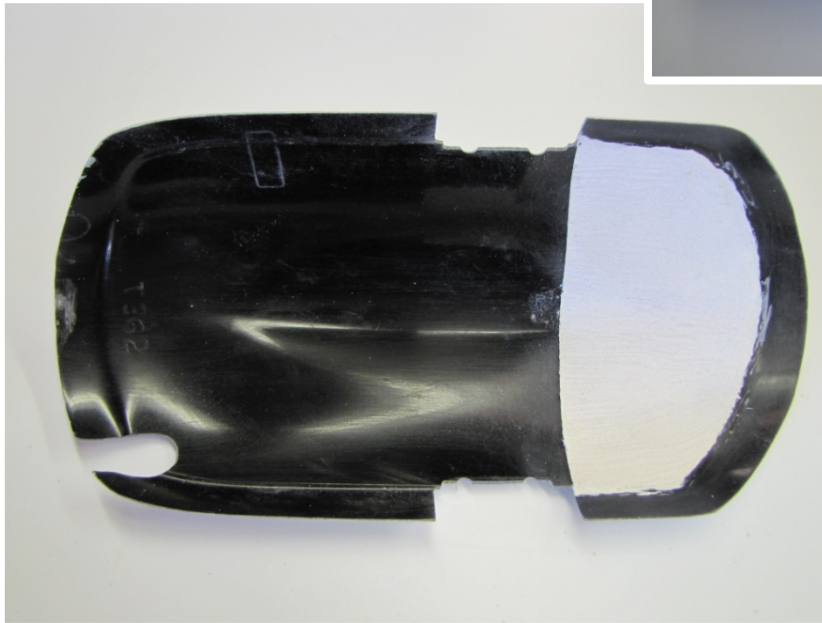
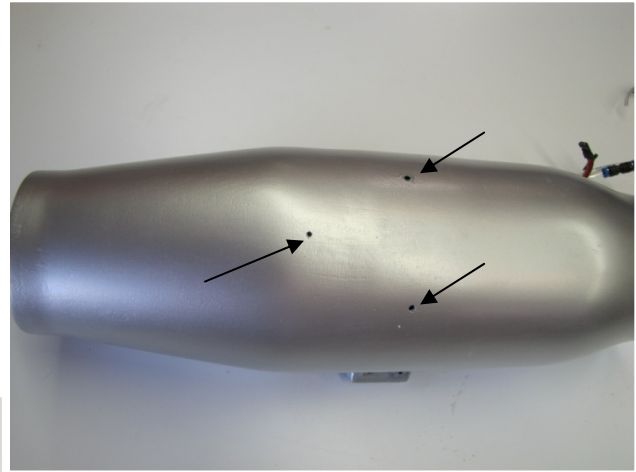
Fuel lines and electrical wires exit through the matched openings in the duct and the cap.



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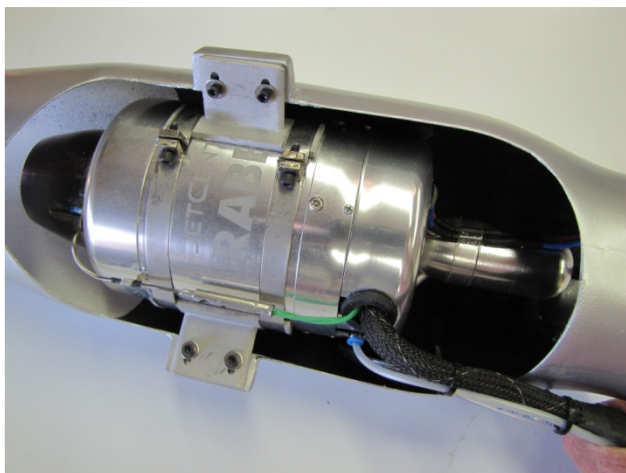
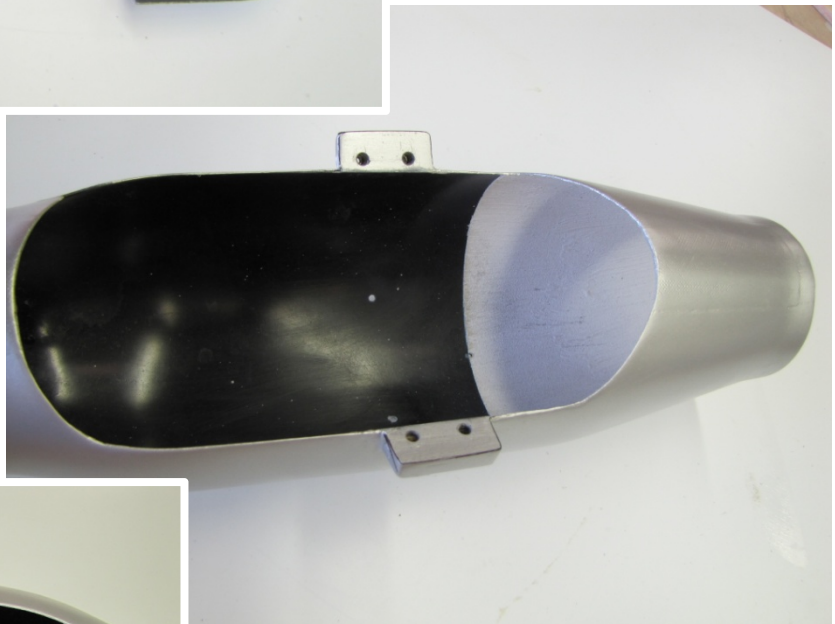
A 3/32" drain hole in the bottom of the duct is a safety item.

The (2) 1/8" holes serve to mount the duct to the C/F angle brackets attached to the fuselage former.



Inside view of the Bypass cap with Heat Shield coating.

Inside view with heat shield coating of the Bypass duct. The 2" F/G extension must be added to the forward end of the duct.



The Jet Central Rabbit installed, note the orientation of the engine and strap bolts.

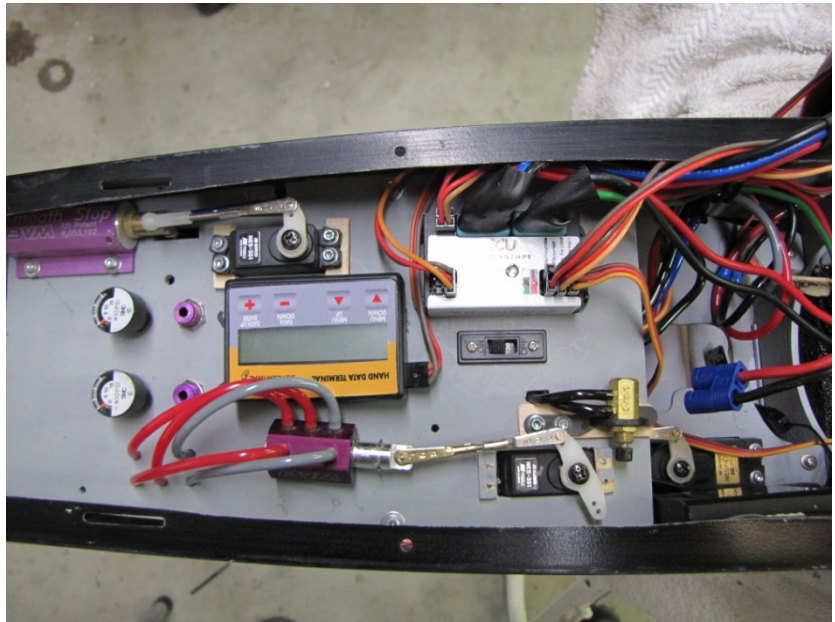
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FORWARD EQUIPMENT BOARD

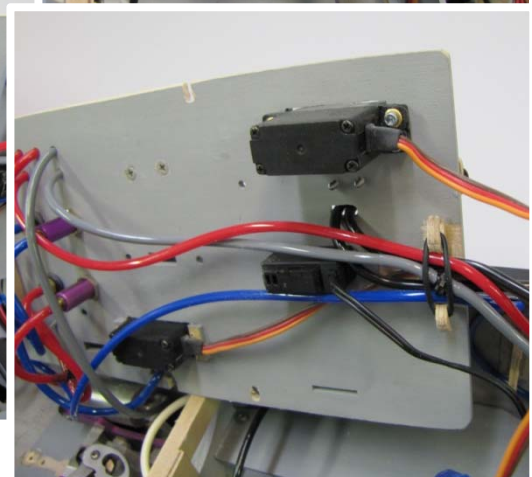
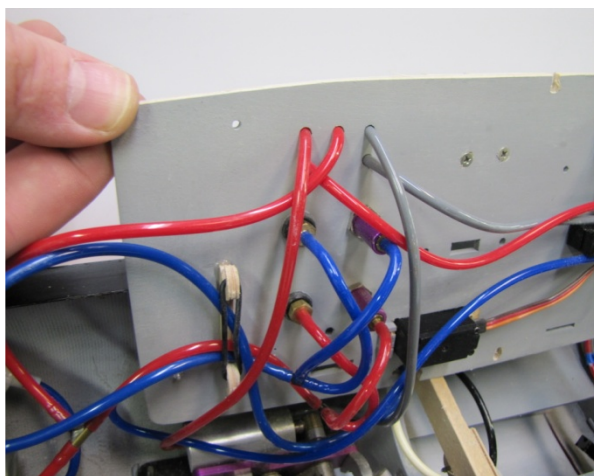
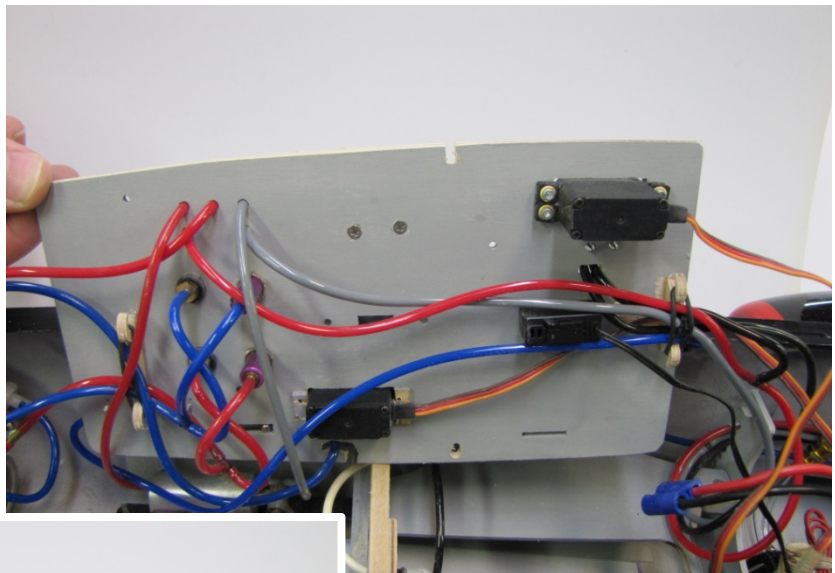
View of the Forward Equipment Board installed. An important item is the elevation of the button valve that acts to close the gear doors.

- Use a plywood shim to raise it such that the black button is in line with the servo arm.

There are two air fill valves and a two mini air gauges. One supplies and monitors the landing gear and doors, and the other governs the wheel brakes.

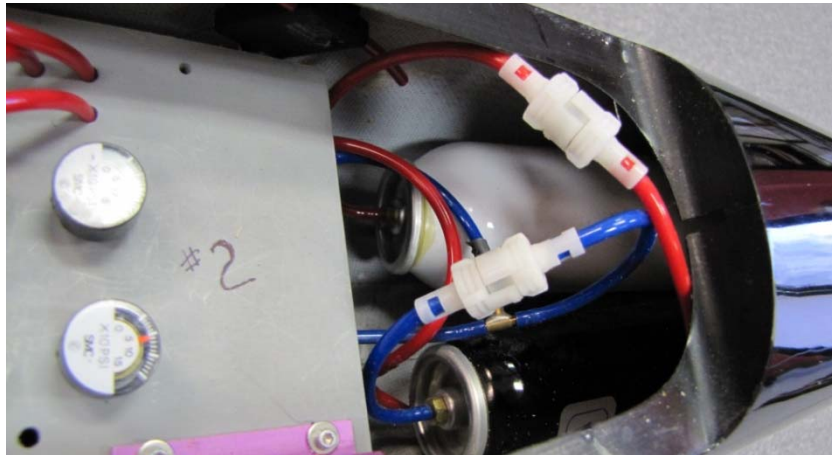


View of the equipment board underside. BVM "O" clips (PA-SR-0026) help organize and keep the tubing and wires from interfering with the nose gear system.



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Two quick disconnects allow the air tanks to be removed.



AILERON GYRO MOUNT

The Gyro on the aileron channel is a nice upgrade for your Bandit.

It really smoothes things out, especially on landings.

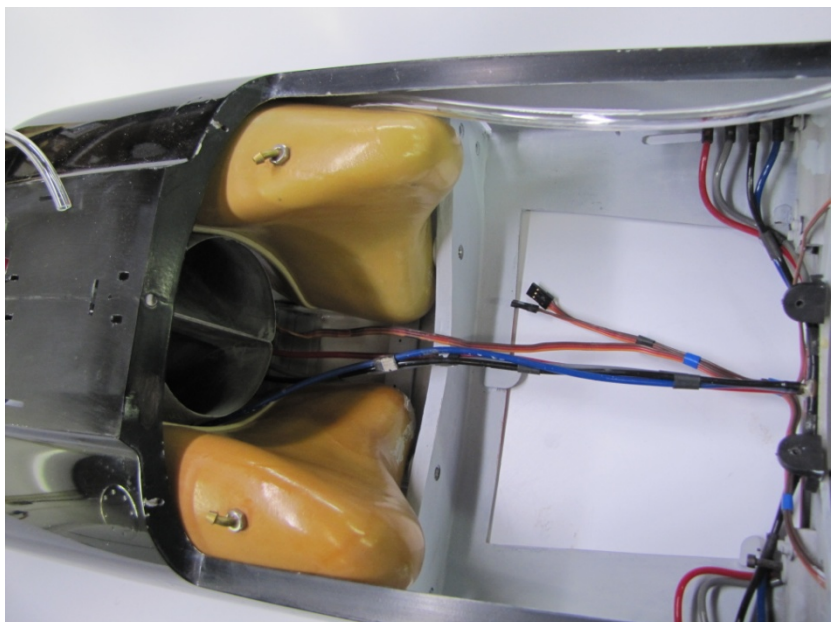
See bvmjets.com/pages/kits/gyros_for_bandits.htm

It is mounted as shown and glued to the Fuse bottom and former F-3.



FUEL SYSTEM

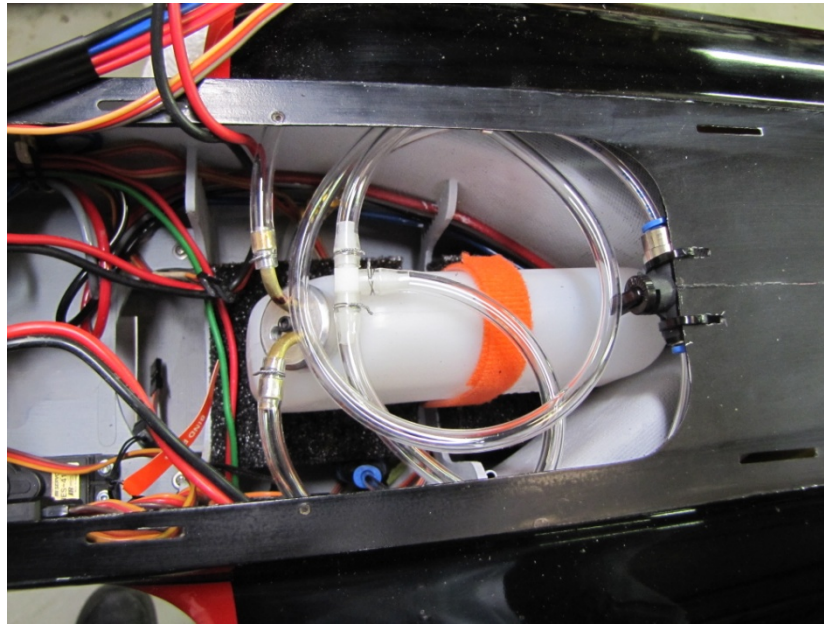
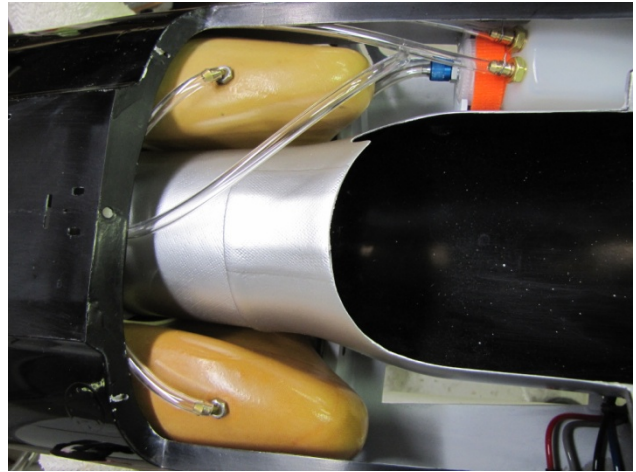
The two Kevlar saddle fuel cells are a snug fit. For early Bandits and Bandit MK I, It may be necessary to bevel the forward upper edge of the wing mount former.



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The 2" extension for the Bypass is necessary to allow room for the fuel cells.

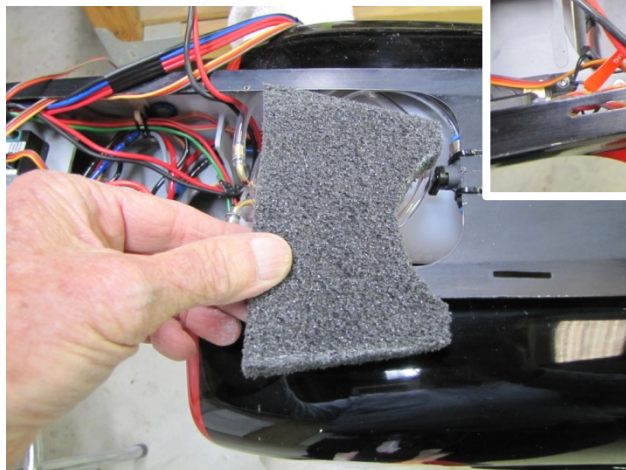
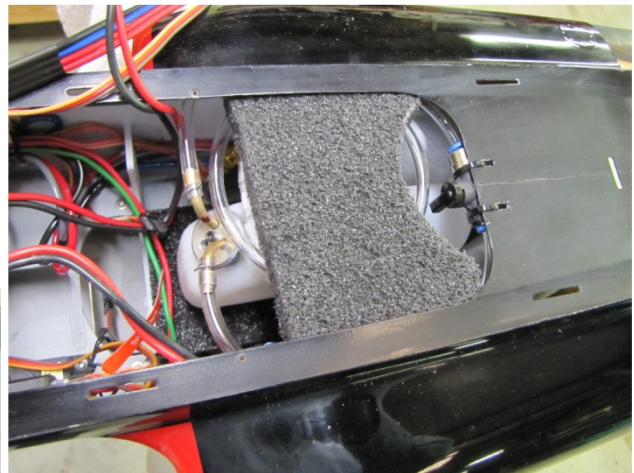
See the Fuel System diagram in the manual.



An 8 oz. oval tank serves well for a 20# thrust class engine. Some of the plumbing is shown. Be sure to use BVM's heavy brass clunk. (BVM # PS-SP-0073)

This tank is partially secured with a Velcro wrap.

A piece of rigid foam shaped as shown, and tucked below the fuse flanges, further secures the header tank.



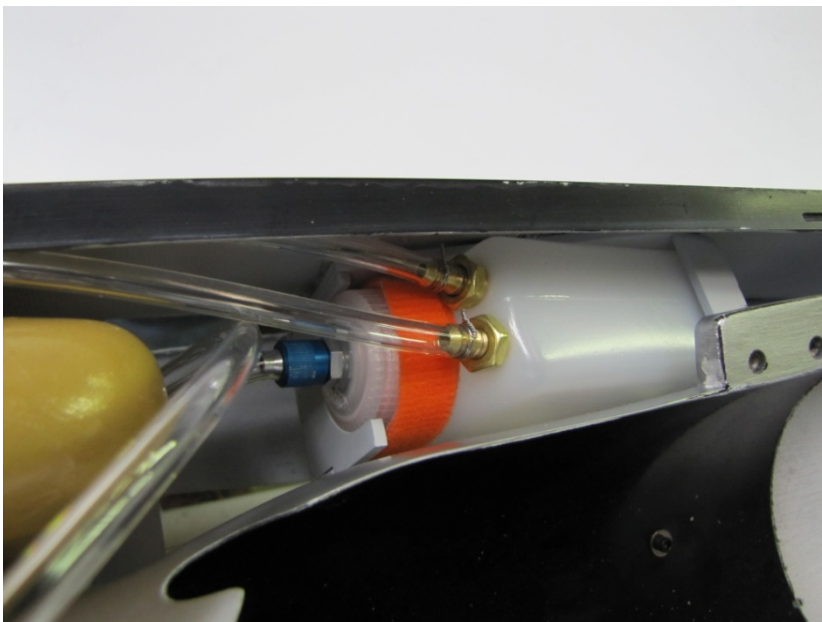
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This installation allows room for the U.A.T. Mount.
(BVM # PA-SR-0003)

See bvmjets.com/accessories/i-pasr0003_uat_mount.pdf

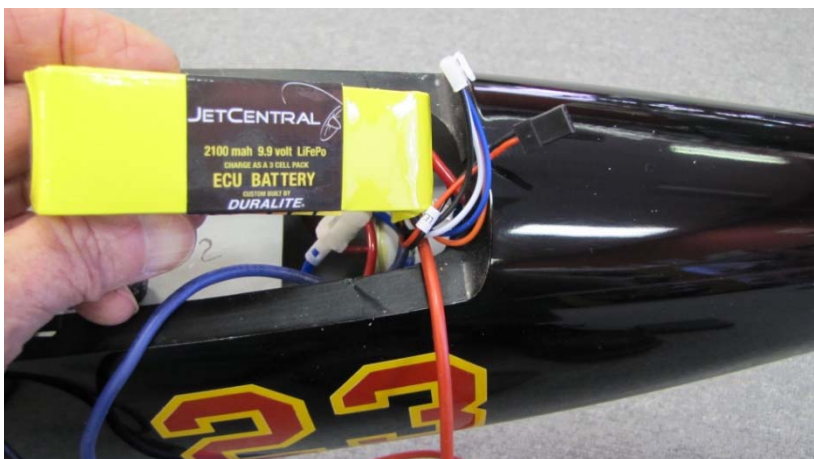
The plywood assembly is glued to the fuse side with a few dabs of ZAP-A-GOO. The angle of inclination shown is optimal.

The Velcro strap allows removal of the U.A.T. for its yearly check of the security of the blue fitting and plastic cap.



BATTERY LOCATIONS

The Jet Central Rabbit ECU battery is located in the nose above the air tanks and wedged in place with foam rubber.



A 4000 mAh 2s battery powers the receiver and servos through the JR VR6015 regulator seen on the left side of the fuselage. The battery tucks in next to the 8 oz. header tank.

