

Ultra Bandit

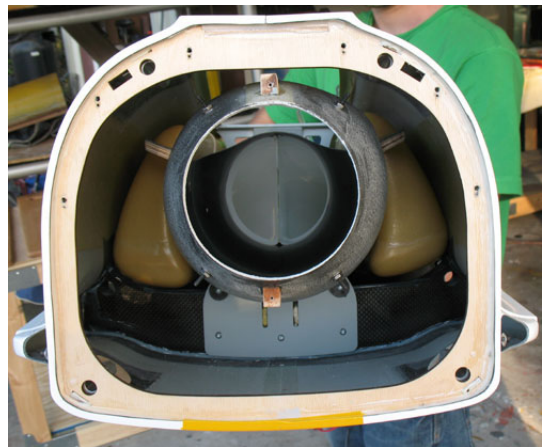
ASSEMBLY & OPERATION MANUAL

Equipment Installation

❑ Smoke tanks in place with foam packing. Make radiused notch 3/32" deep in wing tube box. See "Smoke Tank Installation" for necessary opening in bottom of the bypass.



❑ Be certain that the engine is centered in the bypass. The top hat shaped steel strip that is part of the engine mount package is sized for the P-180 engine. It is secured between the steel straps at the 6 o'clock position. This keeps the engine from settling to low in the bypass from model transport or firm landing. The height of this support should be adjusted for different size engines.



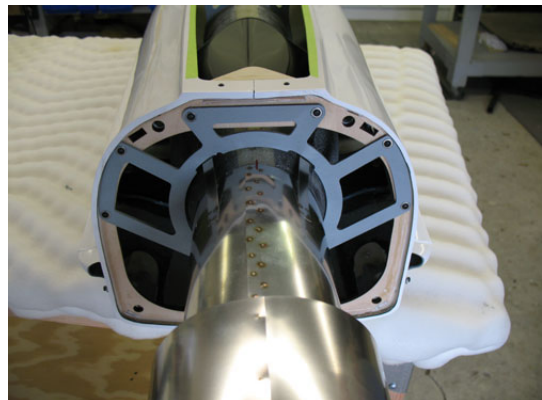
Lower mounts ("L" brackets) of bypass are visible here.

❑ Smoke system tubes project into engine exhaust stream.



The rectangular notches allow servo lead connectors to pass forward.

❑ Tailpipe attaches to the bypass with (2) 4-40 bolts and nuts that secure the steel straps.

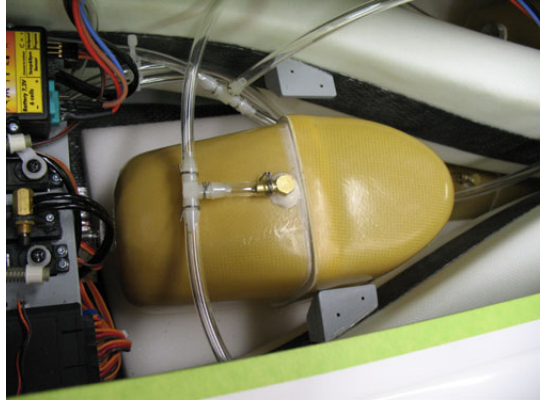


The 1/8" ply former (painted grey) supports the aft end of the bypass and is secured with 6 screws.

Ultra Bandit

ASSEMBLY & OPERATION MANUAL

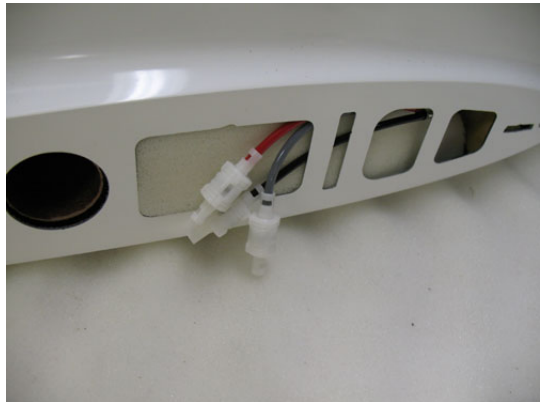
❑ Header tank is supported on a foam block.



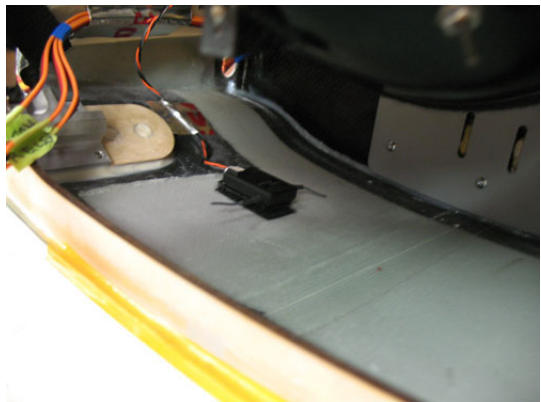
❑ Aileron and flap servo extensions exit fuse aft of the rear wing tube.



❑ Retract and wheel brake quick connectors exit fuse just ahead of the forward wing tube.



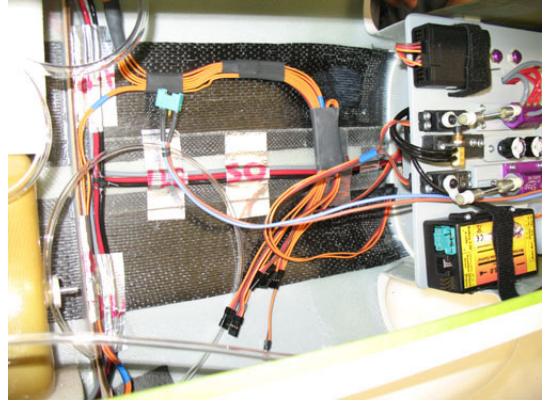
❑ If you are using the JR 12x 2.4 system, one remote receiver can be mounted on the fuse bottom skin just forward of the joint as shown. Adhesive velcro is used to affix.



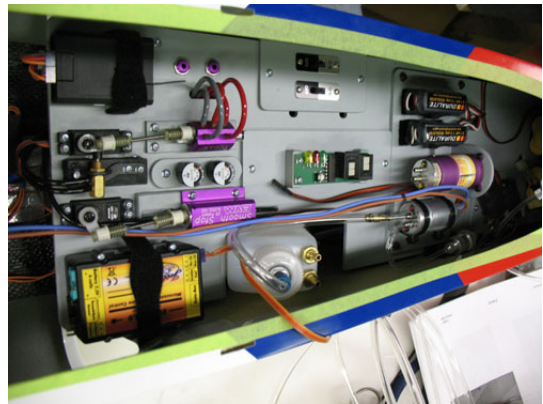
Ultra Bandit

ASSEMBLY & OPERATION MANUAL

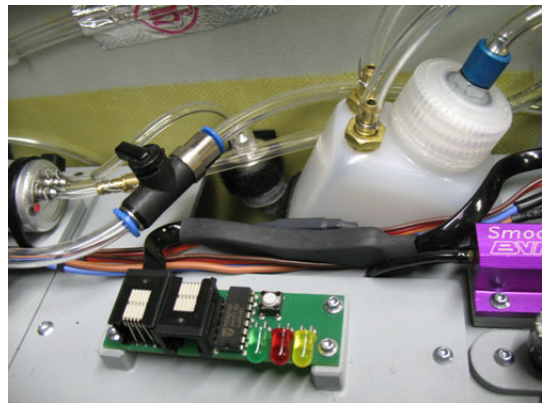
❑ Inlet ducts removed shows how the air system and servo extensions are routed.



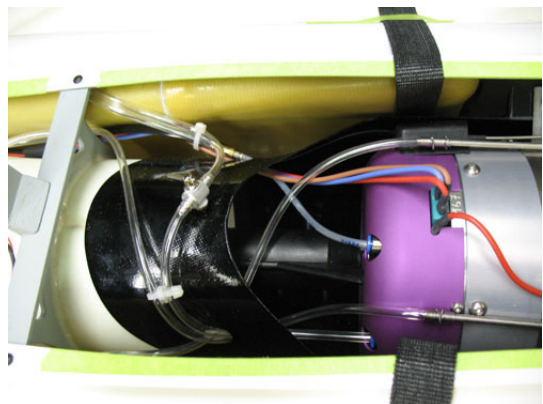
❑ The forward equipment tray provides mounting for many components, from front to rear are: (2) Duralite regulators, JetCat smoke pump, fuel pump, dual JR switches, JetCat I.O. board, U.A.T. (projects through), BVM Hi Flow Retractable Valve, (2) Mini Air Gauges, Smooth Stop II, JR DSM 1221 receiver, JR 351 servo that activates retract valve and Air Micro switch that closes the Nose Gear door, JR 351 servo that operates the Smooth Stop II, and the JetCat E.C.U..



❑ Notice that all fuel fittings are safety wired (BVM#2800). The JetCat fuel filter is oriented vertically to avoid trapped air bubble. The Festo Rotary valve functions as the manual On/Off for the smoke system.



❑ Wires and tubes connecting to the engine are routed through slots in the bypass. Secure with tie-wraps as shown to prevent them from being drawn into the engine compressor. The fuel system On/Off valve is a JetCat part and should be "off" for fueling procedure.



Clear tubing is safety wired to the stainless steel smoke system tubes.

Ultra Bandit

ASSEMBLY & OPERATION MANUAL

- ❑ Mount a remote receiver as shown on a self made plywood plate.

The masking tape on a fuse flanges protects your skin while working to install the many components. The right main fuel tank overflow fitting is visible lower left.



- ❑ Velcro straps are affixed to bottom of the bypass and held out of the way with tape until bypass cap is applied.



- ❑ Glue (2) wedge blocks onto inlet walls then make a hold down (1/8" ply) to capture the header tank.

This model used (2) 4300 mah Duralite batteries for the JetCat engine, stored as shown. Regulators are not required here.



- ❑ Two similar Duralites are used to power the receiver and servos and are stored in the nose. The (2) Duralite regulators (5.1v) are for these batteries.

- ❑ Wire at top connects a forward mounted remote receiver to the main unit. The white foam stuffer protects.

NOTE: The air system storage tanks are located in the nose below this equipment tray.

