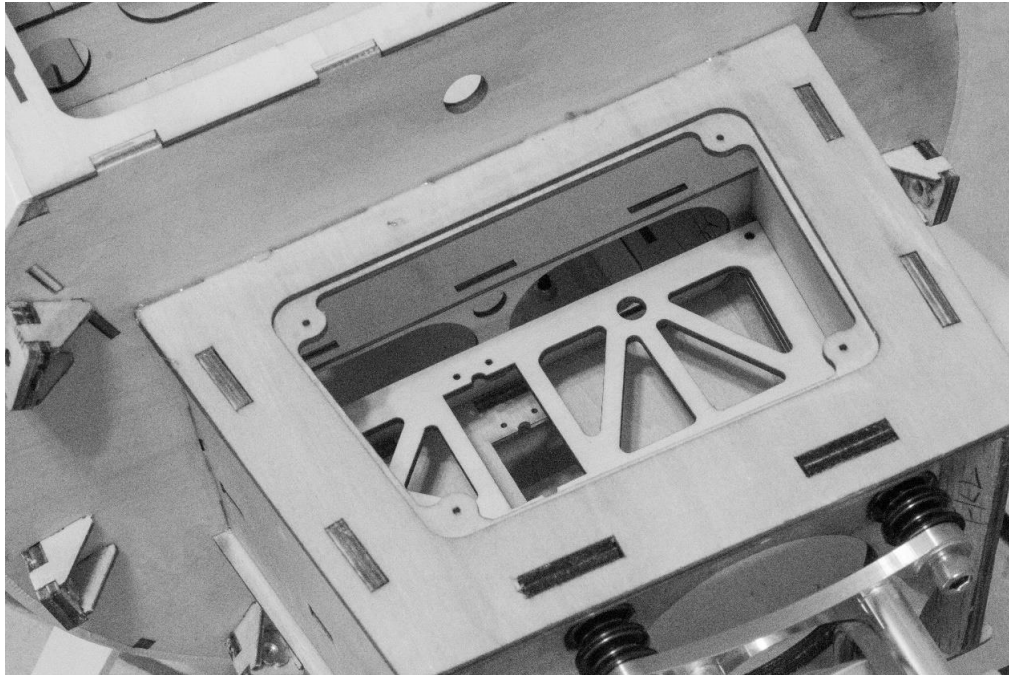
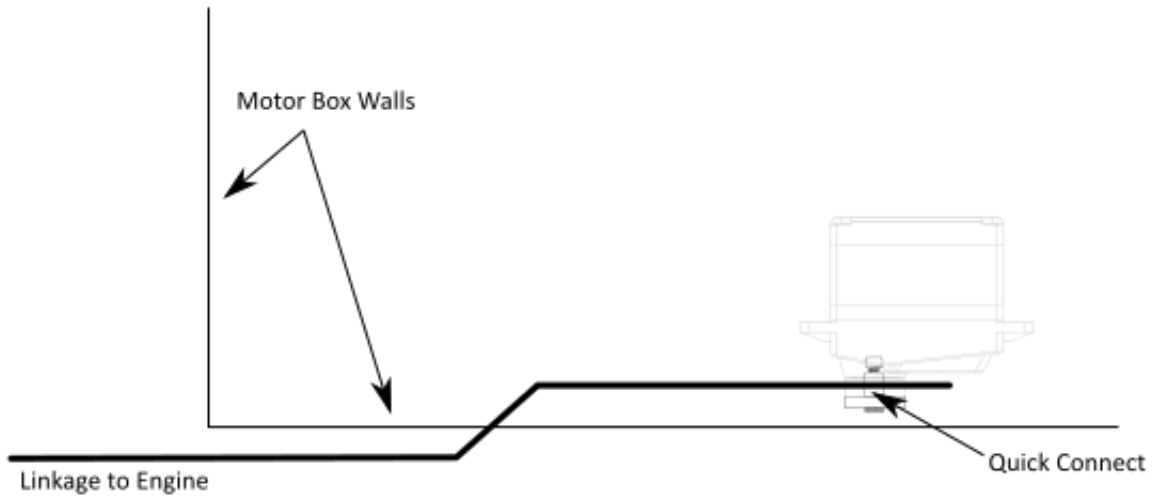


Mamba 70cc Canister Installation Addendum

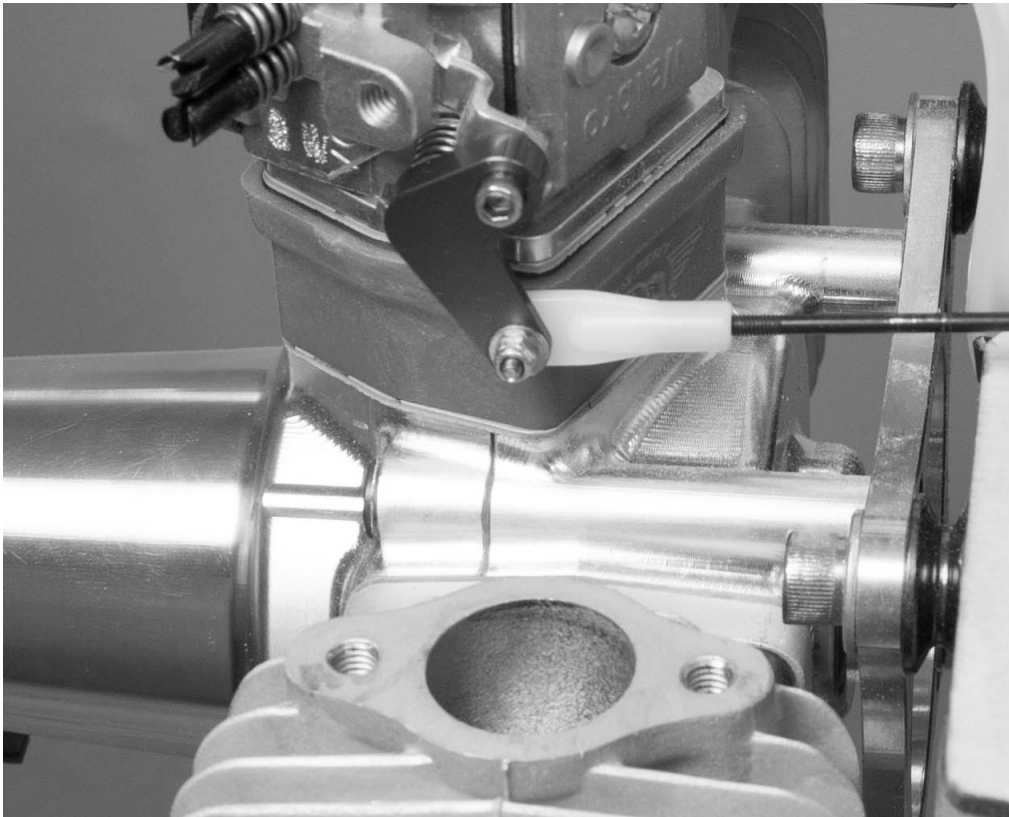
During more testing with the Mamba, and DA-70 engine, we found that the DA-70 was best suited for the MTW TDH110 70mm Canister. The Mamba comes with a mount that works with any 80mm rear exit canister, but if you choose to use the recommended canister from MTW, you will need to get a different canister mount that fits the TDH110. If you purchase this canister through Desert Aircraft, they can get you the proper canister mount required. The steps below are to replace the canister installation section in your manual. Reference the main manual for any hardware required for each step.



1. When using the DA-70 with the recommended MTW canister, you will need to install the included servo mounting tray into the airplane. Follow the steps the main manual outlines for installing the servo tray. Be sure the hole for the servo is on the right side of the aircraft (if viewing as the pilot).



2. Mount the servo to this tray with the output shaft towards the nose of the aircraft, and with the top of the servo towards the bottom of the motor box. You may need to install the servo before installing the tray.
3. Install the quick connect to your servo arm with the connector on the bottom of the arm (set screw side) with the nut on the top side of the servo arm. Use blue thread lock to secure the nut.

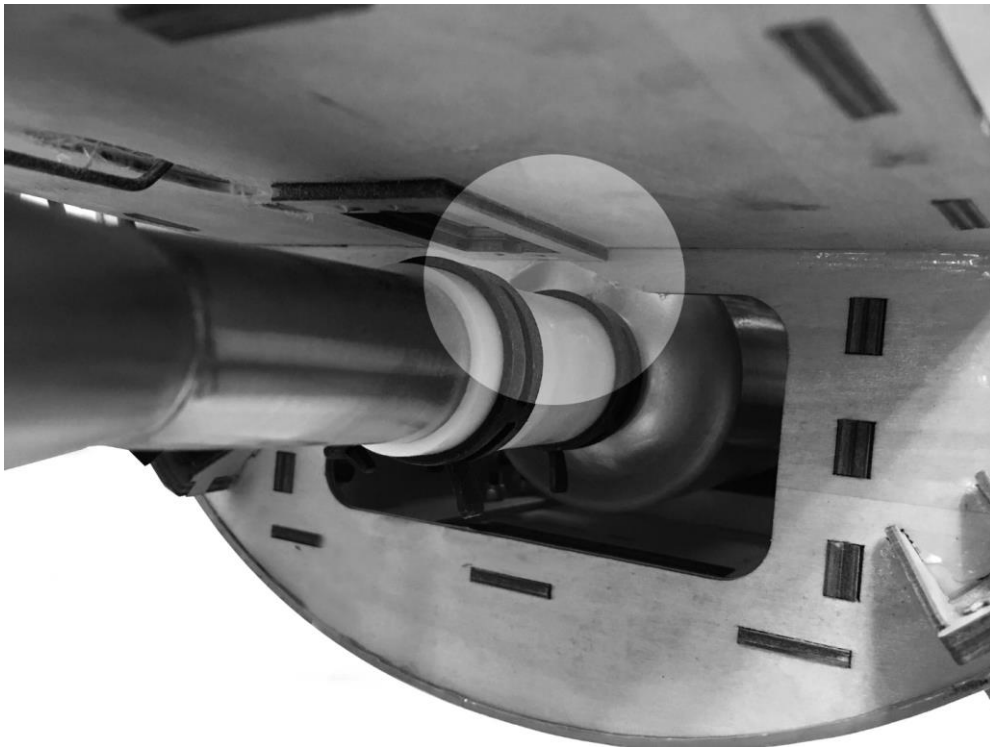


4. Install the white ball link to the included throttle linkage, and secure the linkage to the throttle arm on the engine using the hardware shown in the main manual.

5. Make two small angle bends in the throttle linkage to allow the linkage to pass through the bottom of the motor box and to connect to the quick connect on the servo arm. Reference the drawing in step 2 and 3.



6. Using a rotary tool, cut a small notch in the bottom of the motor box to allow the linkage to pass through and reach the servo. Keep this notch as small as possible, while still allowing the linkage to move freely. Test the servo with the linkage attached to be sure everything moves free with no interference. Secure the linkage in the quick connect as shown in the manual.



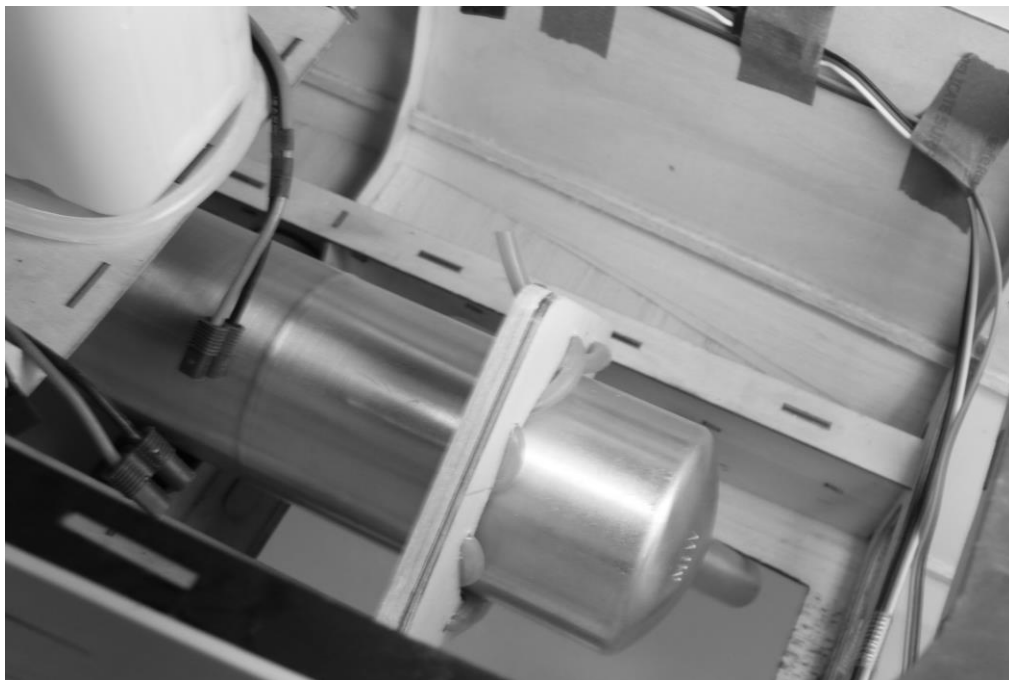
7. Use a rotary tool to make a small relief cut for the header in the former shown.



8. Install the plastic coupler onto your header, and install the clamp at this time. Now is also a good time to slide the canister clamp onto the coupler to prepare it to receive the canister.



9. The canister is a tight fit into the fuselage, but will fit. Insert the exhaust side of the canister under the radio tray, and to one side of the fuselage. The side of the canister that goes towards the nose of the airplane will be on the opposite side of the fuselage, and pass just in front of the hole location for the canopy dowels. If using the Aura 8 AFCS, it is best to install the canister before installing the Aura brace. Reference the photo above.



10. Assemble your canister mount (if required), and slide it over the rear of the canister (while the canister is in the fuselage). Note that the canister will not fit into the fuselage if you put the mount over the canister outside of the fuselage.



11. Press the canister into the coupler, while being sure to leave at least a 1/8" (3mm) gap between the end of the header and start of the canister. Rotate the canister so that the exhaust tube extends out of the bottom of the fuselage, and that the headers line up with the exhaust ports of the cylinders. Slide the clamp over the canister to hold it in place.
12. Mount the header to your engine using the supplied hardware and gaskets. Be sure your fuel line is attached to the engine, and that it does not touch the header, or have slack enough to flex and touch the header while in flight.
13. Slide the mount forward on the canister so it touches the former just aft of the fuel tank. Verify the location needed for the mount to prevent the canister from touching any part of the airframe. Be sure the canister does not touch the bottom of the fuselage, or any formers. Depending on your mount, you may need to sand a small 45-degree bevel on each lower corner of the mount to allow room for the lower wing screws. Mark this location for reference in the next step.



14. Mix a sufficient amount of 30-minute epoxy. Apply a good amount of epoxy to the top of the canister mount where it touches the former near the fuel tank, and also the bottom of the mount where it touches the same former near the lower wing bolt hole locations. Press the mount forward to the former, and clamp it in place to the top and lower parts of the mount. Be sure to let the epoxy fully cure to be sure it is secure before removing the clamps. *Note, the canister may not be removable without removing the mount.

15. To properly “set” the clamps into the plastic coupler, we recommend running the engine for approximately 5 minutes without going over half throttle. Once complete, let the engine cool completely before running again. This softens the plastic coupler, and allows the clamps to get a tighter grip on the canister and header, and should help prevent blowing the canister out of the coupler.