

ARF MODEL

73in SBACH342 30CC & 120E

Instruction Manual



Dear Customer,

ARF Model proudly presents **73in SBACH342 30CC & 120E**, Extreme Series, which is a premium product line of electric & gas RC airplanes designed for unlimited 3D performance. The new **73in SBACH342** adopts cutting edge aerodynamic features, such as streamlined canopy, aileron counterbalance, removable side force generators (SFGs) .The **73in SBACH** is also loaded with high-end accessories including CF landing gear, tail wheel assembly and control horns. KUZA brand CNC Aluminium Backplate Hollowed-out Spinner is included as bonus (limited quantities) for 120E version. And KUZA new fuel Tank Assembly is included for 30CC version.

A QUICK WORD ABOUT SAFETY AND RADIO CONTROL FLYING MODELS

With radio control aircraft, like any hobby or sport, there are certain risks. The operator of these models is responsible for these risks. If misused or abused, you may cause serious bodily injury and/or damage to property. With this in mind, you will want to be certain that you build your model carefully and correctly. If you are not an experienced flier, have your work checked and ask for help in learning to fly safely. **This model aircraft is not a toy** and must be operated and flown in a safe manner at all times. Always perform a pre-flight check of the model including all control surfaces, proper function of the radio gear, structure, radio range, and any other area relating to the safe operation of this aircraft.

Models are not insurable but operators are. You can obtain coverage through membership in the Academy of Model Aeronautics (AMA). For an AMA information package call 1-800-435-9262, ext. 292 or visit the AMA website at "www.modelaircraft.org".

By the act of using the final assembled model, the purchaser/operator accepts all resulting liability.

ARF MODELS WARRANTY AND RETURN POLICY

We guarantee that the plane is in perfect condition at purchase. The warranty will be voided after modifications and usages. If you have any questions or find any issues, please contact the distributors in your area.

SPECIFICATIONS

| | |
|----------------|---|
| WING SPAN: | 73"(1860mm) |
| LENGTH: | 68"(1730mm) |
| WING AREA: | 1025sq in(66.1sq dm) |
| FLYING WEIGHT: | Gas Version is 9.7-10.6lbs(4400-4800g) Electric Version is 9.3-10.1lbs(4200-4600g) |
| Glow: | .91-1.20 (2C) 1.10-1.40 (4C) |
| Gas: | 26CC-38CC Gas DLE30 DLE35 |

Electric Power: 1900-2200Watt electric motor
ESC: 80-100A

RADIO:4CH/4-6S

FEATURES INCLUDED

Newly designed structure

Two pieces removable wings

PVC canopy

Anodized aluminum Long servo arms included

Servo extension safety connector clips

High performance cap head screws

Flat nylon hinges for better flying strength

High quality 2.5mm ball links assembly

Larger carbon fiber wing tube diameter than V1 Previous versions.

Larger aileron and elevator design for excellent 3D aerobatic flying

- Includes Side Force Generator's(SFG)



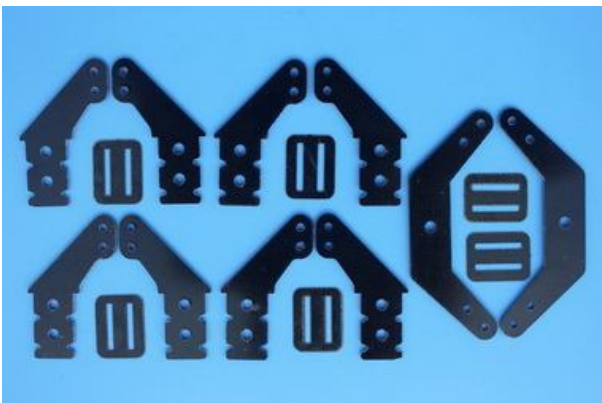
- Two latch quick release canopy



- Full length Tuned pipe tunnel designed into fuselage



- New dual fiberglass horn assembly



- New Carbon fiber tail wheel assembly



- Improved new stainless steel Axles



- Two options for landing gear: Anodized 6061 Aluminum or Carbon fiber

Carbon fiber landing gear



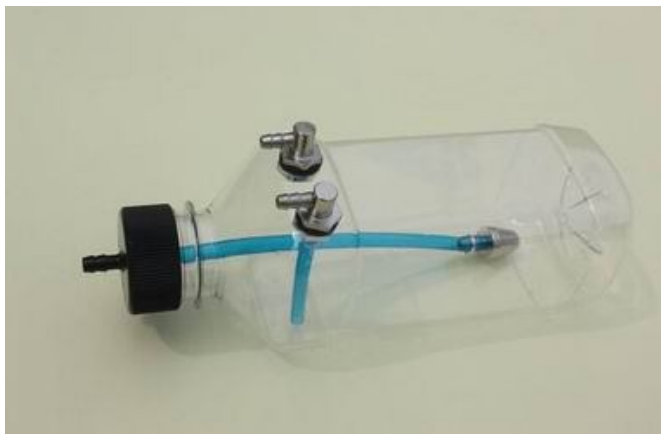
Anodized 6061 Aluminum landing gear



- Canopy hatch pins are made of nylon rods for better resistance against vibration



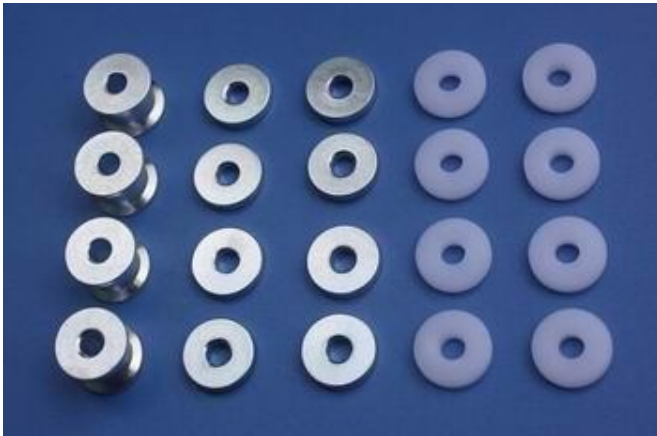
- **New KUZA Fuel Tank with alloy tank cap for 30CC version**



- **Aluminium Backplate Hallowed-out Electric Spinner included for 120E version (Excellent cooling effect for brushless motor)**



- Including POM & ALU motor washers for 120E version



Scheme A : White /red/black



Scheme B : White/Red / blue



Scheme C : Yellow /red/black



Items Required to Complete This Model:

- 26-38CC Gas engine
- Appropriate propeller for your Motor
- All required engine and exhaust mounting hardware
- Ignition battery and switch
- One quality throttle servo and appropriate servo arm
- 3Pcs high quality metal gear servos or better for the ailerons and elevators
- Appropriate servo arms for the above
- Servo wire extensions. Recommend KUZA Twisted 22 AWG Servo Extensions (Not included)
Two to three 12”(305mm) No. KAG002522
Two to three 18”(455mm) No. KAG002523
- Two switches with charging jacks for the Rx
- Two high quality Rx batteries of significant capacity to power your choice of servos.
- One Receiver of your choice

Shop Supplies/Tools

- Covering Iron and heat gun
- Assortment normal hobby tools such as screwdrivers, hobby knife, drill and drill bits, pliers, etc.
- Thick and Thin CA adhesives
- 30 minute Epoxy
- Isopropyl alcohol
- Ruler or tape measure
- Blue thread-lock or equivalent

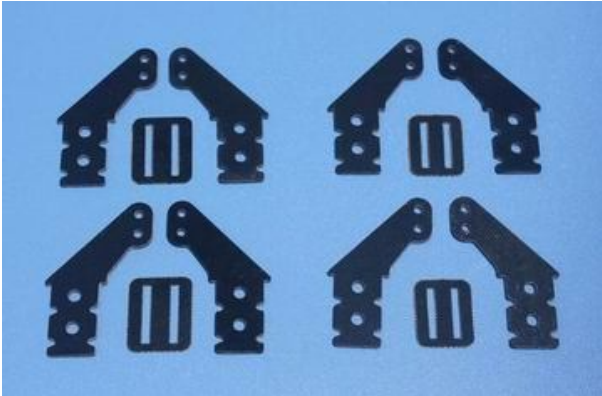
Note: As with all kits, it's a good idea to read all the instructions and study the parts before you begin construction. Handle the parts of this kit with care so you do not damage any of the structure or covering. Inspect all the parts for any shipping damage and report any issues to as soon as you can. Make sure you have a flat and sturdy workbench and follow all safety advice for the tools and adhesives you plan to use.

AIRCRAFT COVERING

1. With all ARFs, varying temperatures and storage delays can cause covering material to loosen over time and transportation. recommends lightly going over all the covering with a covering iron set at medium temperatures. Be sure to use a soft cover over your iron so you do not scratch the covering surface. Be sure you go over all seams and edges of the covering to assure it is secure to the airframe and other covering. Be careful not to apply too much heat or you may cause bubbles or damage to the covering. A heat gun may also be used along with a soft cotton cloth to shrink and adhere the covering. Again, be extremely careful when using a heat gun.
2. Be sure to seal any exposed wood with a thin coating of epoxy to prevent engine oil from soaking in. This is especially important around the engine compartment and servo openings with exposed areas.
3. Some modelers prefer to seal the hinge gaps using strips of appropriate covering or clear trim tape. We have found this to be helpful with models intended for higher speed flight or models with unusually large hinge gaps. aircraft utilize a very tight double beveled hinge line and do not normally require this step. Sealing the hinge gaps is therefore left as an option for the modeler.

Please verify the accessories before assemble:

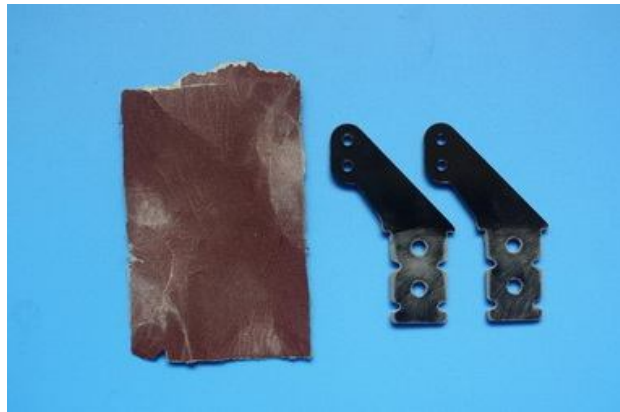
New Fiber glass servo horns: 8 single horns for ailerons and elevators and rudder.



There is a layer of protection film on the horns. Please remove the film as shown following picture.



Make sure to sand the horns so the surface is rough to glue correctly.



KUZA 3" Aluminium Backplate Hollowed-out Electric Spinner for 120E version (Bag No. KAG0205)

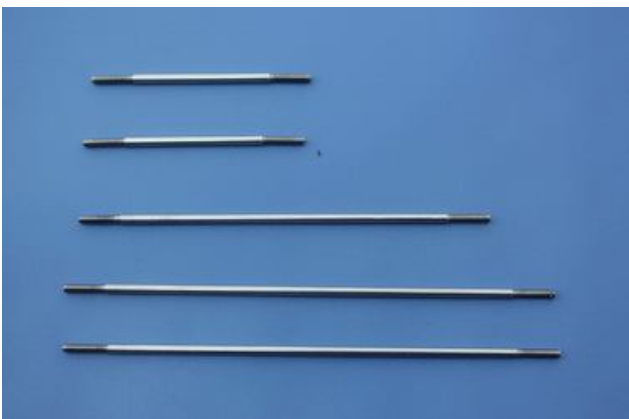
Color: Scheme A\B\C is red



KUZA new 360cc fuel Tank Assembly for 30CC version (including Aluminum fuel cap)



Push rod kits: (Bag No. KA03CB3) Two 2.5x60mm Pushrods for aileron. Two 2.5x130mm Pushrods for elevator. One 2.5x130mm for rudder (Pull-push style)



Ball links: 8 for ailerons & elevator & rudder.



Servo arms: 4 single arms for ailerons and elevator and rudder.



5 Servo extension safety connector clips



Main rubber wheels: 2PCS



New stainless steel Axle kits: 2PCS



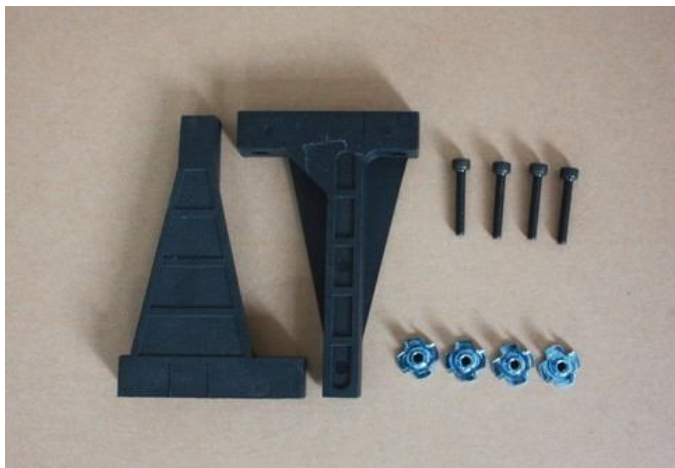
New Carbon fiber tail wheel assembly.



Side force generators (2 x 3x12mm hex bolts & 2 x 3mm stainless steel self-locking nuts & 2 x washers)



Engine mount for 30CC version



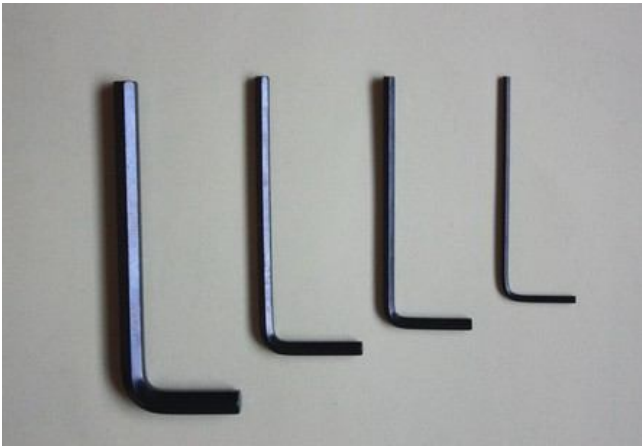
Screws for landing gear: 4(4x20mm) Hexagon bolts & washers



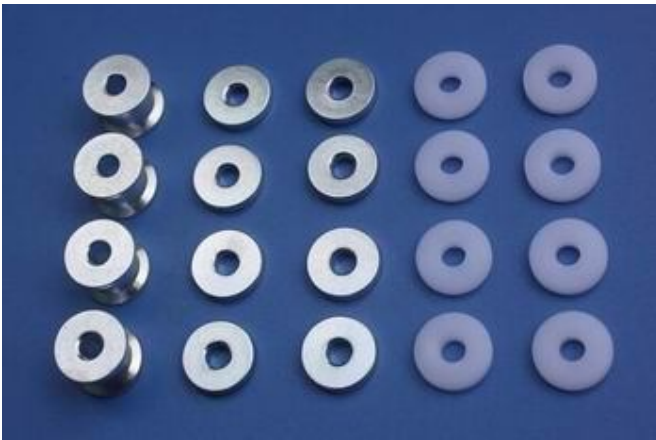
Bolts & washers for cowl: 4(3x14mm) Hexagon bolts and 2(10mm) PTFE washers and 2 washers



4 allen key wrenches



20 POM & ALU washers for 120E motor



Gas engine washers for 30CC version: 12(20mm) POM washers



Wing Assembly

NOTE: There are pictures of different planes in this manual, however, this plane's wings is assembled the same way.

1. It is much easier to install the twin control horns before installing the wing. Locate the fiberglass aileron control horns, ball links, and associated bolts and nylon-insert lock nuts. Use some fine sandpaper

to roughen up the center areas of the two control horns so that the glue adheres better. Using a sharp hobby knife cut the covering away from the slots in the rudder and trial fit the two control horns.

2. Mix up some 30 minute epoxy and coat the inside of the slots and the center of the control horns. Hint: a scrap piece of 1/16" ply, tooth pick, or old hobby blade can be used to coat the inside of the aileron slots. Slide the control horns in place and make sure they are centered perfectly by using a ruler to measure between the pivot holes and the hinge line. Wipe any excess glue off with isopropyl alcohol and paper towels. Install the ball links, bolts and nuts into the holes to help assure alignment of both control horns while the glue cures. Set aside until cured.



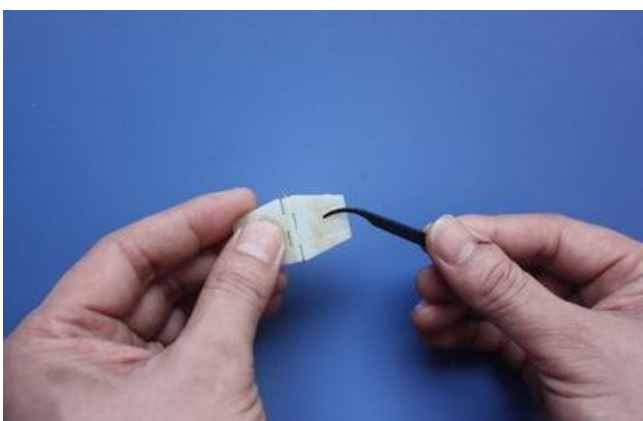
3. The slots for the supplied hinges are pre cut. Locate the hinges and dry fit the hinges and aileron into place and test the operation. The hinges should seat fully into the slots so that the hinge line gap is minimal while still allowing full aileron deflection.

4. Before gluing the hinges in you must first clean the hinges of any mold release agent using isopropyl alcohol. We also recommend scuffing up the plastic with light sandpaper for maximum glue adhesion.

5. Mix up some 30 minute epoxy and using a toothpick or small wooden dowel coat the inside of each hinge slot with epoxy. Also put a thin layer of epoxy on one side of the hinges. Install this end into the slots of the rudder and make sure each hinge is properly aligned at exactly 90 degrees to the hinge line.

6. Now coat the other end of the hinges with epoxy and install the aileron into the trailing edge of the wing. Again, make sure the hinges remain in proper alignment. Using paper towels and some isopropyl alcohol clean off any excess epoxy from the hinges and surrounding areas.

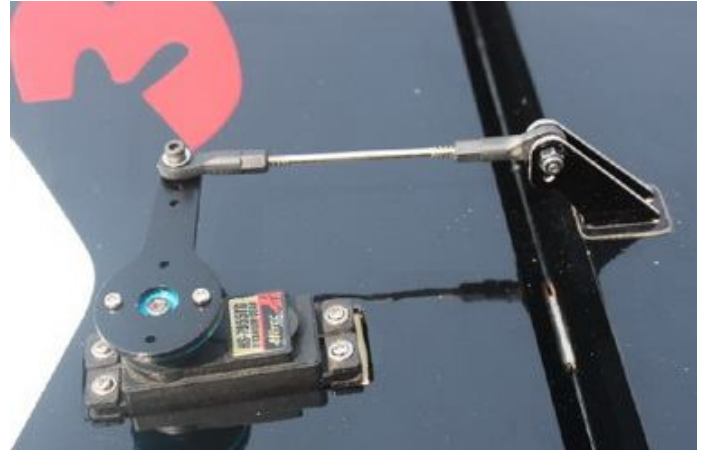
7. Make sure the aileron is fully seated so that the hinge gap is minimal while still allowing full deflection of the aileron. When satisfied, use some masking tape to hold the aileron in place along the bottom and counterbalance. After the epoxy has cured, remove the masking tape and check for proper operation. If the hinges are stiff some light oil carefully placed on each hinge will help greatly.



8. Cut the covering from the aileron servo openings from corner to corner and iron down inside the openings. Connect servo wire extensions to your servos and secure the connections with the supplied clips, your own clips, or tape. Feed the servo wires into the wing and out the root. Install the servos and screw firmly in place.

9. Use your radio to set the centers of each servo and then assemble and adjust the length of each control rod. The servo arm should be as close to perpendicular to the control rod as possible while the aileron is at neutral. Double check all screws, bolts and nuts to assure proper installation and operation without binding. Once satisfied, permanently attach the ball link to the servo arm with the supplied screw and nut.

10. Check the final radio operation of the ailerons and make sure there is no binding or servo fighting of each other. Also check to make sure all linkage bolts and nuts are secure.



11. We recommend using KUZA 1.5" aluminium CNC servo arm (sold separately) for wing control.



Elevator Assembly

NOTE: Some pictures are of different planes in this manual, however, this plane's elevator is assembled the same way.

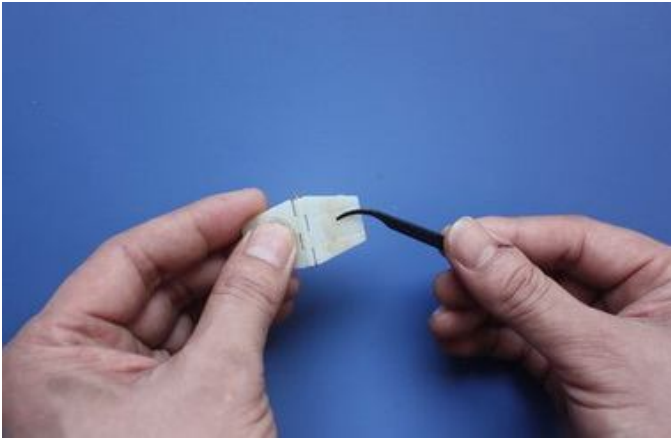
1. Cut the covering over the hole for elevator on the fuselage. Glue the elevator to the fuselage. Making sure it's centered.



2. Use two servos for the elevators.

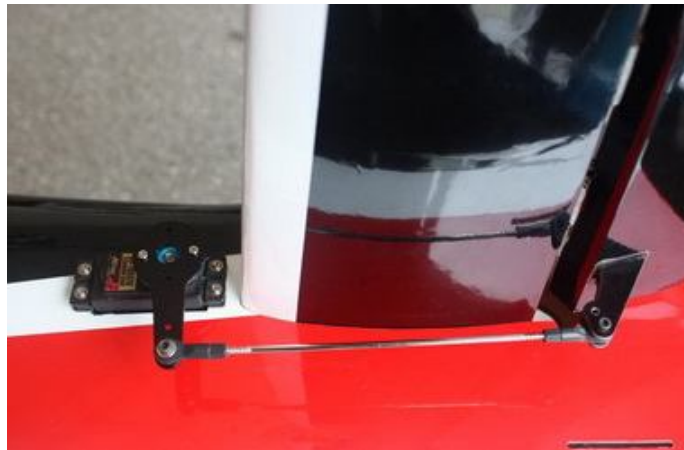


3, Glue the hinge for the elevator the same way as the main wings.



4. Install the horns the same way as the horns on the aileron. Use your radio to set the servo center position and install the large control horn onto the servo. Assemble the control rod and ball links and adjust the control linkage for proper geometry. When satisfied, screw the ball link to the servo arm. The servo arm should be as close to perpendicular to the control rod as possible while the elevator is at neutral. Double check all screws, bolts and nuts to assure proper installation and operation without binding.





5. To install the horizontal stabilizers you first need to install two 18" servo wire extensions in the fuselage so that they extend from the radio compartment to the rear openings.

6. There is an option to use one servo or two servos for the elevator. If using one servo, the 2 parts of the elevator need to be connected by the fiberglass block with glue as shown below. The picture is for illustration only. Actually, the connection of the 2 parts needs to be performed in the fuselage after the hinges are connected.

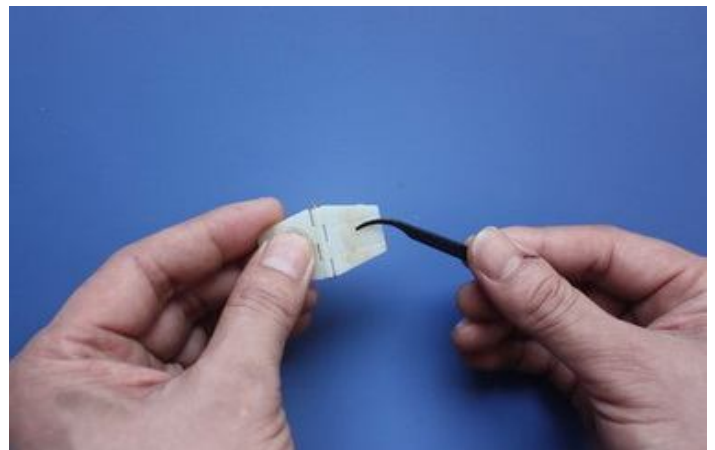


7. We recommend using KUZA 1.5" aluminium CNC servo arm (sold separately) for wing control.



Rudder Assembly

1. Install the fiberglass control horns in the same way as you did the elevator horns.





2. The SBACH is supplied with a high quality set of pull-pull cables and ball-links.

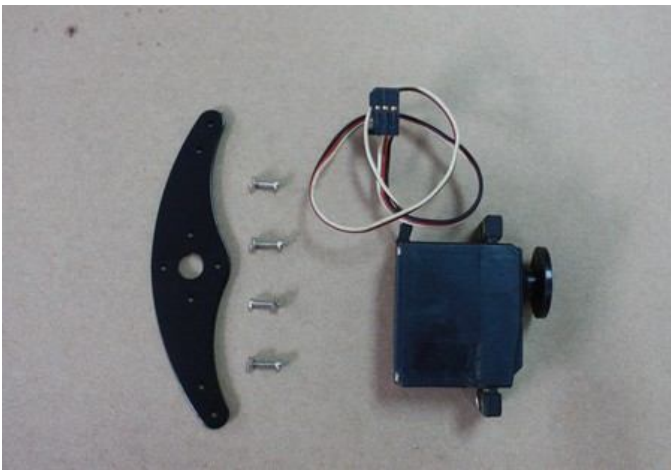
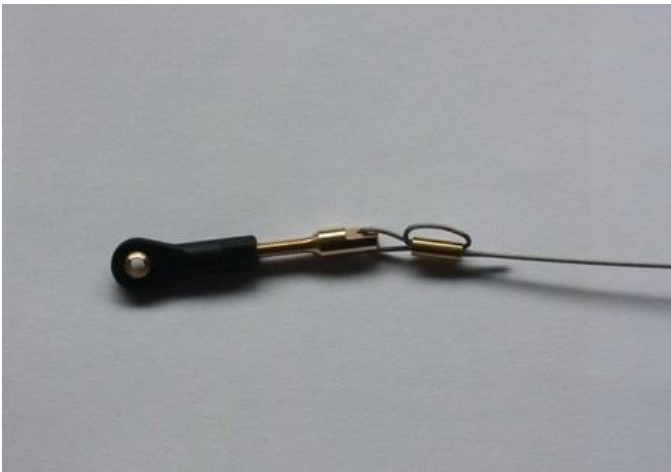


3. Locate the pull-pull cable set, threaded couplers, brass swaging tubes, and ball-links. If the cable is one long piece, cut it into two equal length pieces. Thread one end of the one cable through a brass tube and then through one of the threaded couplers. Run the cable back through the brass tube and then loop it back through a second time. Using a set of crimping pliers, place three crimps just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable.

4. Thread the couplers about half way into the ball links of the rudder. Hint: remove the ball links from the rudder horn first to make this step easier and then re-install once the couplers are threaded on. Feed the loose end of each cable into the cable slots at the rear of the fuselage and feed them forward towards the servo mount location. A coat hanger with a hook on the end can be useful here if you can't reach the cable.

5. Use your radio system to center the rudder servo and attach either the supplied arm or an appropriate arm for your servo. Thread one of the ball links about half way onto one of the threaded couplers. Feed the loose end of one of the cables through a brass tube and then through the threaded coupler. Holding the rudder centered, adjust the cable length as tight as possible while checking the ball link position over the servo arm. When satisfied with the position, pinch the cable around the threaded coupler and then feed the loose end back through the brass tube. Loop the cable back through the brass tube as before and crimp the brass tube three times just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable. Hint: Once you have established the position of the threaded coupler on the cable, you can remove the ball link from the rudder horn to give you more working slack in the fuselage. Re-install the ball link prior to setting the other cable.

6. Check the operation of the rudder using your radio and make sure there is no binding and the cables are adjusted properly. You may have to tighten the cables after a few flights as they may stretch slightly from the initial installation.



7. We recommend using KUZA 3.25" aluminium CNC servo arm (sold separately) for rudder control.

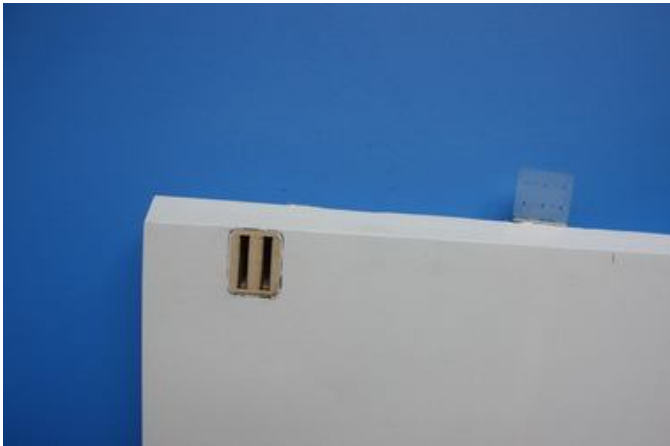


8. The SBACH also provide pull-push style for rudder.

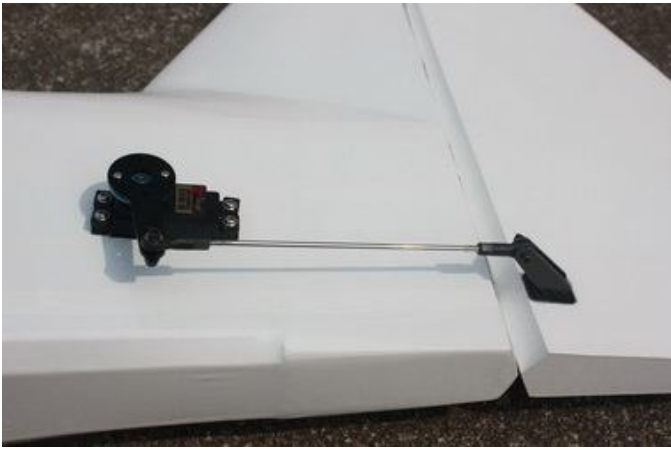
Cut off excess fiberglass rudder horn, and use sandpaper to roughen up the parts needed to inlay.



Use epoxy glue to glue the rudder horn.



Use 2.5X130mm push rod install rudder sliding systems.



9. We recommend using KUZA 1.5" aluminium CNC servo arm (sold separately) for rudder control.



Tail Wheel Installation



1. Begin the tail wheel assembly by installing the hollow hex bolt and lock nut into the large hole at the rear of the tail wheel bracket.



2. Slide 3 wheel collars and the wheel onto the pre-bent tail wheel wire and tighten in place with thread lock as shown below.



3. Install steering rod, again, the use of thread-lock on any metal to metal screw is advised.





4. Line up the caron fiber assembly onto the body of the aircraft and use the holes as a drill guide. Use a 2mm drill bit as a pilot hole, then apply thin CA to harden the wood. Use the three self tapping screws and secure the assembly into place.



5. Drill a screw hole on the bottom of rudder, 190-210 mm away from the hinge line, with 2 mm drill bit. Secure one end of the wheel spring with a M3X12mm self-threaded screw, then hook the other end onto the steering rod.





6. Fully installed tail wheel assembly is shown below.



Main Landing Gear Installation

NOTE: There are pictures of different planes in this manual, however, this plane's landing gear is assembled the same way.

1. Bolt the main gear to the bottom of the fuselage using the supplied screws and washers. Place the bolts in through the can tunnel opening with appropriate size spanner. Remember the gear will rake forward.



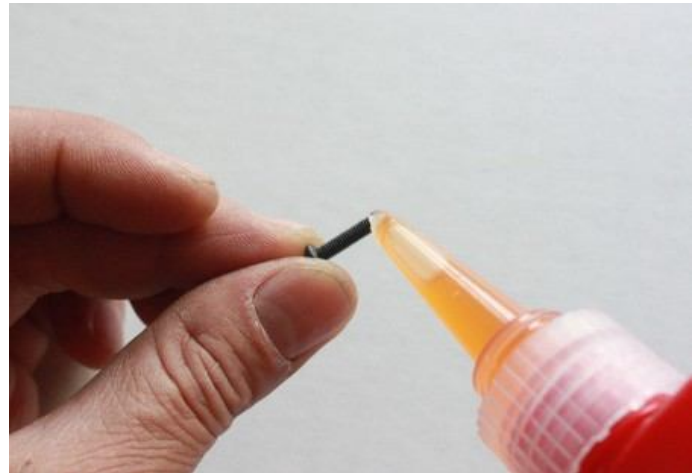
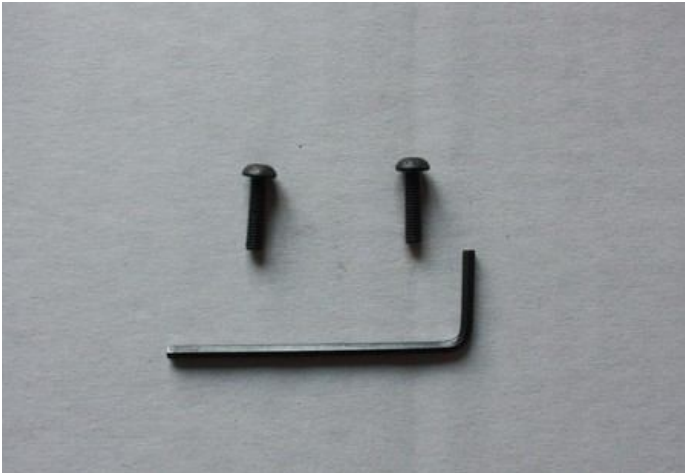
2. Loosen out the inner nut, then apply thread lock to the axle. Tighten the nut back in place, allow the thread locker to dry.



3. Install the wheel axles to the landing gear and tighten the nylon-insert lock nut. Install one wheel collar onto the axle. Use a second wheel collar as a guide to leave a gap on the inboard of the axle. Use a small drop of thread-lock and tighten in place. Slide the wheel onto the axle and install a second wheel collar also using thread-lock on the set screw.



4. Fit the wheel pant in place and install using the two supplied screws. Use thread-lock to secure the screws in place. Repeat the above steps for the other main gear.



For 30CC version, Engine, Exhaust, & Fuel System Installation

Engine Installation

NOTE: There are pictures of different planes in this manual, however, this plane's engine is assembled the same way.

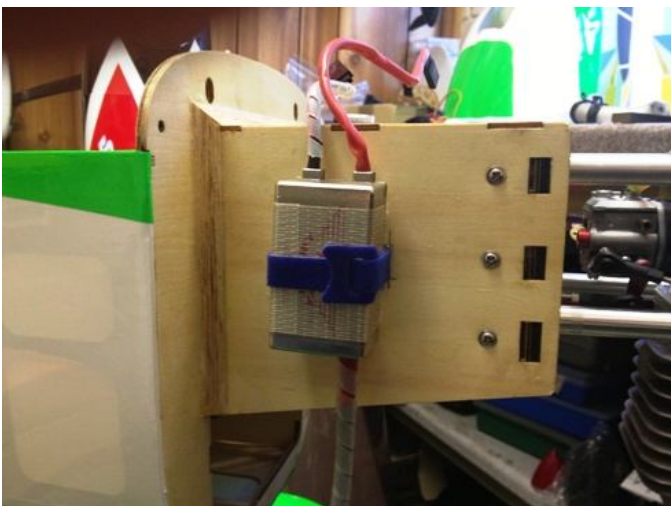
1. Select the proper guide for your engine and drill the holes and cut out the center as indicated. Notice that the engine center line is offset to the left to compensate for the right thrust built into the engine box.



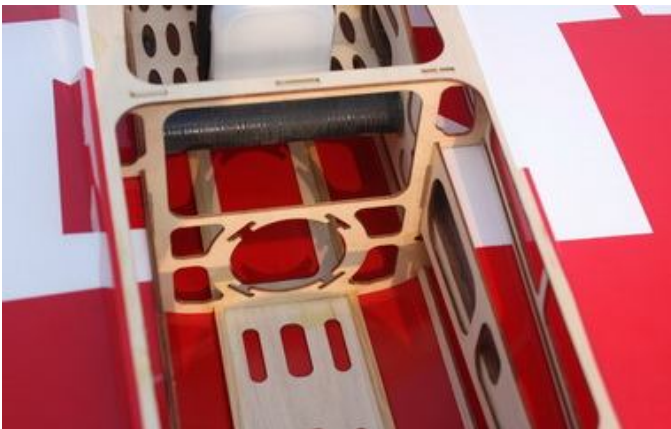
2. Fit the Cowl and measure the distance from the engine bulkhead to the front of the cowl, add approx 2-3mm for the back plate and this is the length that your engine should be set. Using the correct length stand offs, mount your engine securely using bolts, washers, and locknuts. The use of thread-lock is also highly essential for the engine bolts.



3. Mount the ignition module according to the manufacturer's instructions. The best place to mount it is on the side of the engine box. Secure the pickup lead and ignition wires with zip ties so that they do not vibrate or touch any hot part of the engine or exhaust.



4. The following pictures show how to install Canister.



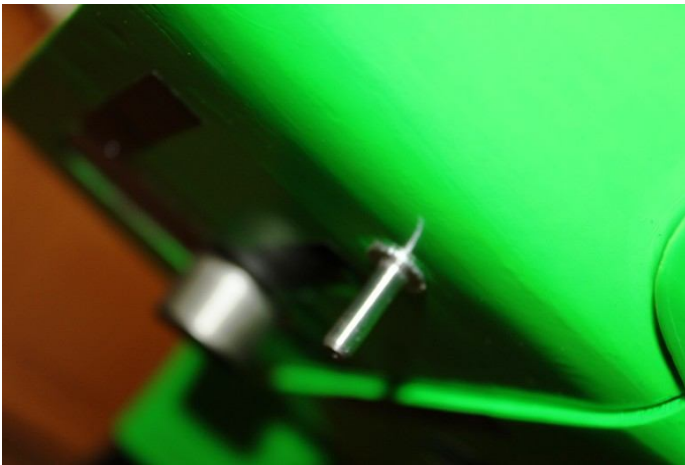
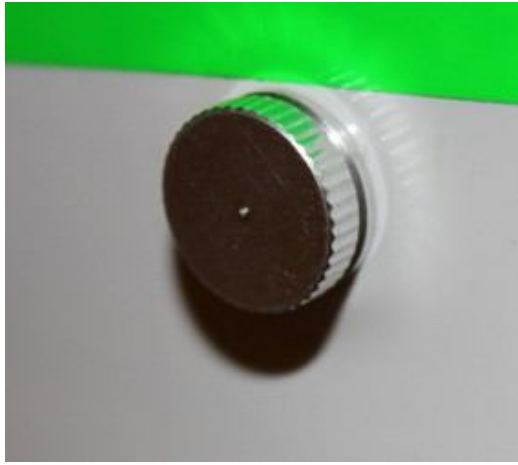
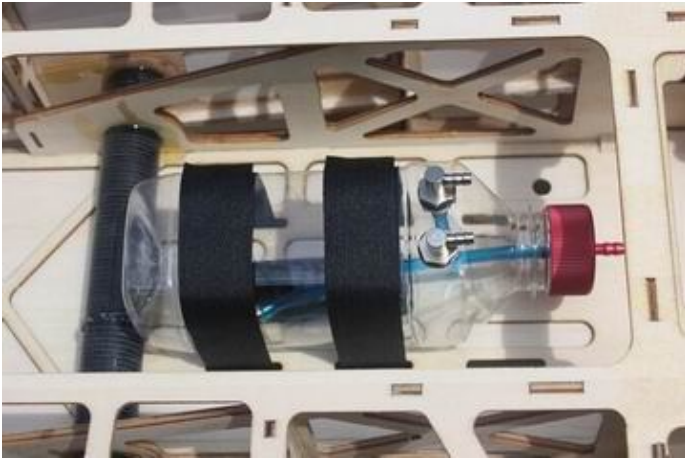


5. Assemble the throttle servo mount using the supplied laser cut parts or there is a servo cutout in the bottom of the engine box for 28cc-38cc engines. Mount your throttle servo and complete your linkage setup. A hole will need to be drilled on the firewall to allow the pushrod to connect to the throttle arm on the carb.



6. An extra servo can be fitted for choke or a mechanical linkage can be used.

7. The KUZA new 360CC fuel tank is preassembled. Complete the installation in the fuselage using zip ties or velcro straps to hold the tank in position. Connect a fuel line between the tank and carb, a fuel line between the tank vent and the bottom of the fuselage, and a fill line to a fueling port which can be mounted on the fuselage side opposite your ignition switch. Make sure your vent line does not come close to any hot exhaust part such as the muffler or canister. recommends the use of small zip ties or fuel line clamps to secure the lines to the tank.



A barb on the bottom of the fuselage can be fitted for the vent.

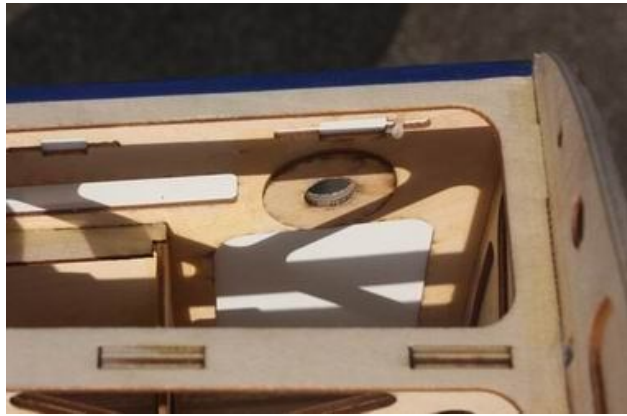
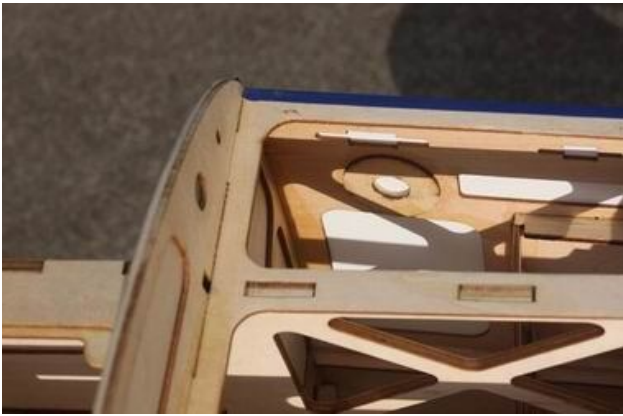
Installation of KUZA Fuel Dot and Fuel Vent Line Plug (Not included)

1. From June 2015 and on, all Goldwing gas airplanes are made ready for KUZA fuel dot and vent line plug. Available in three colors: black, red and blue.



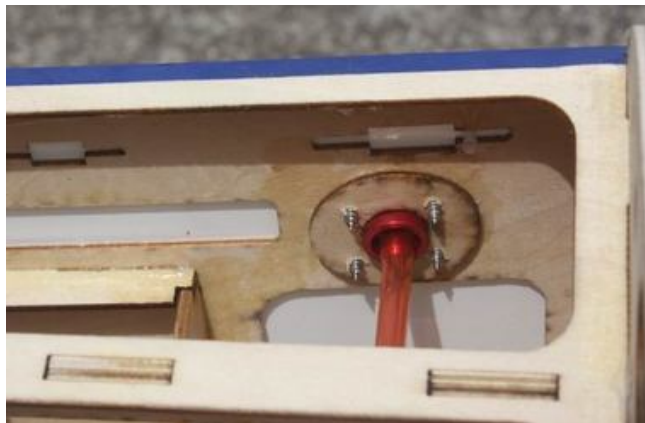
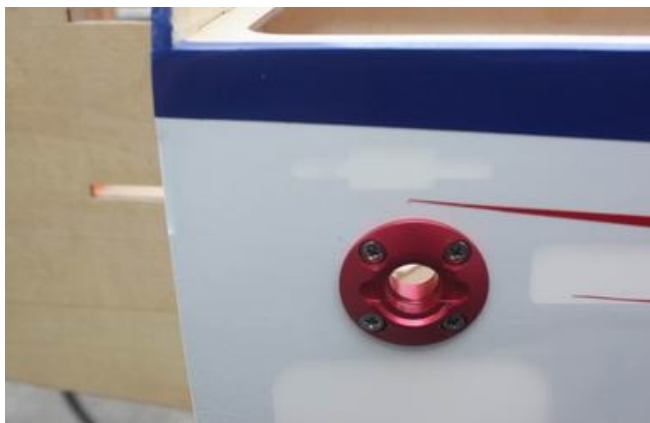
2. Installation of KUZA CNC Aluminum Fuel Dot

Sites for KUZA fuel dot installation are pre-cut on both sides of the fuselage, you may install it on either side. Use shape knife to remove the covering.



Secure the housing of fuel dot with supplied 2.5 mm self-tapping screws, then plug and install the fuel line to complete the setup of fuel dot.





3. Installation of KUZA CNC Aluminum Fuel Vent Line Plug

Similarly, two sites for vent line plug installation are available at the bottom of the fuselage.

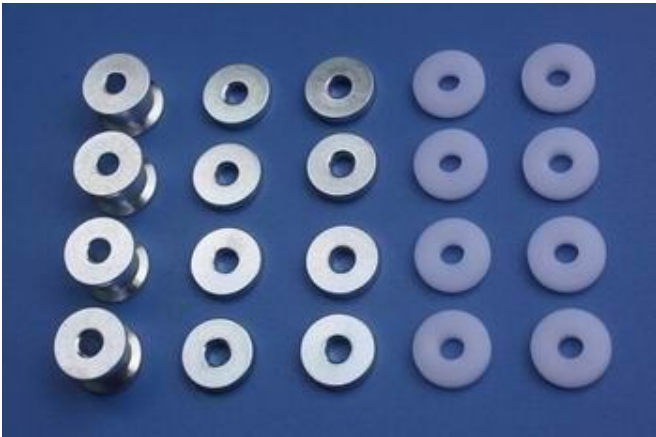
Secure KUZA vent line plug with four 2.5 mm self-tapping screws as shown below.



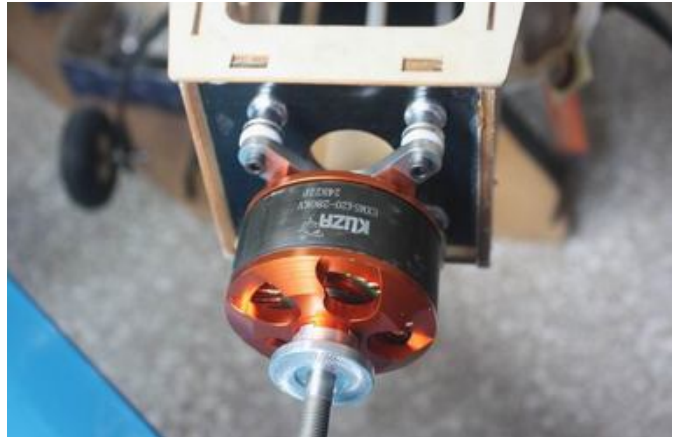


120E Electric version Motor Installation

1. Find the washers for motor installation in the 120E version hardware package. There are 8 POM washers, and 16 ALU washers.

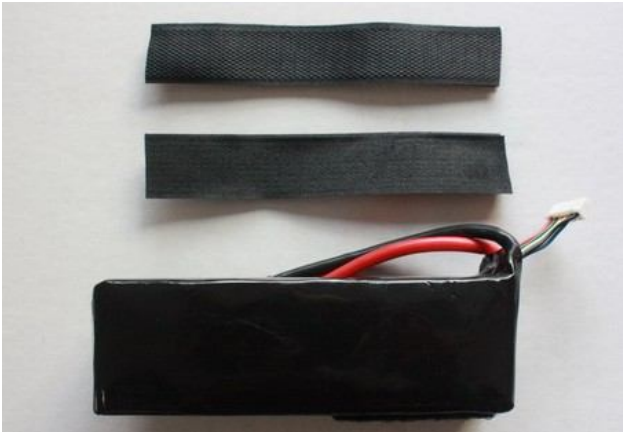


2. Blind nuts are pre-installed behind the firewall. Since the position of cowl is fixed and length of motors varies, you may need to use provided washers to position your motor properly.





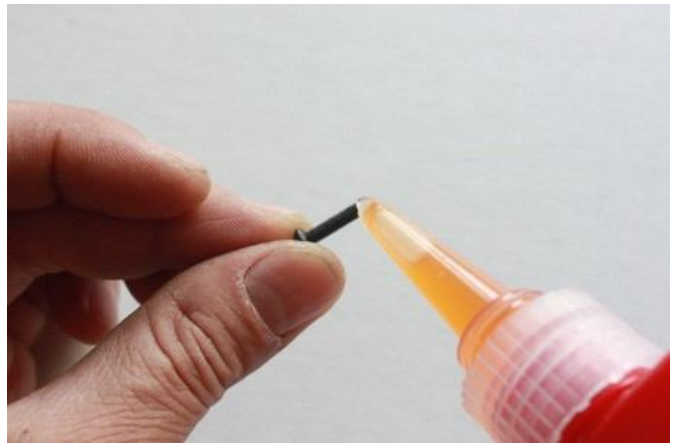
3. Fix the battery with both Velcro and straps.



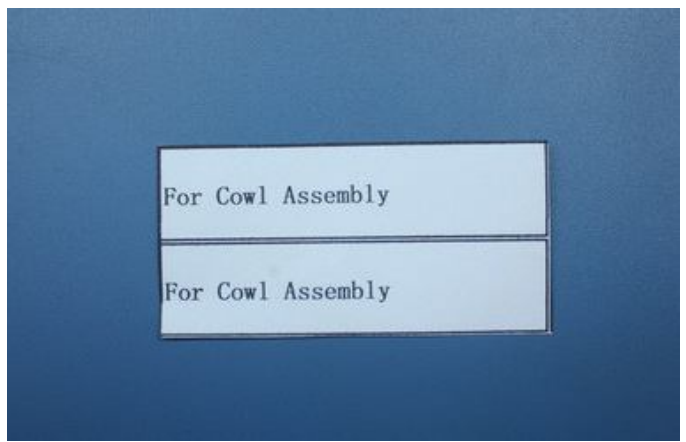
COWLING INSTALLATION

NOTE: There are pictures of different planes in this manual, however, this plane's cowling is assembled the same way.

1. The cowl is secured with four 3 X 14mm bolts and washers. Apply nutlock onto the bolts as the vibration from the gas engine will shake them come loose.



2. Labels are provided for aligning the drill holes for the cowl. Stick them on without the cowl, mark the hole. Fit the cowl then press back down. The hole will then show the area to drill. See below.



FINAL RADIO SYSTEM INSTALLATION

1. Whether you 72 MHz systems or the newer 2.4 GHz systems, proper radio installation and care is vital to the safe and reliable operation of your aircraft. Follow the manufacturer's instruction for installation guidance of receivers and batteries paying attention to factors such as vibration isolation, adequate cooling, and clearances.
2. Mount your receiver(s) securely in a location which provides a clean and maintenance free solution to your setup. All servo wires should be neatly routed and secured in place so they will not come loose or flop around during flight.
3. The fuselage ply sides provide space to mount your switches just below the canopy. Mount your switches according to the manufacturer's instructions and route your wires safely and securely as above.
4. Your receiver battery(s) can be mounted in a variety of locations depending on your balance needs. Regardless of where you mount your batteries it is vital that they are very secure with no possibility of coming loose. Use double sided velcro to hold the batteries from sliding around and then use zip ties or velcro straps to secure them tightly in place.
5. Servo and battery leads are the life blood of your aircraft. Make sure all wires are top quality and connectors are tight and display no loose pins or frayed wires. Servo clips are provided in the kit for your convenience. These servo clips can even be glued to the wood structure using CA if desired.
6. Check all radio programming and control surface operations thoroughly before your initial flight. Check your radio range according to the radio manufacturer's instructions both with the engine off and running.

BALANCING and PRE-FLIGHT

1. Most state of the art aerobatic aircraft allow for a wide margin for balancing depending on what level of precision or freestyle the pilot prefers. To perform properly without being too pitch sensitive, you must not go too aft on the CG. **We recommends an initial CG setting of 122-132mm(4.8-5.2 inches) behind the leading edge of the wing at the root.** More experienced pilots may want to set the CG further aft for more 3D capability. Varying weights of engines and radio gear will dictate how you should install each. The batteries can easily be located pretty much anywhere in the fuselage.

Note: The best way to check your balance is to trim for level flight at about 1/2 to 3/4 throttle and then roll inverted. The aircraft should maintain level flight with very little to no down elevator input. If the aircraft climbs when inverted then you've probably got your CG too far aft. If the nose drops more than slightly, then you are most likely nose heavy.

Recommended control surface deflections:

| | Low Rate | High Rate |
|----------|------------|---------------|
| Elevator | 15 degrees | 45-50 degrees |
| Rudder | 25 degrees | 40-45 degrees |
| Ailerons | 25 degrees | 35-40 degrees |

Final Assembly and Pre-Flight Inspections

1. Before arriving at your flying field, be sure all your batteries are properly charged and all radio systems are in working order.
2. Install the wings onto the fuselage being careful to align the wing tube with the wings and not force it. The wing tube may be initially tight but will loosen after some with use. Guide your servo wires into the fuselage openings and connect to the correct aileron channels. Servo clips are recommended. Once you have the wings fully seated in the fuselage tighten the wing bolts inside the fuselage.



3.Side force generators Assembly.

Cut the wing film needed to be install the SFG. To fix the SFG use M3x12 Hex bolts and self-locking nuts and washers.



4. Fill your fuel tank making sure your vent line is not plugged or capped. With the canopy off, this is a good time to check for any fuel leaks.
5. Check all control surfaces for secure hinges by performed a slight tug on the control surfaces and observing if there is any give in the hinges. Check all control rods, ball links, servo screws, etc. for correct operation and installation.
6. Check your batteries and perform a range check once again with the engine off and running. Be sure all surfaces are moving in the correct direction and the correct amount for your flying setup.

Recommend Accessories (Not included):

***KUZA Twisted 22 AWG Servo Extensions**

Two to three 12”(305mm) No. KAG002522

Two to three 18”(455mm) No. KAG002523



*** KUZA Gas Fuel line** size: 6X3.5mm 3 color to choose: red , blue, yellow

No. KAG006131R or KAG0061U or KAG0061Y





* **KUZA CNC Aluminum Fuel Dot** 3 color to choose: black, blue, red No.
KAG0231B or KAG0231U or KAG0231R



* **KUZA CNC Aluminum Fuel Vent Line Plug** 3 color to choose: black, blue, red
No. KAG0232B or KAG0232U or KAG0232R



* **KUZA Fuel line clips** 10PCS No. KAG02454



*** KUZA Heavy duty 7075 aluminum Servo Arm**

For Futaba servo (25T) :

39mm/1.5in Single No. KAG0S72F



For Hitec servo (24T) :

39mm/1.5in Single No. KAG0S72H



For JR servo (23T) :
39mm/1.5in Single No. KAG0S72J



* **KUZA new Wingbag for 73in SBACH** Two color to choose: red/ black, blue / silver
No. KAG0093





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