74” Slick 540 Assembly Instructions

Up Your Game! Fly AJ Aircraft

From all of us at AJ Aircraft, we thank you for your business. Our custom designs, combined with top grade materials, are assembled with precision and care to provide you with one of the best airframes in the industry. We have gone the extra mile to make the final assembly of your airplane as simple and painless as possible.

Once your airplane is complete, we know it will provide you with countless hours of thrilling flight. Prepare yourself for a new experience in R/C flight as you *Up Your Game with AJ Aircraft!!*

Building the airplane is very straight forward. The rudder cables are pre-installed, and the hinges are pre-glued. AJ Aircraft goes the extra step to make it easy to get this bird in the air in no time flat. High quality parts including dual G10 fiberglass control horns, carbon fiber wing tubes, heavy duty ball-links and turnbuckles, and pre-installed blind nuts in the wing tips for the included SFG's ensure you won't need to spend more money replacing cheap hardware.

Can't decide which power system to add to your Slick 540? The electric setup gives the ability to strap batteries (8-12s) in and just go fly. You can expect around 6-7 minute flight times with great power and ultra-reliability. Love the smell of burning gas in the morning? Power your airplane with a 30-40cc 2 cycle gasoline engine. With a 14oz AJ fuel tank you will see flight times approaching 15 minutes! Whichever you choose, we're sure it'll put a smile on your face every time you fly it!

Safety Precautions and Warnings

All of AJ Aircraft's airframes have gone through many stages of extensive testing to ensure a high-quality kit which results in a safe and reliable airframe when assembled properly. Poor assembly practices along with substandard equipment will lead to an unsafe model.

The safe operation of this model is your responsibility and yours alone. If you are a beginner or have never flown a model of this caliber, you should solicit the help of an experienced pilot until you have become comfortable with it. This product should not be considered a toy, but rather a sophisticated, working model that functions much like a full-scale airplane. Because of its performance capabilities, this product, if not assembled and operated correctly, could cause injury to you or spectators and damage to property.

This aircraft should be flown in accordance to the AMA Safety Code. It is highly recommended that you join the Academy of Model Aeronautics in order to be properly insured and to operate your model at AMA sanctioned flying fields. If you are not willing to accept all liability for the use of this product, please return if to the place of purchase immediately.

AJ Aircraft does not accept responsibility or liability for damages resulting from use of this product.

Table of Contents

Before starting, read through the entire set of instructions to familiarize yourself with the process.
If there's ever a question, Contact AJ Aircraft. 734-244-4015

Specs:

- Wingspan - 74"
- Length - 68.5"
- Height - 20"
- Wing Area (1027 sq in)
- AUW (dry) - 10.5 lbs.
- Gas Power
    - Engine - 30cc - 40cc
    - Fuel Tank - 12oz - 14oz
    - Propeller - 20x8 / 20x9
- Electric Power
    - Motor - 2400+ Watt 8S/12S
    - ESC - 100amp
    - LiPo - 8S 4400mAh / 12S 3300mAh
    - Propeller - 20x10
- Radio - Recommended 6+ channel with 4 high torque servos (250 oz/in minimum), 1 high speed throttle servo
- IMAC Legal!

2025 Red & Blue Scheme

Contents of Kit

- **Carbon-Kevlar plywood construction!**
- **Carbon-Kevlar reinforced landing gear mount!**
- **Carbon-Kevlar reinforced firewall!**
- Updated tail wheel!
- Pre-hinged, glued and sealed aileron control surfaces
- Carbon fiber main landing gear
- Carbon fiber main wing tube
- Pre-hinged rudder and elevator
- G10 fiberglass control horns
- Ultralight foam wheels
- Heavy duty steel axles
- Quick install, durable fiberglass wheel pants
- Pre-run rudder pull-pull wires (pushrod also included for push-pull option)
- Extra hardware bag with spare parts
- Optional SFGs included
- Removable rudder
- Canister tunnel
- Pre-drilled & rubber lined landing gear cuffs
- Pre-drilled firewall
- High quality ball links & turnbuckles for all control surfaces
- Velcro for fuel tank or battery restraint

Recommended Items for Completion

- Electric:
  - AJ5230-20P/205KV 12S
  - Falcon 20x10 prop
  - Jeti Mezon 80 Evo or Castle Ice 100 ESC
  - (2) Thunder Power 6S 3300 mAh Prolite 25C LiPo main packs
  - 3.5" Electric Spinner
- Gas:
  - 35-40cc Gas engine and exhaust
  - Fuel Tank - single 14oz (410 ml) - Gas powered only
  - Appropriate prop for your engine choice
  - 3.5” Gas Spinner

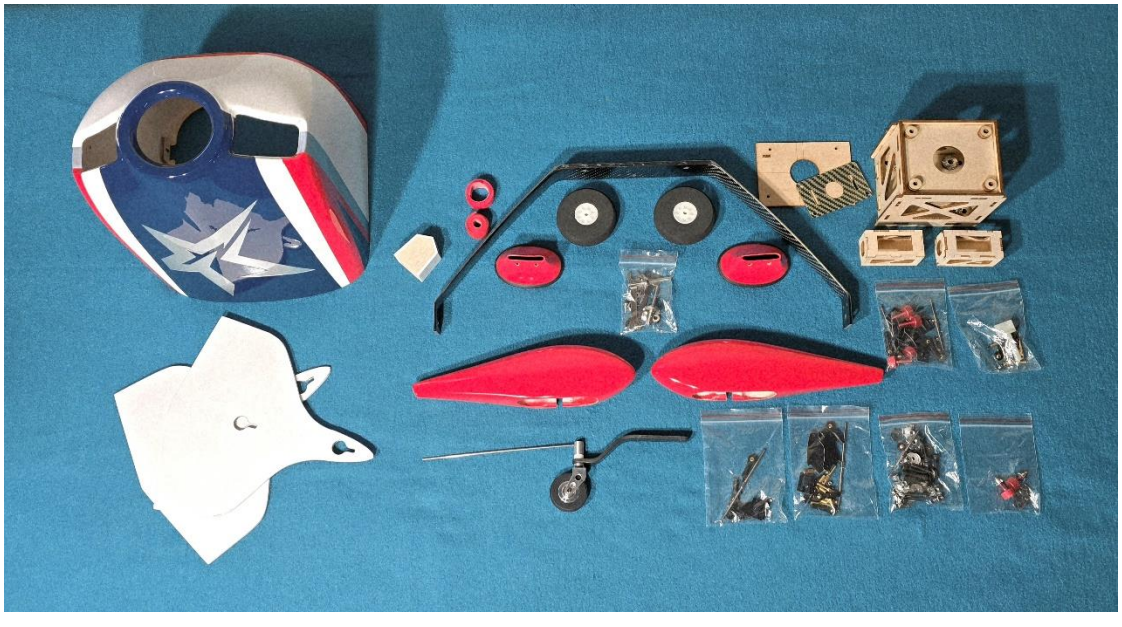
- 6+ Channel Receiver
- Thunder Power 2S 2100 mAh G8 Pro-lite+ 25C for Rx (Gas Only)
- 4 high torque servos (250 oz/in minimum) on Ailerons/Elevator/ Rudder
- Servo extensions:
  - (2) x 6” for ailerons
  - (1) x 12” for throttle/ESC
  - (1) x 24” for elevator
  - (1) x 24” for rudder (push/pull only)
- Servo Arms:
  - (2) x 1.5” for ailerons
  - (1) x 1.5” for elevators
  - (1) x 2.5” for pull/pull rudder
  - (1) x 1.5” for push/pull rudder

Tools Needed

Blue Painter’s Masking Tape
Thin CA Glue
30 Minute Epoxy
Denatured Alcohol Paper Towels Removable Thread Locker (Loctite 242, Blue)
Metric & Imperial Allen Wrenches
Hobby Knife & Fresh Blades
Covering Iron (Trim Iron)
Clamps
Small Flat File
Electric Drill w/ Assorted Small Bits (1/16”, 5/64”)
Small Flat Blade Screwdrivers
Small Phillips Screwdriver
Sandpaper (150-220 Grit)
Needle Nose Pliers
Measuring Tape & Ruler

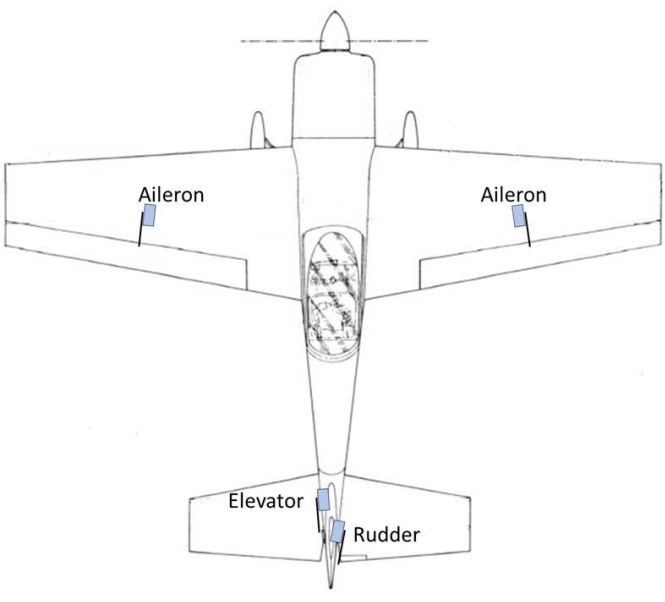
Unboxing

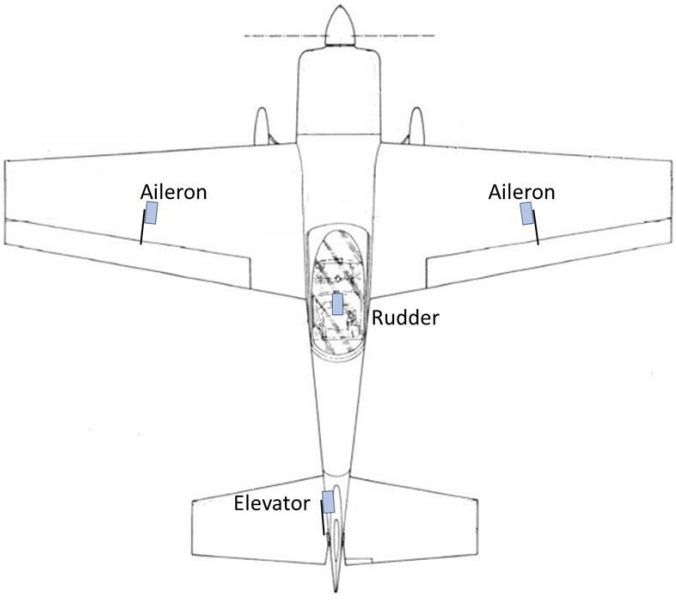
Your airplane is packaged in a double box to help protect it during shipping. The best way to open the box is to cut the tape on the end folds of the first box and slide the second box out. The lid on the second box is taped closed – carefully cut the tape around the perimeter of the box lid and remove the lid.



Optional Configurations

You have the option of using a pull-pull rudder servo or a push-pull rudder servo setup. Fasteners, control horns and servo connecting rods are provided for both optional rudder setups.





Inspection

We believe we offer the highest quality kits available. However, you may find some minor blemishes, fractures or joint separations in the construction of our models. Many of these can be easily repaired by backing up the joint with balsa sheet or hard balsa sticks without affecting the performance or appearance of the aircraft.

Take the time to inspect the components of the aircraft. Inspect the fuselage for any interior joints that may have loosened as a result of shipping & handling. Apply thin CA glue around the joints of the fuselage core, firewall, fuselage formers, and rudder servo tray to strengthen. Allow glue to wick down into joints but be careful to not allow CA glue to drip or puddle on covering material. Periodically inspect joints as you fly your airplane. Vibration and repetitive extreme maneuvers my cause a joint to loosen over time.

Covering

The covering on your Slick 540 may have developed loose areas through temperature and humidity changes between manufacturing and shipping. This may also occur during the summer heat. The covering may require retightening a few times during your first summer of flying. Take a few minutes to go over all of the seams making sure all edges are secure. Then proceed to shrinking any area that may need tightening. (Use an iron on all seams. Use a heat gun on open areas and sheeted areas. An iron can be used in open and sheeted areas but hold the iron slightly above the surface. You don't want press the covering into the wood. Using an iron sock will reduce scratches.

Covering colors used on the 74" Slick 540 schemes:

- AJ Aircraft Covering (White) AJAC 2M W
- AJ Aircraft Covering (Dark Blue) AJAC 2M DB
- AJ Aircraft Covering (TRU Red) AJAC 2M TR
- AJ Aircraft Covering (Silver) AJAC 2M S
- AJ Aircraft Covering (Charcoal Pearl) AJAC 2M CP

- At 200-220°F (93-104°C) the adhesive on the covering becomes active allowing the covering to be attached to the model. While 220° will fully bond the covering to the model it is well below the temperature that causes the covering to shrink.
- At 300°F (149°C) the initial shrinking of the covering begins.
- At 350°F (176°C) the covering reaches its maximum shrinking point. Raising the temperature above this point will not cause further shrinkage.
- **Use as little heat as needed. Using too much heat may cause reshrinking issues later.**

Wings

Carefully locate the aileron control horn slots. Use a covering iron to bond the covering in the area the control horn will sit. Trim the covering away to expose the slots. Be sure not to cut through to the top side covering.

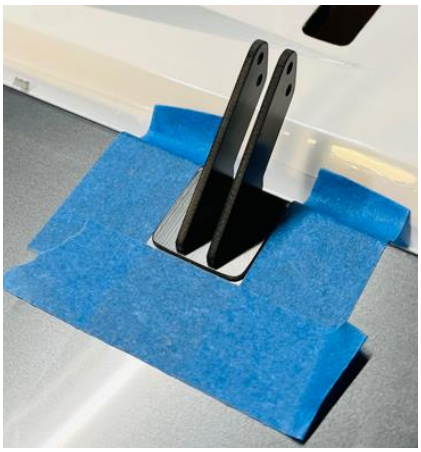
Use sandpaper to roughen the lower portion of the control horns on both sides. Roughen one side of the base plate. This will help the epoxy bond to the control horn parts.

Test fit the control horn in the slot. Trim or file the slot as needed to achieve a snug fit. Make sure the shoulder of the control horn is fully seated down against the control surface.

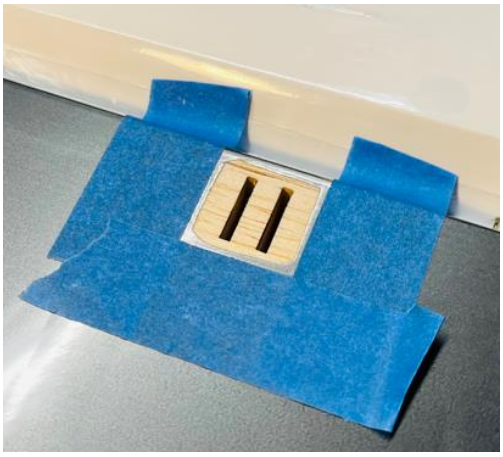
Assemble a ball link (without a flange) to the control horns using a socket head screw, washer and nylon lock nut. Assembling the ball link to the control horn at this step will help keep the control horn halves aligned during installation. Insert the control horn assembly into the surface again testing the fit.

Check the alignment of the control horn to the hinge center line. The linkage hole in the control horn should be aligned with the hinge centerline.

With the control horn in position apply masking tape around it. This will keep excess epoxy off the covering

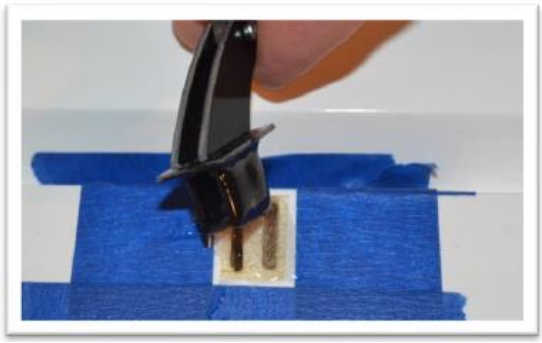


Remove the control horn leaving the tape in position. Using a new hobby knife blade lightly cut through the covering but not into the balsa sheeting.
Cut inside the tape edge about 1/16”.

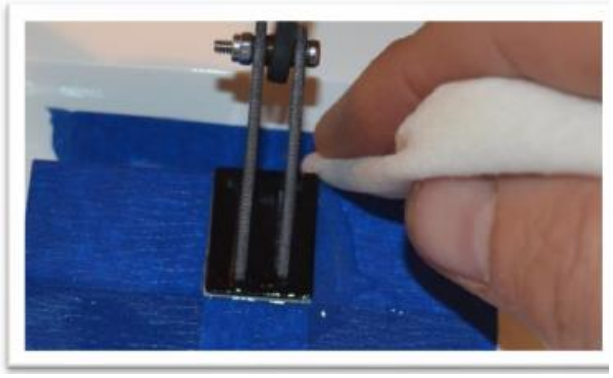


Prepare all control surface and control horns before gluing. Using 30-minute epoxy will provide plenty of working time to glue in all control horns at one time. Apply epoxy to the slots in the aileron. Use a pin to help push epoxy down into the slot.

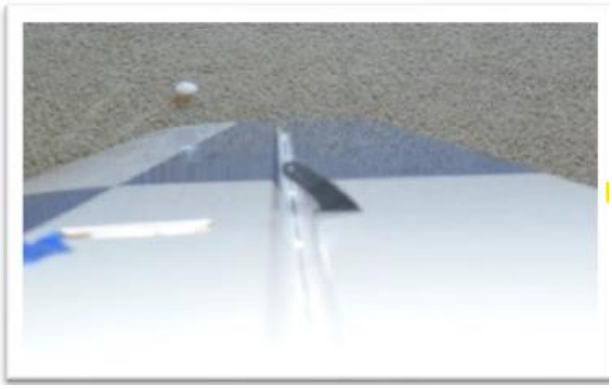
Apply epoxy to the control horn assembly and insert it into the aileron slots.



Wipe away excess epoxy using a paper towel soaked with denatured alcohol. Use an upward rolling motion as you wipe the excess epoxy to lift it from the surface. This helps reduce smearing the epoxy.



Check the alignment along the hinge line as you did when you test fit the control horn. Reposition as needed.



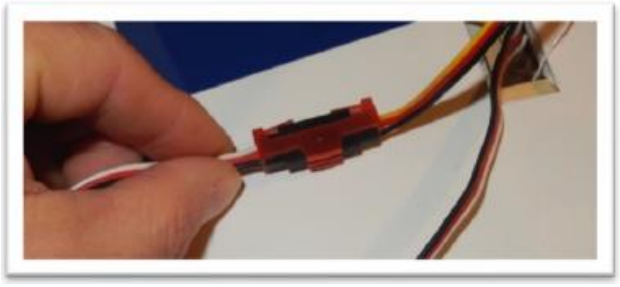
Allow the epoxy to partially cure. Peel away the masking tape after the epoxy is securely holding the control horn in place and still soft enough to easily remove the tape. Set the wing aside and let the epoxy fully cure.

Aileron Servo Installation

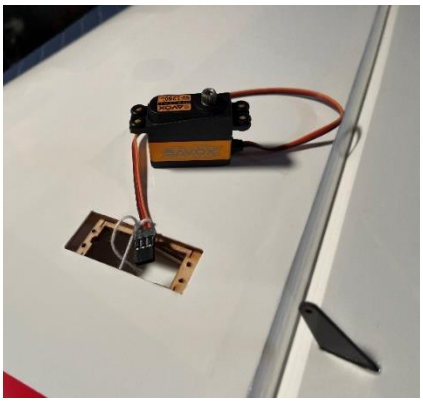
Connect the servo to a receiver and power supply. Turn on your transmitter. Set trim and sub trim to zero. Install a servo arm on the servo about perpendicular to the servo's side. Use the transmitter's sub trim to make it exactly perpendicular to the side of the servo.

Connect a 6" servo extension to the Aileron servo lead

Use a safety clip to secure the connection. Attach the servo extension wire to the installation string and gently pull the wire through the wing as you insert the servo into the wing.



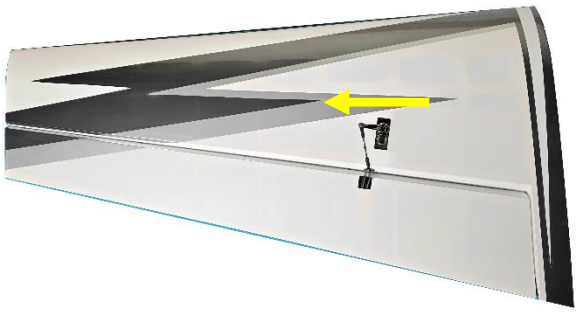
Attach the servo wire to the installation string and gently pull the wire through the wing as you insert the servo into the wing.



Insert the servo into the pocket with the drive spline towards the front of the wing. Run your servo screws down into the pre-drilled mounting holes to cut threads into the wood. Remove the servo and apply a drop of thin CA glue into each mounting screw hole. This will harden the wood around the screws and provide a more secure installation. Allow the CA glue to dry before reinstalling the servo.

With the Transmitter and receiver powered on so that the servo will be centered, re-install the servo arm.

Note – the servo arms will point toward the tip of the wings



Assemble the connecting rod to the servo-side ball link (flanged). Then attach the ball link (un-flanged) to the control horn end of the connecting rod.

Make note that one end is a left-hand thread and the other is a right-hand thread. Screw the connection rod into each ball link equally.

Install the connection rod to the aileron control horn and the aileron servo arm with 4-40 machine screws and nylock nuts.

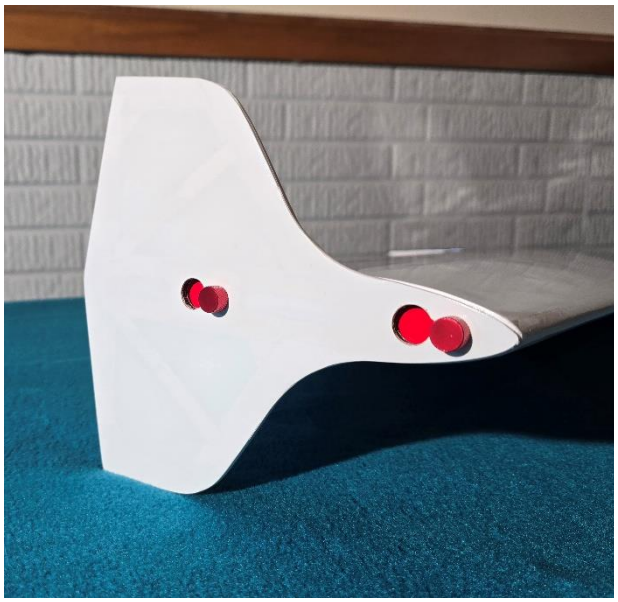
With one aileron servo linkage connected at a time, Adjust the connecting rod length to align the aileron and the wing. Because of the left and right threads on the connecting rod the length of the rod can be adjusted without disconnecting it from the servo or the control horn.
(Always adjust the connecting rod length with the servo powered up and centered.)

Side Force Generators (SFG's)

The side fore generators simply bolt onto the wing with machined thumb-screws into the pre-installed blind nuts on the wing tips.

Screw in the thumb-screws leaving slightly more than the thickness of the SFG's between the base of the screw and the wing tip.

Install the SFG's using the 'keyhole' holes in the center of the SFG's – install through the round holes, slide the SFG's rearward to engage the smaller 'slot' in the hole, and then tighten the thumb-screws.



Note - do not over-tighten the thumb-screws or you can damage the SFG and covering.

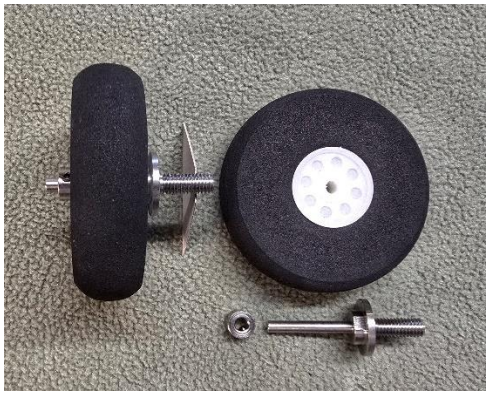
2025 Red & Blue Scheme – Old Wings

Landing Gear

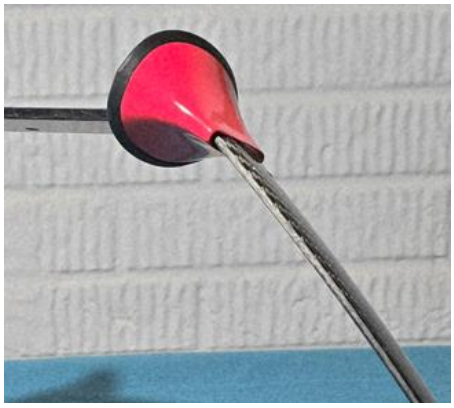
Landing gear components are shown below

Determine which way is the Front of the landing gear – tapered edge is the Rear of the gear.

Install a wheel on the axel and use one of the wheel collars to retain the wheel on the axle. Use a 1.5mm hex-driver to tighten the set screw. Use a small amount of blue Loctite on the set screw.



Install a landing gear cuff onto the main landing gear. Mounting holes facing down.



2025 White & Blue Scheme

Install the wheel assembly into the slot in one of the wheel pants.

Install the wheel and wheel pant assembly onto the main landing gear – being mindful that the wheel pant is facing the correct forward direction.

Using the supplied wrench to keep the axle from rotating, install a nylock nut onto the end of the axle.

Tighten the nylock nut pinching the wheel pant between the flange on the axle and the landing gear.

Repeat for the other gear cuff, wheel assembly and wheel pant to complete the main landing gear assembly.

The 3 landing gear screws (3mm) are supplied installed in the fuselage. Remove these screws.

Install the carbon fiber landing gear using 3 washers from the parts bag and the 3 socket head screws. Apply a drop of thread locker as you install these screws.

The filler block can be held in position with strips of covering material, packing tape, a dab of 'Shoe-Goo type adhesive, or it can be held in position with hook and loop material as described below.

(If you use packing tape you may need to trim the width of the tape. Roll the tape out with the sticky side up. Lay a straight edge down on the tape and cut with a new blade.)

To attach the filler block with hook and loop adhesive tape attach two ¾" pieces on the landing gear next to the screws.

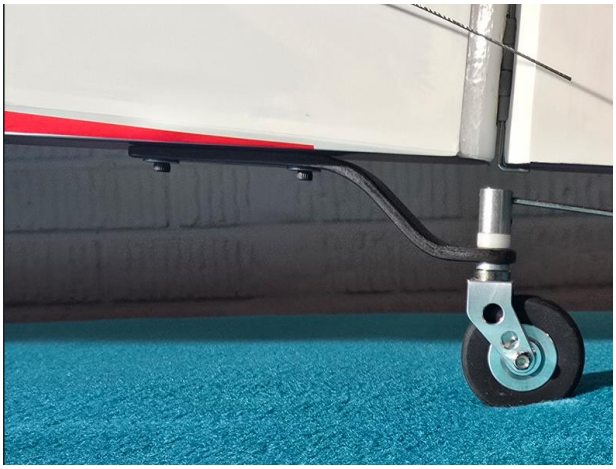
Then cut or sand recesses into the filler block to accommodate the thickness of the hook and loop tape. Start with shallow cuts and test fit it to the landing gear. If the filler block does not sit flush with the bottom of the airplane cut and sand a little more. Continue until you get a nice fit and the hook and loop tape has a firm grasp. It may also be necessary to cut some clearance around the holes for the screws and washers.

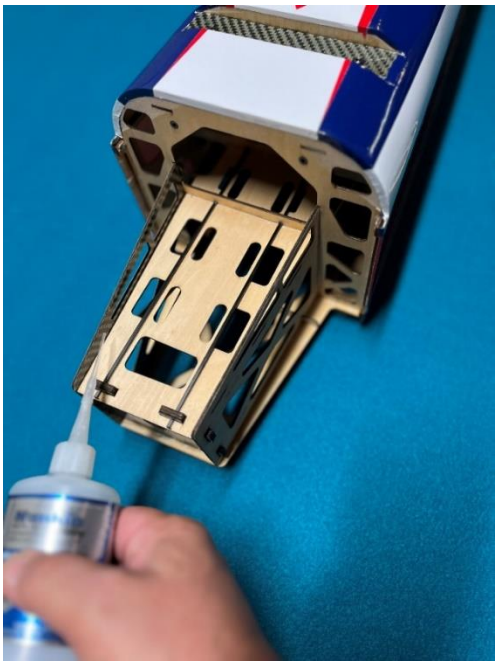
Slide the gear cuffs up the landing gear and against the fuselage. Secure with the self-tapping flanged screws. A toothpick can be helpful in locating the holes.

Be careful to not break the screws! If the screw seems to be difficult to insert use a drill to open up the hole. (Some people have found they prefer a dob of silicone inside the cuff hold them secure.)

2025 White & Blue Scheme – Old Wings

Install the tail wheel assembly on the fuselage using washers and socket head screws. We recommend using a thread locker on these screws.

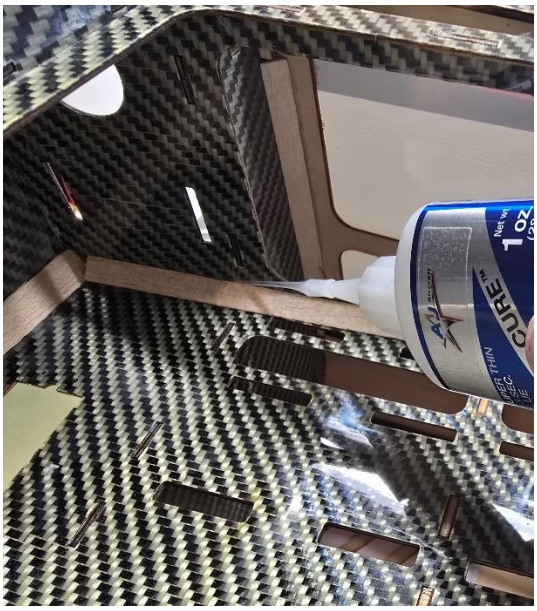




Fuselage:

Inspect the fuselage for any interior joints that may have loosened as a result of shipping & handling.

Apply thin CA glue around the joints of the fuselage core, firewall, fuselage formers, and rudder servo tray to strengthen.



The servo pocket on the **right** side of the fuselage is used for the rudder servo if you decide to use a push-pull configuration. **Do not cut this pocket open if you plan to use the pull-pull cable for the rudder**.

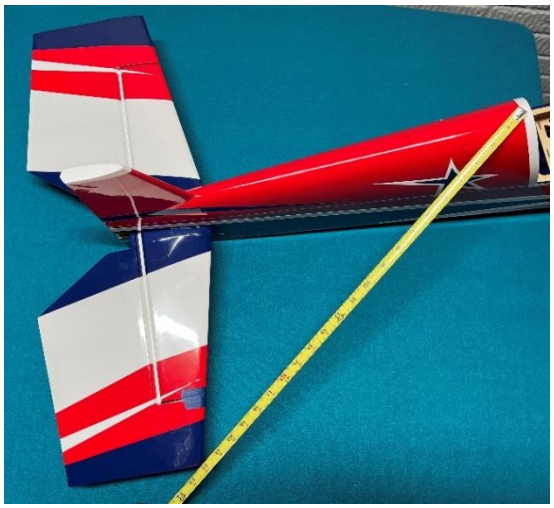
Note – installation of the Push-Pull Rudder system will be covered later in this manual. Just preparing the servo pocket at this time – easier before the elevator is installed.

Elevator

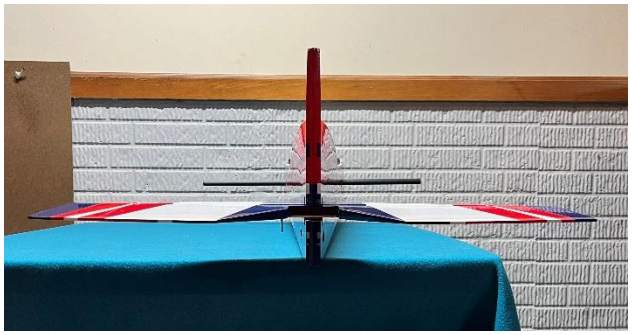
Install a control horn in the elevator using the same procedure used when assembling the ailerons. Make sure you are working with the left elevator half.

- Use a covering iron to bond the covering in the area the control horn will sit.
- Trim the covering away to expose the slot.
- Sand the lower portion of the control horn.
- Test fit the control horn. The shoulder contacts the elevator and the linkage hole should be aligned with the hinge centerline.
- Mask around slot.
- Glue with 30 minute epoxy.
- Check the alignment again.
- Let cure.
- Remove masing tape.

Slide the horizontal stabilizer through the fuselage pushing it all the way forward. Center it side to side using a ruler or tape measure.



Install and center the main wing tube. Look at the plane from the back forward to make sure that the horizontal stabilizer is parallel with the wing tube. Notice that the horizontal stabilizer is tapered which may obscure the actual alignment. If the stabilizer is not aligned use shims or sand inside the pocket until it's parallel.



Position the stabilizer perpendicular to the fuselage and parallel to the main wing tube. Measure the distance between the canopy latch and the corners of the horizontal stabilizer. Adjust the stabilizer until the measurements on both sides are equal. Continue checking the stabilizer to ensure it is still centered side to side as described above. Extra time spent here will go a long way to improve the flight characteristics of your airplane.

Once the horizontal stabilizer is positioned glue it in place with thin CA glue. Wick glue in on left and right sides, top and bottom. The use of an applicator tip is suggested to control the flow of thin CA glue and get it exactly where you want it.

Attach a 24" servo extension onto the elevator servo lead and use shrink wrap or a safety clip to secure the connection.

Connect the elevator servo to a receiver and power supply. Turn on your transmitter. Set trim and sub trim to zero. Install a servo arm on the servo approximately perpendicular to the servo side. Use the transmitter's sub trim to make it perpendicular.

Insert a servo into the elevator servo pocket with the drive spline towards the front of the fuselage.

Run your servo screws down into the pre-drilled mounting holes to cut threads into the wood.

Remove the servo and apply a drop of thin CA glue into each mounting screw hole. This will harden the wood around the screws and provide a more secure installation. Allow the CA glue to dry before reinstalling the servo.

Reinstall the elevator servo – thread the 24” servo extension forward in the fuselage to the central area where the receiver will be located.

Assemble the connecting rod to the servo-side ball link (flanged). Then attach the ball link (un-flanged) to the control horn end of the connecting rod.

Make note that one end is a left-hand thread and the other is a right-hand thread. Screw the connection rod into each ball link equally.

Install the connecting rod to the aileron control horn and the aileron servo arm with 4-40 machine screws and nylock nuts.

Adjust the connecting rod length to align the elevator counterbalance with the stabilizer. Because of the left and right threads on the connecting rod the length of the rod can be adjusted without disconnecting it from the servo or the control horn.

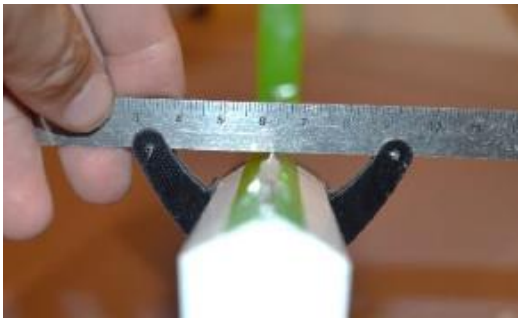
Rudder

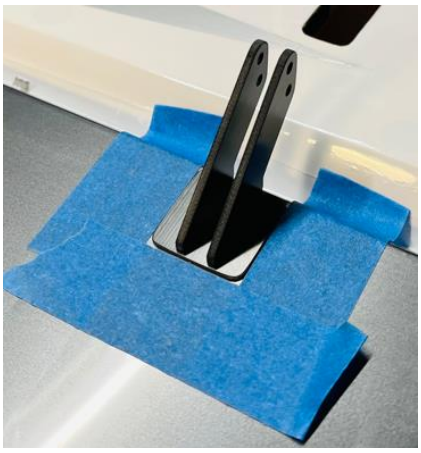
The rudder control can be configured as a push-pull or as a pull-pull cable system. **Both configurations use the same rudder horn location.**

Locate the control horn slots approximate 2” up from the bottom of the rudder.

Install the control horns on both sides of the rudder using the same procedure used when assembling the ailerons and elevator.

- Use a covering iron to bond the covering in the area the control horn will sit.
- Trim the covering away to expose the slot.
- Sand the lower portion of the control horn.
- Test fit the control horn. The shoulder contacts the elevator and the linkage hole should be aligned with the hinge centerline.
- Mask around slot.
- Glue with 30 minute epoxy.
- Check the alignment again.
- Let cure.
- Remove masing tape.





After the epoxy has fully cured install the rudder onto the fuselage.

Slide the tail wheel assembly tiller rod through the rod end mounted to the bottom of the rudder.

Align the rudder hinges to the vertical stabilizer hinges. Insert the rudder hinge pin through the bottom of the rudder then through each of the hinges.

Pull-Pull Rudder Control

Connect the servo to a receiver and power supply. Turn on your transmitter. Set trim and sub trim to zero. Install a servo arm on the servo about perpendicular to the servo's side. Use the transmitter's sub trim to make it exactly perpendicular to the side of the servo

Thread the brass cable eyes about half way into the ball links. The ball links with the flange will be connected to the servo arm. The ball link without the flange will be connected to the control horn.

Start the cable assembly at the servo end inside the fuselage. Thread on 2 crush sleeves and the brass cable eye.

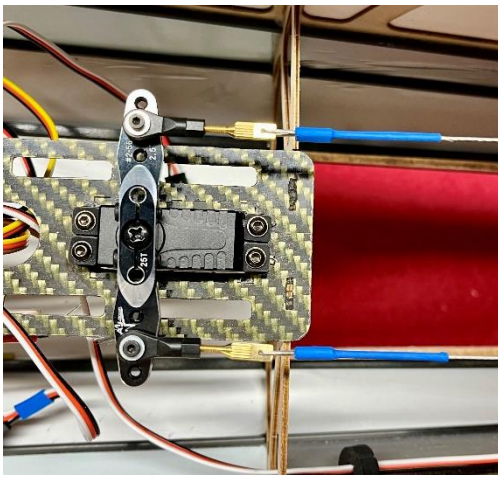
Loop around the crush sleeve and back through the sleeve again. Slide the second sleeve over the tail.

Adjust the loops and crimp the sleeves with the non-serrated surface of standard pliers.

Install the rudder servo into the fuselage. Run your servo screws down into the pre-drilled mounting holes to cut threads into the wood.

Install the servo with the spline shaft towards the front of the airplane using the wood screws that came with your servos. Remove the screws and servo. Apply a drop of thin CA glue into each mounting screw hole. This will harden the wood around the screws and provide a more secure. Allow the CA glue to dry before reinstalling the servo.

Start the cable assembly at the servo end inside the fuselage. Straighten out the cables and determine which cable is on the left and which cable is on the right. The cables should cross inside the fuselage once. The cable on the left at the rudder should be connected to the servo control horn on the right.



Center the rudder and position it aligned to the vertical stabilizer. Tape the rudder to the vertical stabilizer to hold it centered.

Repeat the cable eye installation process on the rudder end of the cables with the servo powered up and centered.

Remove the tape from the rudder/vertical stabilizer. Adjust the brass cable eyes to center the rudder and achieve the desired cable tension. Pull the cable snug. You don't need to make the cable guitar string tight.

Push-Pull Rudder Control

Locate and remove the covering from the rudder servo pocket on the right side of the fuselage.

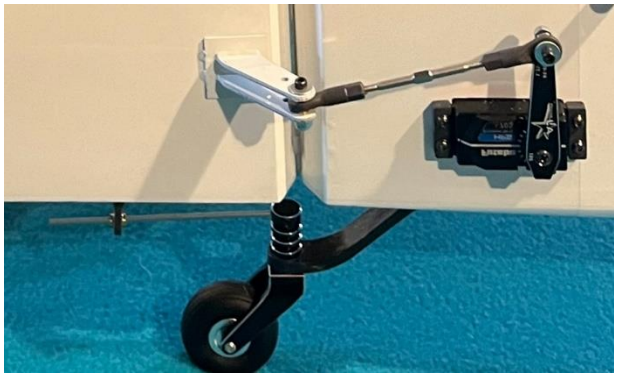
The pull-pull cables can be removed and the covering will need to be patched.

Attach a 24” servo extension onto the rudder servo lead and use shrink wrap or a safety clip to secure the connection.

Connect the rudder servo to a receiver and power supply. Turn on your transmitter. Set trim and sub trim to zero. Install a servo arm on the servo approximately perpendicular to the servo side. Use the transmitter’s sub trim to make it perpendicular.

Install the servo with the spline shaft towards the front of the airplane using the wood screws that came with your servos. Remove the screws and servo. Apply a drop of thin CA glue into each mounting screw hole. This will harden the wood around the screws and provide a more secure. Allow the CA glue to dry before reinstalling the servo.

The picture below shows a mockup of the rudder push-pull system. The installation process of the servo and control linkage is the same as the ailerons and the elevator.



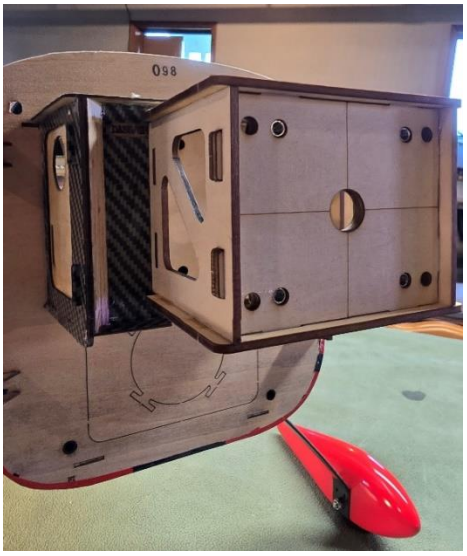
Electric Motor

The firewall is pilot drilled with a 70mm wide x 55mm hole pattern. The marked centerlines offset to account for the built-in thrust angle.

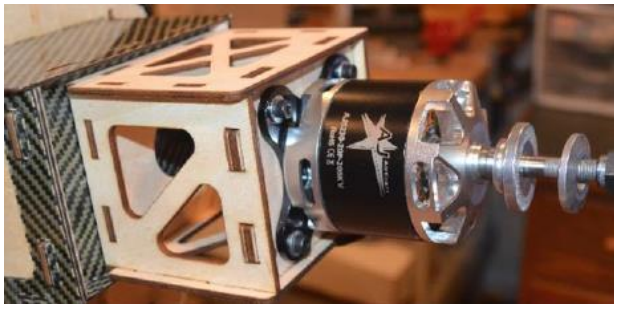
Drill the pilot hole to 7/32". Install the 3mm blind nut on the back side of the firewall. Use 3mm bolts and washers threaded through the firewall into the blind nuts to draw them into the backside of the firewall.

Once seated, remove the bolts. From the backside of the firewall, apply a few drops of thin CA glue at the edges of the blind nuts to lock them into place.

Attach the electric motor 'extension' box to the firewall using 3mm bolts and washers threaded into the blind nuts. Use of removeable thread locker is recommended.

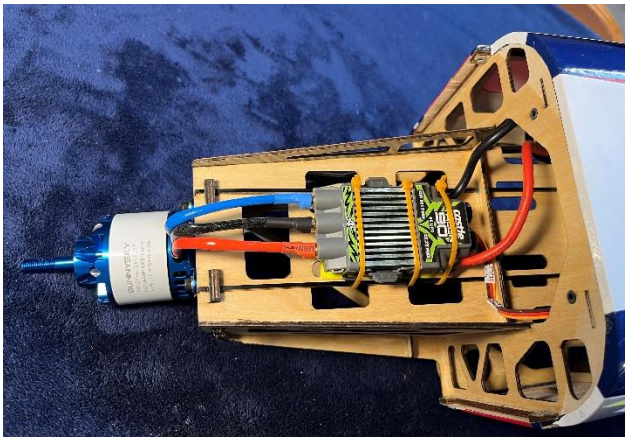


Use an "X" mount with a mounting bolt circle of 75mm to mount your motor. Use the 4mm bolts and washers. Add removable thread locker during installation.



The prop backer plate should be 84-85mm from the motor mounting box. This will provide clearance between the cowl and the motor backer plate. If not, add spacers as needed for your motor.

Solder battery and motor connections to your ESC before installing it if needed. Use nylon zip ties or a hook & loop strap to secure the ESC to the bottom of the motor box.

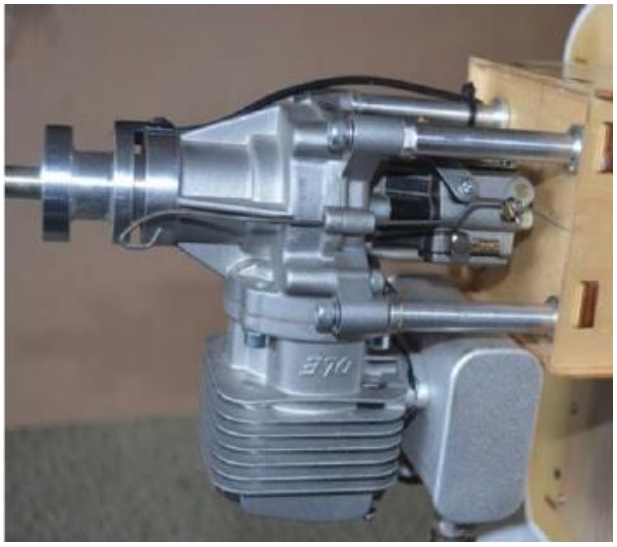


Gas Engine:

Many of the following pictures are of the 73" AJ Laser with is very similar in construction to the 74" Slick 540.

The firewall is marked with the centerline offset to account for the built-in thrust angle and drilled with a 70mm wide x 55mm hole pattern. This will position the prop in the center of the cowl.

Drill the mounting holes for your engine then temporarily mount it engine standoffs. (A DLE35RA is shown on the 73" AJ Laser which is very similar..)



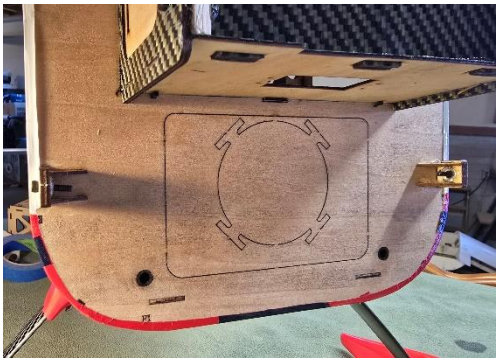
Bolt the engine standoff to the firewall from the back.

The distance between the prop backer plate and the firewall should be 168-170mm. This will provide space between the spinner and the cowl. Check the gap with the engine you are using and add or remove spacers as needed to get the gap you desire.

Check for clearance between the firewall and the carburetor. This distance should be noted in your engine's manual. If you don't have at least the recommended space cut an opening in the firewall so the carburetor can get air.

Mark the locations for the throttle linkage and fuel line to pass through the firewall. (It may be possible to rotate the throttle arm on the carburetor which will give you options for servo placement.) Plan the placement of the throttle servo then drill through the firewall as needed.

The placement of the throttle servo is dependent on the engine you choose to use. The servo can be mounted in the front of the fuselage in many cases.



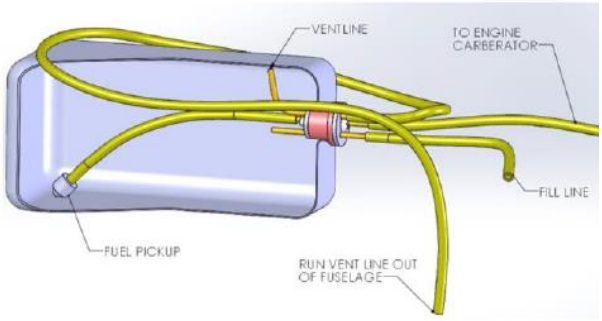
The engine ignition is typically mounted to the fuselage firewall, the side, or top of the engine box.

Cut the cowl as needed to clear the engine head, spark plug and muffler. Cut a large opening at the rear of the cowl to keep your engine running cool.

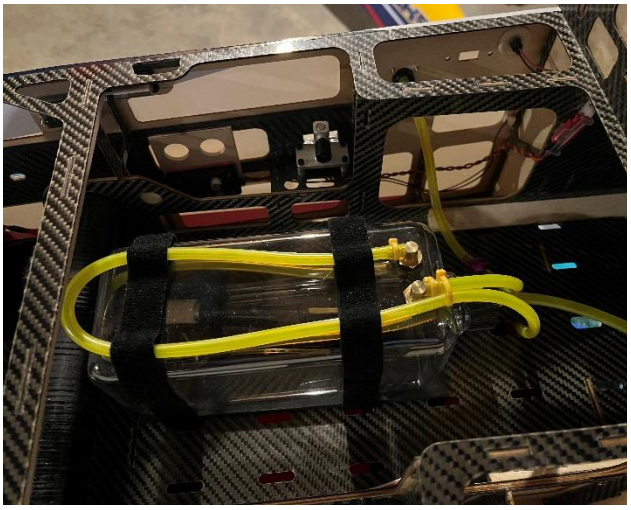
We suggest using a quality 14 - 17 oz (410-500cc) fuel tank and fuel line suited for gasoline such as **AJ Aircraft**, Fourtitude, Dubro, or Sullivan.

When assembling the fuel tank make sure the clunk moves around freely. Rotate the tank side to side and upside down to ensure the clunk does not get stuck.

The fuel tank vent line should loop up over the tank then exit through the bottom of the airplane. The fill line should be capped by a fuel dot. The carburetor supply line should run through the firewall to the carburetor.



Position the fuel tank in front of the wing tube. Placing a piece of foam under the tank will prevent fuel foaming from vibration. Secure the tank using the hook and loop straps running through the slots on the plywood tray. We recommend using at least a 1" strap if you intend to do high G, 3D maneuvers.

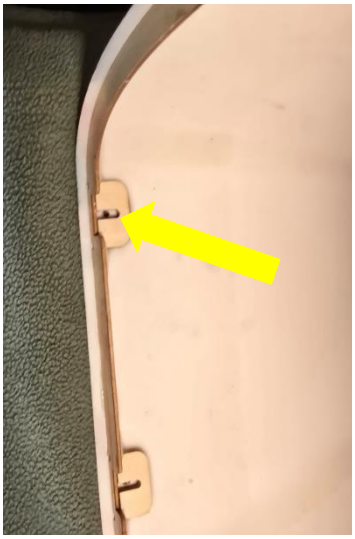


Cowl & Canopy

The cowl will be mounted using 4 2mm button head screws through the tabs at the front of the fuselage.

Measure the distance from the center of the mounting hole to the front of the fuselage. Typically 8-9mm.

Drill 1/8” holes that distance from the back of the cowl ring in the center of the cowl reinforcing ply plates. Drill slowly to avoid damaging the paint as the drill bit comes through the outside of the cowl.



Install the cowl using the 2mm cowl bolts and washers.

The canopy is retained by a spring-loaded pin that is retracted by sliding the lever in the top of the turtledeck behind the rear of the canopy.

Slide the lever rearward when installing the canopy and make sure it is slid fully forward and engaging the canopy to lock it in place.

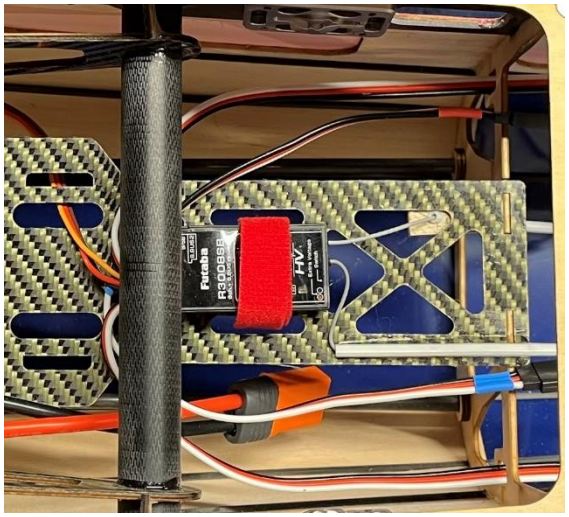
For additional security – note the holes in the side of the fuselage (lower arrow in the picture above).

You can install the supplied 2mm blind nuts in the tabs on the canopy and use the extra set of thumb screws (like the ones for the SFG’s) to retain the canopy.

Finishing Notes

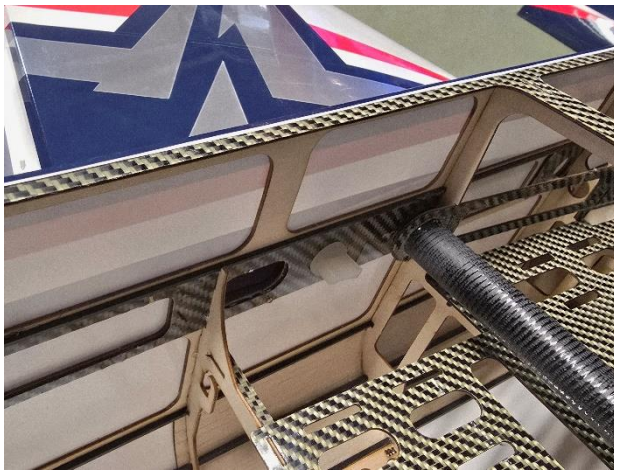
Install your receiver using a piece of hook and loop tape on the receiver tray. Then strap it in place with the supplied hook and loop strap.

For electric motor, the battery can be held in position with the hook and loop tape. But will also need to be strapped with at a heavy hook and loop battery strap.



Attach the wings by sliding the carbon fiber tube through the fuselage. Then slide the wing on making sure the alignment pins are engaged into the.

Use the 6mm thumb screws through the fuselage sides and into screwed into the wings to secure the wings in place



Attach the aileron servo wires to a 6” extension and secure it with a safety clip. Tie the wires back away from the rudder servo. You don’t want the wires to get snagged, disconnecting or causing rudder issues (with the pull-pull rudder system).

Radio Installation & Setup

Take the time to properly balance and trim your aircraft.

Use the suggested throws below as your starting point then fine tune to your flying preferences after your first few flights.

Control Throws		
Low Rates:		
Elevator	15 degrees	30% Expo
Aileron	15 degrees	30% Expo
Rudder	15 degrees	30% Expo
Medium Rates:		
Elevator	30 degrees	40% Expo
Aileron	30 degrees	40% Expo
Rudder	30 degrees	40% Expo
High Rates:		
Elevator	45 degrees	50% Expo
Aileron	45 degrees	50% Expo
Rudder	Max Throw	50% Expo

Center of Gravity

The optimal center of gravity (CG) for the 74" Slick 540 is located 1" in front of the wing tube (+/- ½").

You can adjust your CG depending on your flying style.

If you fly aggressive 3D aerobatics you'll want to find a more of a neutral CG. When its flown level inverted it requires little to no elevator input to maintain altitude.

If you enjoy sport & precision aerobatics you'll want a slightly nose heavy CG.
To test the CG fly left or right at about 3/4 to full throttle and pull to a 45 degree up-line. Roll inverted and let go of the elevator stick. A correct nose heavy CG will slowly arc to the level. A neutral CG should nearly hold the up-line. And a tail heavy CG will steepen the up-line.

While the final setup is of personal preference, these are some general guidelines to make your first flight a success.

Enjoy your new plane!

We at AJ Aircraft sincerely hope you enjoy flying the 74" Slick 540.

Feel free to create a support ticket at aj-aircraft.com if you have any problems, questions, or suggestions.

Once you get a few flights in, we would greatly appreciate your review submitted to our web site!
See you at the field!

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