

# Heli-Max™

# NOVUS™ FP N125 INSTRUCTION MANUAL



## Specifications

**Length:** 11.22 in [285mm]

**Width:** 1.58 in [40mm]

**Height:** 3.94 in [100mm]

**Rotor Span:** 10.24 in [260mm]

**Weight:** 2.83 oz [80.4g]

(with supplied flight battery)

- Only use the included charger with the included battery or replacement part (GPMP0410).
- Do not attempt to use this charger with NiCd or NiMH battery packs.
- Never charge in excess of 4.20V per cell.
- If the battery should become damaged, discard the battery. Do not attempt to use a damaged battery.
- Do not leave the charger unattended while charging. Disconnect the battery and remove input power from the charger immediately if either becomes hot! However, it is normal for the charger to get warm.
- Disconnect the battery from the charger and carefully move the battery to a fireproof location if the battery begins to swell or smoke!
- Never charge at currents greater than 1C.
- Always charge in a fireproof location.
- Never trickle charge.
- Never allow the battery temperature to exceed 150° F [65° C].
- Never disassemble or modify pack wiring in any way or puncture cells.
- Never discharge below 2.75V per cell.
- Do not allow water, moisture or foreign objects into the charger.
- Do not block the air intake holes, which could cause the charger to overheat.
- Do not place the charger or any battery on a flammable surface or near a combustible material while in use.
- Do not charge on a carpet, cluttered workbench, paper, plastic, vinyl, leather, wood, or inside an R/C model.
- Never charge inside a full-sized vehicle.
- Always disconnect the battery from the charger and the power supply from the charger when not in use.
- Do not attempt to charge a battery if it is swollen or hot.
- ALWAYS KEEP OUT OF REACH OF CHILDREN.



**Heli-Max™** guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any component parts damaged by use or modification. **In no case shall Heli-Max's liability exceed the original cost of the purchased kit.** Further, Heli-Max reserves the right to change or modify this warranty without notice.

In that Heli-Max has no control over the final assembly or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.

**If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.**

To make a warranty claim, send the defective part or item to Hobby Services at this address.

**Hobby Services**

3002 N. Apollo Dr., Suite 1  
Champaign, IL 61822  
USA

Include a letter stating your name, return shipping address, as much contact information as possible (daytime telephone number, fax number, e-mail address), a detailed description of the problem and a photocopy of the purchase receipt. Upon receipt of the package the problem will be evaluated as quickly as possible.

**READ THROUGH THIS MANUAL BEFORE STARTING CONSTRUCTION. IT CONTAINS IMPORTANT INSTRUCTIONS AND WARNINGS CONCERNING THE ASSEMBLY AND USE OF THIS MODEL.**

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Thank you for purchasing the Heli-Max Novus 125 FP Helicopter. We are certain you will get many hours of enjoyment out of this model. If you should have any questions or concerns please feel free to contact us at **heli hotline@hobbico.com**. For the latest technical updates or manual corrections to the Novus Helicopter visit the Heli-Max web site at:

**www.helimax-rc.com**

Open the “Helicopters” link, and then select the Novus 125 FP. If there is new technical information or changes to this model a “tech notice” box will appear in the upper left corner of the page.

**Failure to follow these safety precautions may result in severe injury to yourself and others.**

Keep your face and body as well as all spectators away from the plane of rotation of the rotors whenever the battery is connected.

Keep these items away from the rotors: loose clothing, shirt sleeves, ties, scarfs, long hair or loose objects such as pencils or screwdrivers that may fall out of shirt or jacket pockets into the rotors.

The spinning blades of a model helicopter can cause serious injury. When choosing a flying site for your Novus 125 FP, stay clear of buildings, trees and power lines. AVOID flying in or near crowded areas. DO NOT fly close to people, children or pets. Maintain a safe pilot-to-helicopter distance while flying.

1. Your Novus 125 FP should not be considered a toy, but rather a sophisticated, working model that functions very much like a full-size helicopter. Because of its performance capabilities, the Novus 125 FP, if not assembled and operated correctly, could possibly cause injury to yourself or spectators and damage to property.
2. You must assemble the model **according to the instructions**. Do not alter or modify the model, as doing so may result in an unsafe or unflyable model. In a few cases the instructions may differ slightly from the photos. In those instances the written instructions should be considered as correct.
3. You must correctly install all R/C and other components so that the model operates correctly on the ground and in the air.
4. You must check the operation of the model before **every** flight to insure that all equipment is operating and that the model has remained structurally sound. Be sure to check linkages or other connectors often and replace them if they show any signs of wear or fatigue.

5. If you are not an experienced pilot or have not flown this type of model before, we recommend that you get the assistance of an experienced pilot in your R/C club for your first flights. If you're not a member of a club, your local hobby shop has information about clubs in your area whose membership includes experienced pilots.

We, as the manufacturer, provide you with a top quality, thoroughly tested helicopter and instructions, but ultimately the quality and flyability of your finished model depends on how you build it; therefore, we cannot in any way guarantee the performance of your completed model, and no representations are expressed or implied as to the performance or safety of your completed model.

**Remember: Take your time and follow the instructions to build a safe and enjoyable model.**



- (8) AA Alkaline cells (FUGP7308)



Before starting assembly, take an inventory of the Novus 125 FP to make sure it is complete, and inspect the parts to make sure they are of acceptable quality. If any parts are missing or are not of acceptable quality, or if you need assistance with assembly, contact Product Support. When reporting defective or missing parts, use the part names exactly as they are written in the **Kit Contents** list.

**Heli-Max Product Support**  
3002 N. Apollo Drive, Suite 1  
Champaign, IL 61822

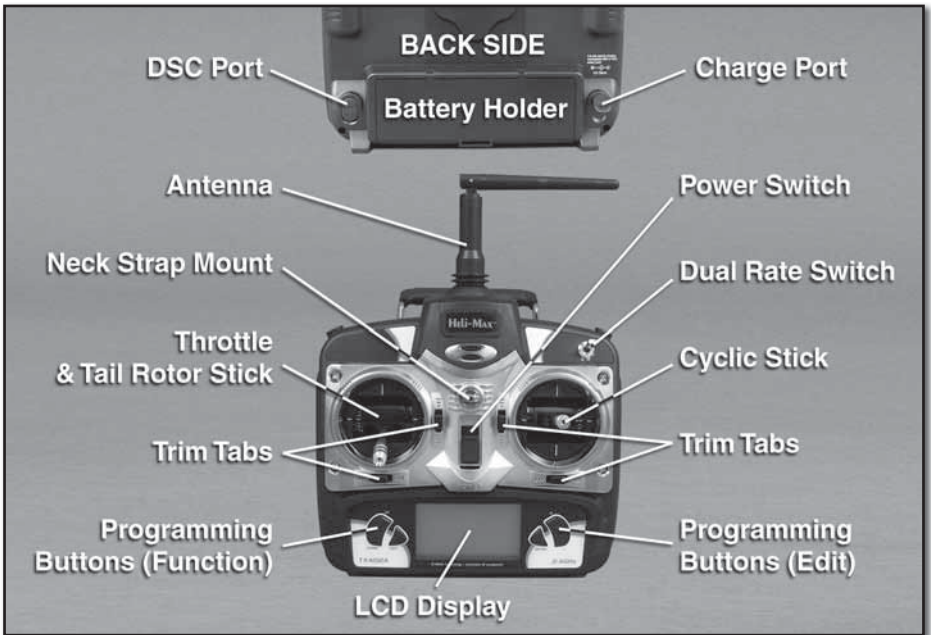
Ph: (217) 398-8970, ext. 5  
Fax: (217) 398-7721  
E-mail: helihotline@hobbico.com

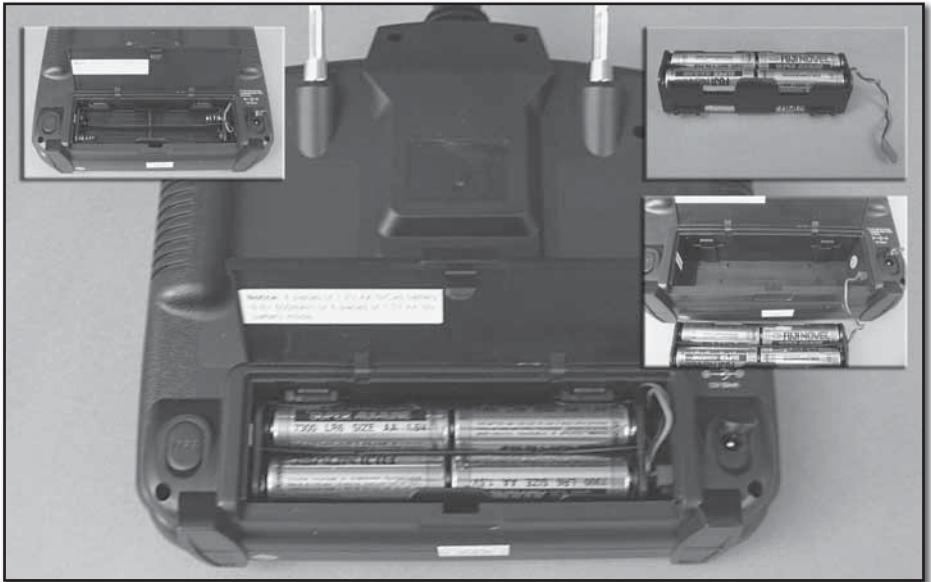
# KIT CONTENTS



- 1. Helicopter      3. Charger      5. Replacement Main Rotor Blades
- 2. Flight Battery    4. Transmitter    6. Replacement Tail Rotor Blades

# TRANSMITTER FEATURES



**INSTALL THE TRANSMITTER BATTERIES**

□ Open the battery cover on the back of the transmitter, remove the battery box and install eight AA batteries into the battery box. Double check the polarity of each battery before placing the battery box back into the transmitter and replacing the battery cover.

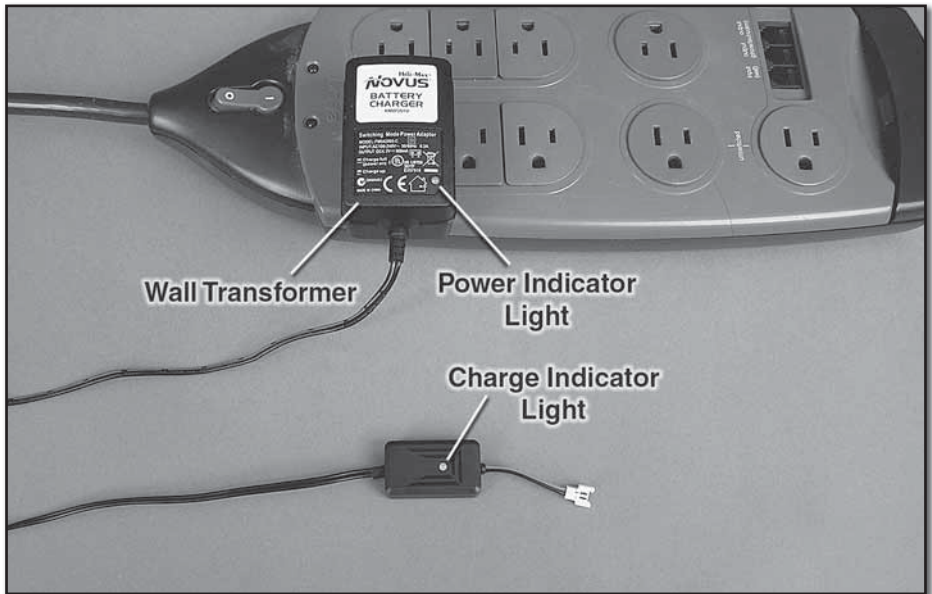


□ Turn on the transmitter and verify that the LCD initializes. Turn the transmitter off for now. If the LCD did not initialize, remove the battery box from the transmitter and verify that the batteries were installed correctly



**CHARGING THE FLIGHT BATTERY**

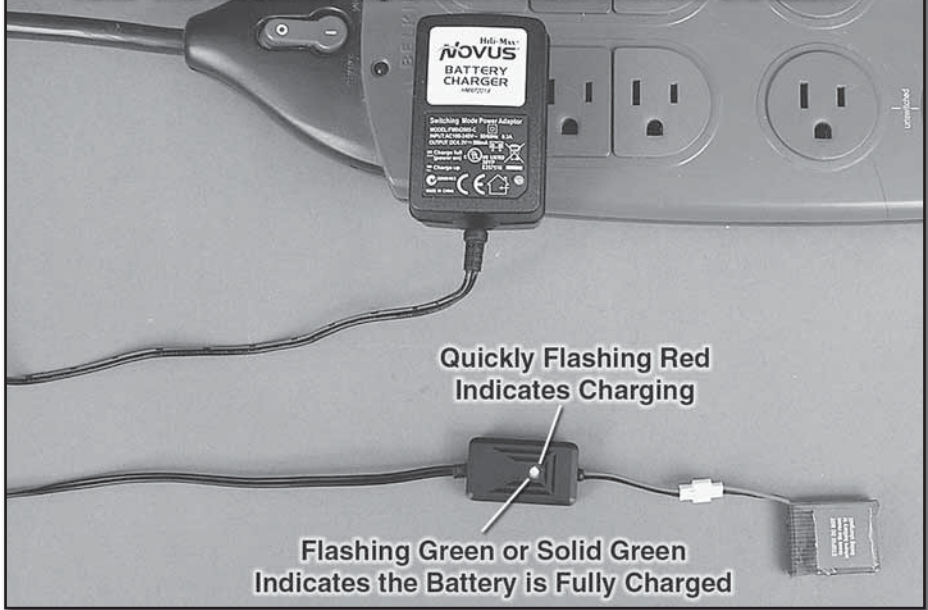
**WARNING!!** The charger supplied with the Heli-Max Novus Helicopter contains protective circuitry. If you experience any difficulties while charging the battery, please disconnect the battery from the charger and unplug the charger from the power source. Allow the battery and charger to rest for two hours as this will allow the charge protection circuit to reset. If this issue re-occurs during normal use, please contact technical support for further assistance.



☐ Plug the wall transformer into an AC outlet. The **power indicator light** on the wall transformer will be green and the **charge indicator light** will be solid red.

**WARNING!! Do not leave the battery connected** to the charger if the charge indicator is solid red. This may over-discharge the battery, possibly causing damage to the battery or the charger. Once the battery has been disconnected from the charger, contact technical support immediately for further assistance.

**ALWAYS DISCONNECT THE BATTERY WHEN NOT CHARGING  
AND UNPLUG THE CHARGER FROM THE A/C OUTLET!**



❑ Plug the battery into the charger. The charge indicator light will start flashing red quickly; this indicates that the battery is being charged. Once the battery is completely charged, the charge indicator light will turn green (solid or flashing). Disconnect the battery from the charger. Under normal operating conditions, the battery may take up to one hour to recharge.

***Charge Indicator Light***

<b>Fast Flashing Red</b>	The battery is being charged.	* Once the battery has been disconnected from the charger contact technical support for further assistance.
<b>Green (Solid or Flashing)</b>	The battery is fully charged.	
<b>*Slow Flashing Red</b>	A time-out has occurred.	
<b>*Solid Red with Battery Connected</b>	The battery voltage is too low or the charger is not powered.	
<b>Solid Red without Battery Connected</b>	The charger is ready.	

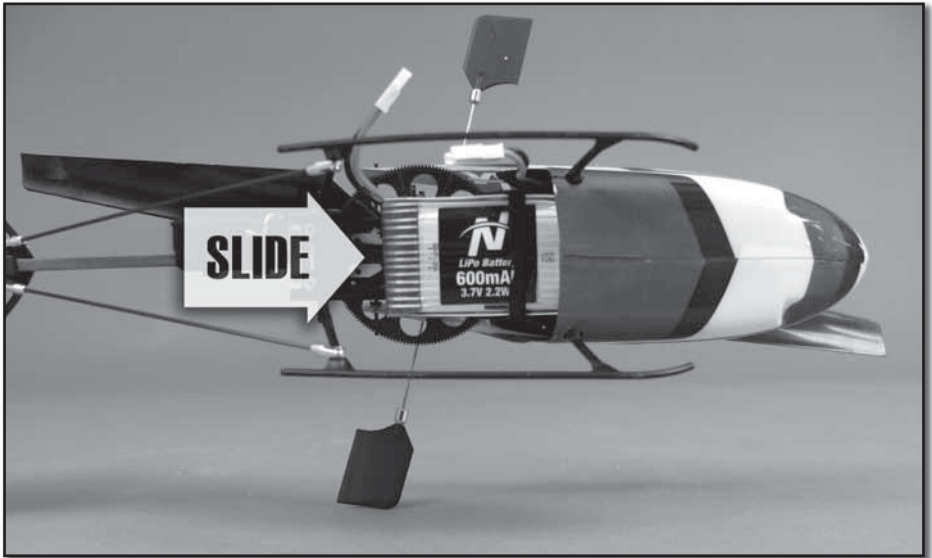
**LITHIUM BATTERY HANDLING & USAGE**

**WARNING!** Read the entire instruction sheet included with this battery. Failure to follow all instructions could cause permanent damage to the battery and its surroundings, and may cause bodily harm!

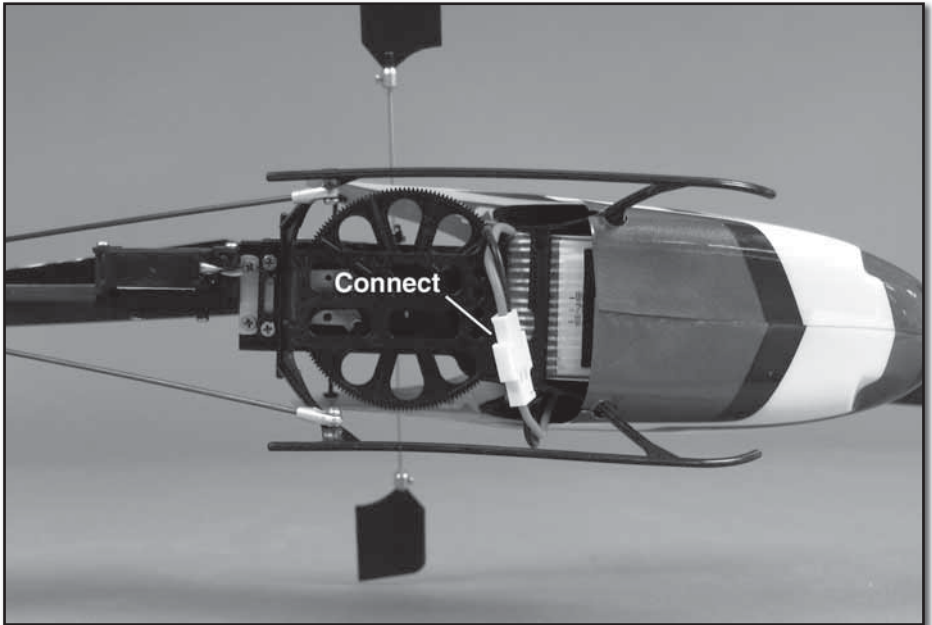
- **Land your model immediately when the battery begins to lose power. Recharge the battery before attempting another flight.** A dangerous situation can occur when attempting to recharge an over-discharged battery!
- ALWAYS charge the battery inside a fireproof container placed in a fireproof location clear of combustible materials. Failure to do so can result in property damage and/or bodily harm!
- ALWAYS keep charging batteries within eyesight. Leaving the battery unattended is dangerous!
- ALWAYS keep a supply of sand accessible when charging. Dumping sand on the battery will extinguish the LiPo chemical fire.
- NEVER use anything EXCEPT a LiPo approved charger.
- NEVER charge over 4.20V per cell.
- NEVER charge at currents greater than 1C.
- NEVER charge through the “To ESC” or “DISCHARGE” lead.
- NEVER trickle charge, or allow the battery to discharge below 2.75V per cell.
- NEVER allow the battery temperature to exceed 140° F [60° C].
- NEVER disassemble or modify the pack wiring in any way or puncture cells.
- ALWAYS KEEP OUT OF REACH OF CHILDREN.

**ELECTRIC MOTOR WARNING**

Electric motors are very dangerous. Do not work on the model while the flight battery is plugged in as interference may cause the main rotor blades to spin, possibly causing injury to yourself.



- ❑ Install the flight battery by sliding it into the Novus 125 FP as shown.

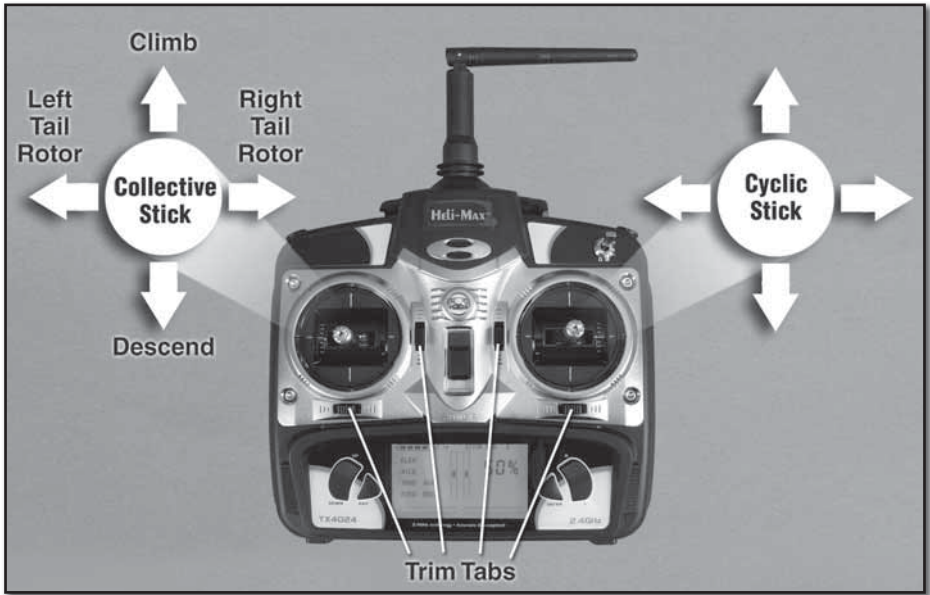




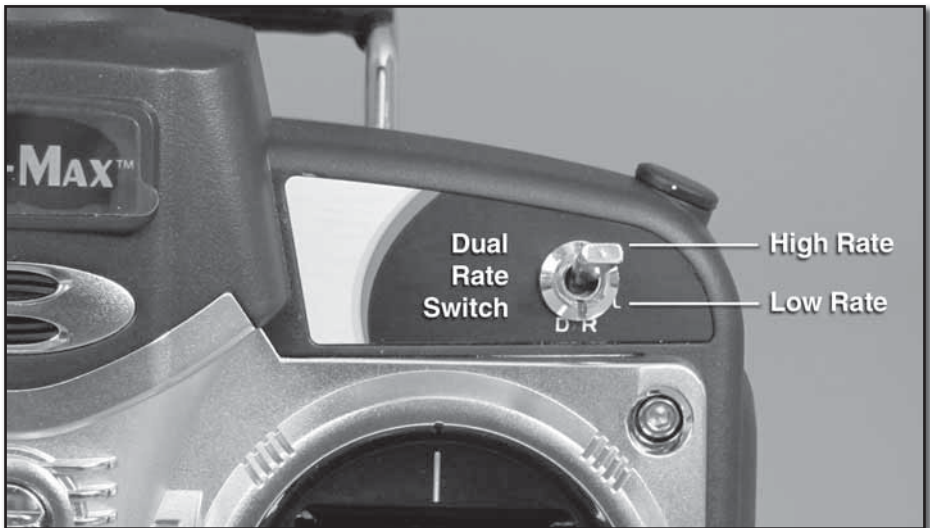
Your Novus helicopter uses a 2.4GHz system that requires linking the transmitter to the receiver when the unit is powered up. With the transmitter turned **off**, connect the flight battery to the helicopter. Then place the model on a flat surface and turn the transmitter on. You will notice that the trim tab indicators are moving. This is an indication of the linking process. Allow the helicopter to remain still and do not move the transmitter sticks during the linking process.

Two loud tones will be emitted from the transmitter and the swashplate servos will move to the correct positions. Continue to allow the helicopter to sit still. After a couple of seconds two faint tones will be emitted from the helicopter. This indicates that the gyro has initialized and the linking process is now complete. Your Novus Helicopter is now ready for flight. Always step 15 feet [4.5m] away from the Novus Helicopter before operating the throttle.

***Your Novus helicopter has a safe start feature built in that prevents the motor from activating unless the collective stick has been lowered to the lowest position. If the motor won't run and turn the main blades, please make sure the collective stick is all the way down and leave it there for a couple of seconds. Then try moving the stick up slowly.***

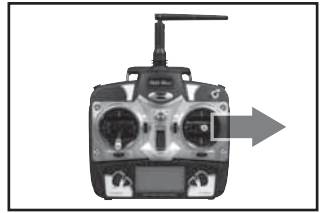
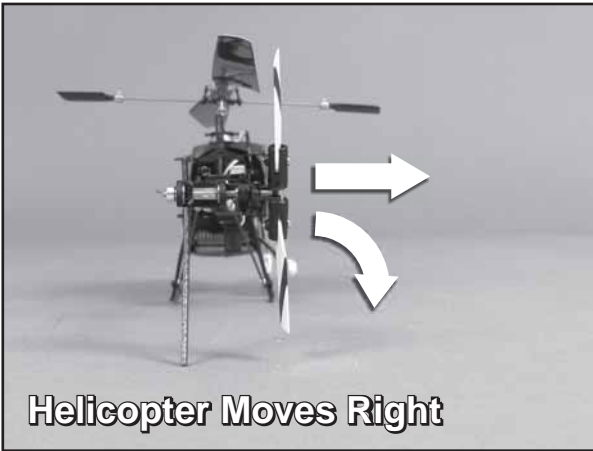
**TRANSMITTER CONTROLS**

All controls are described with the tail pointing directly toward you. This is the best way to fly in the beginning since it keeps the control inputs oriented the same direction. Once you start getting comfortable you can work on side hovering and nose-in.

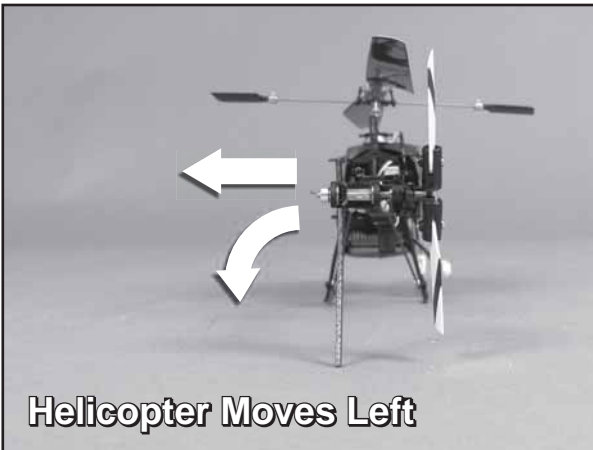


The dual rate switch provides dual control rates for the cyclic and tail rotor controls. Please use the low rate until you become accustomed to your Novus.





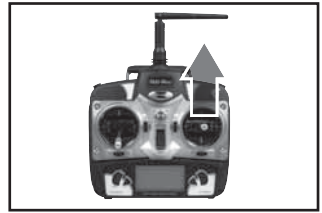
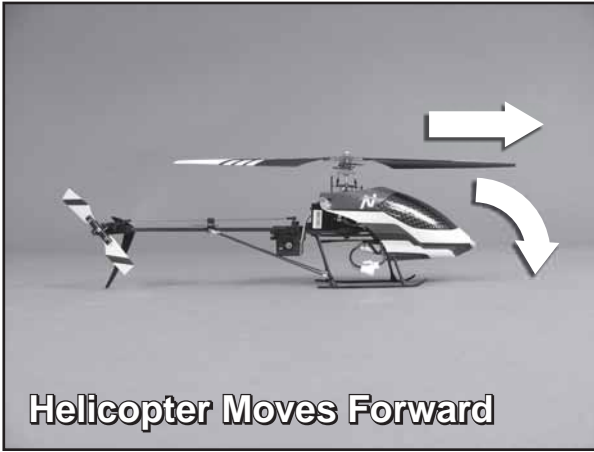
Moving the **cyclic stick right** will cause the helicopter to tilt right and start moving that direction.



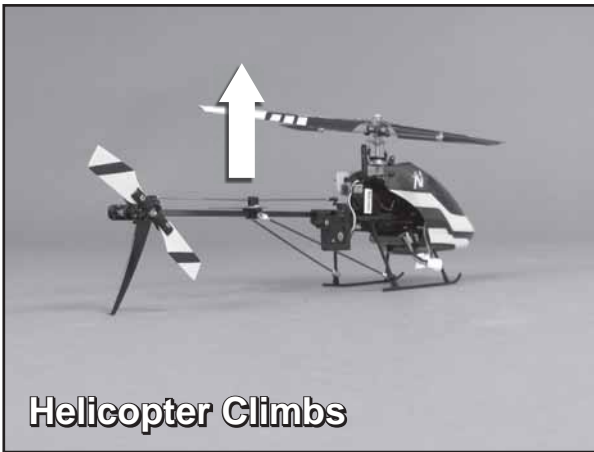
Moving the **cyclic stick left** will cause the helicopter to tilt left and start moving that direction.



Moving the **cyclic stick backwards** (towards you) will cause the helicopter to tilt backwards and start moving that direction.



Moving the **cyclic stick forward** (away from you) will cause the helicopter to tilt forward and start moving that direction.

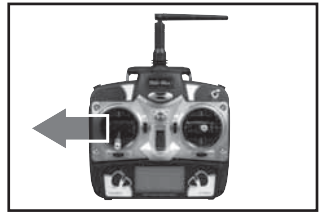


Moving the **collective stick up** (away from you) will cause the helicopter to climb higher.



Moving the **collective stick down** (towards you) will cause the helicopter to descend.





Moving the **tail rotor stick** towards the **left** will cause the helicopter nose to rotate left (counterclockwise).



Moving the **tail rotor stick** towards the **right** will cause the helicopter nose to rotate right (clockwise).



The Heli-Max Novus 125 FP is a lightweight helicopter. Taking that into consideration, you should only fly indoors or in calm winds less than 1mph until you become accustomed to the Novus 125 FP helicopter. The Novus should be flown in a large area of at least 50 feet [15.25m] square with no obstacles.

The Novus 125 FP is lightweight and due to this it does not fly well in ground effect (air disturbance when the model helicopter is hovered below 1 foot [30cm]). The model should be flown at a minimum altitude of 1 foot [30cm] to avoid the instabilities cause by ground effect.

## ***Crashing***

If you have operated radio control models in the past then you probably already realize that it is not a matter of “if” you are going to crash, it is a matter of “when” you are going to crash. Once you realize the model is going to collide with something or crash into the ground, you should always bring the throttle stick all the way down to stop the main rotor blades from rotating. If you can remember to do this, chances are you will not damage the helicopter in the crash. The main rotor blades carry a lot of RPM and inertia during flight. Cutting the power to the main rotor blades will prevent most of the crash damage.

## ***Takeoff***

Slowly add power, observe the model and make all of the necessary corrections to keep the model level. If you feel a trim adjustment is needed, lower the throttle to idle and make trim adjustments before lifting off for the first time. You will find that model helicopters never allow you to return the sticks to center. You just need to position the stick as needed to maintain a steady hover.

You will notice the cyclic controls lag behind your inputs. This is normal and something you get the feel for with time. It's normal to drift around in a hover until you become accustomed to flying the model. The cyclic controls are fairly sensitive so only small movements are necessary.

## ***Hovering***

Once the helicopter is up in the air, simply try to hold the helicopter in one spot. If this is your first model helicopter, it will require some practice. Wind or air currents have a big effect on the stability of the helicopter as well. Be patient and slowly work forward, as trying to rush the learning process can be costly.

## ***Landing***

Level the helicopter into a steady hover and slowly decrease power until the helicopter settles onto the ground.

## ***Basic Maneuvers***

Once you become comfortable with hovering at different orientations and landing, it's time to move on to more advanced maneuvers.

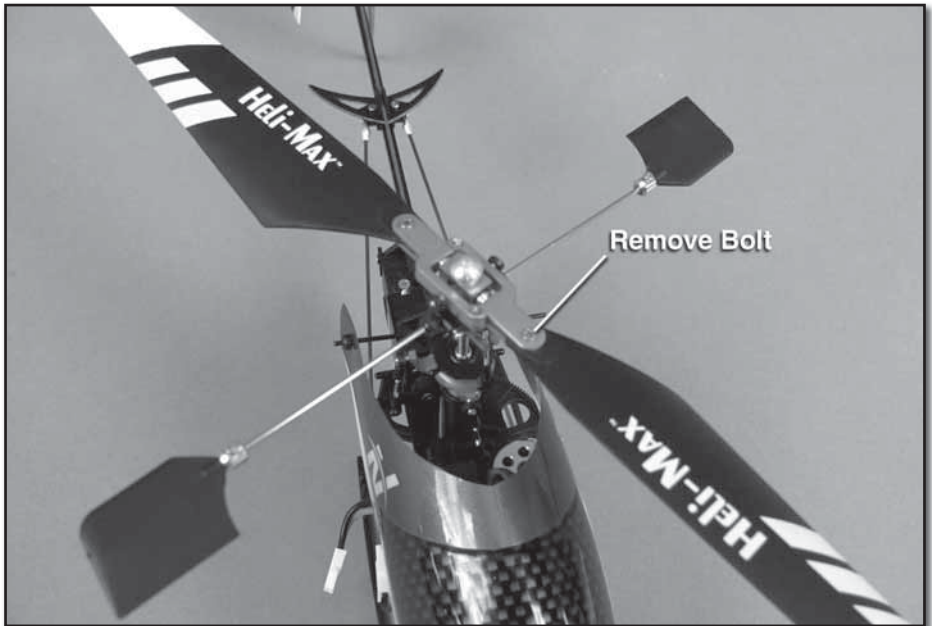
**Slow Pirouettes** – Add a small amount of tail rotor (left or right) and try rotating the helicopter slightly sideways and see if you can hold it there. If you feel uncomfortable, then bring the tail back toward you. Once you start getting comfortable, try moving the helicopter to the side. Then turn back and fly back to the other side in straight lines. Then work into rotating the helicopter around 360°, which is called a pirouette. The helicopter can drift during these so make sure you have plenty of room when you first start practicing.

**Nose-in Hovering** – After pirouettes it's time to move on to nose-in hovering. Take off and climb to 10 feet [3m]. Practice half pirouettes from tail in to nose-in hovering and try to lengthen the delay in between. This will give you a little practice nose-in and still give you a chance to get out of trouble. As your skills improve you'll remain nose-in for longer periods of time.

***GOOD LUCK AND GREAT FLYING!***

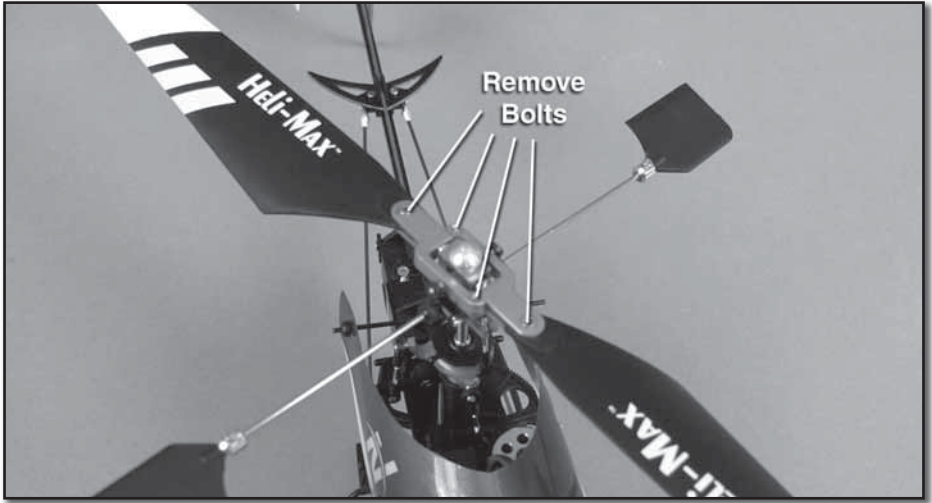
The Heli-Max™ Novus 125 FP is an extremely small helicopter. Working on a model this size will require small tools. The DTXR0170 DuraTrax® Precision Phillips Screwdriver 00x75mm is recommended. On occasion it will be necessary to replace damaged parts after a crash. Please use this section as a guide to performing these steps.

### ***Main Rotor Blade Replacement***



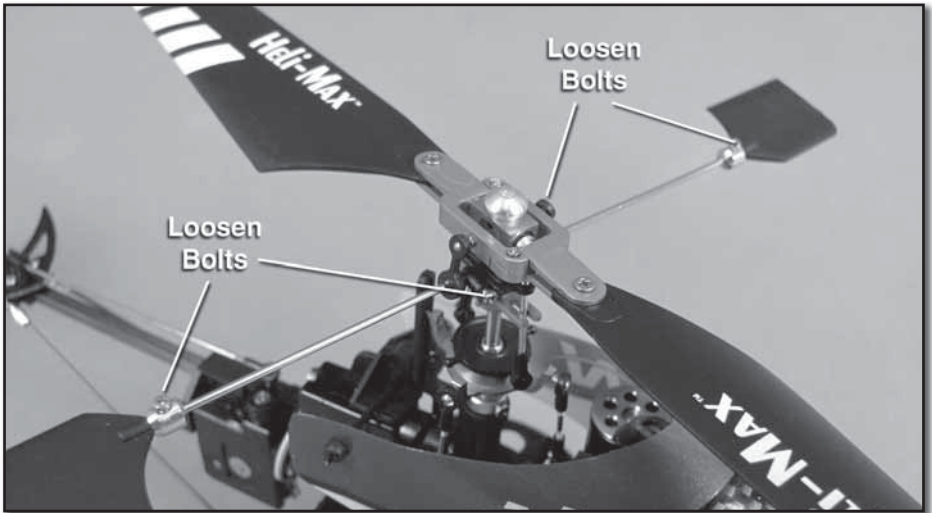
Remove the blade bolt using a #00 phillips screwdriver. After the blade bolt has been removed, slide the rotor blade out of the blade grip. Reinstall the new blade, ensuring that the holes within the blade and blade grip are aligned properly. Reinstall the blade bolt.

## **Main Rotor Grip Replacement**



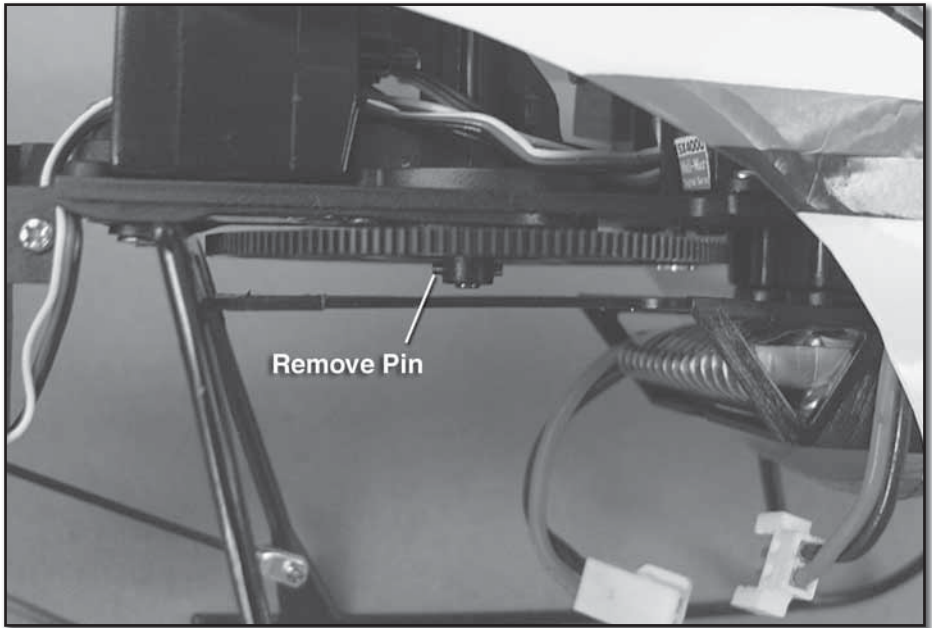
Remove both blade bolts and main rotor blades. Remove the linkages from both blade grip mixers. Remove the two spindle screws and the blade grips can be easily removed. Reinstall the parts in the reverse order listed above.

## **Replacing the Flybar**



Loosen the screws on both flybar paddle collars. Rotate the paddles counter clockwise to remove the paddle and the collar from the flybar. Loosen the screws on the flybar carrier (both sides). At this point the flybar can be slid out of the flybar carrier. Slide the new flybar into the flybar carrier and ensure that the new flybar is centered. Tighten the flybar carrier screws and reinstall the paddles. Ensure that the paddles are equal distances out on the flybar and tighten the flybar paddle collar screws.

## ***Replacing the Main Gear***

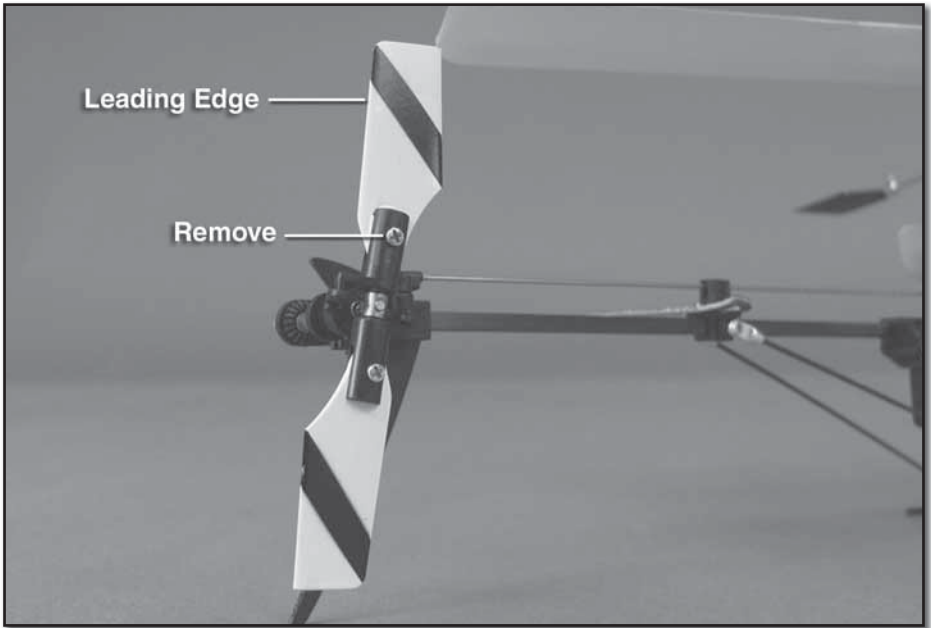


Remove the lower retaining pin from the main gear using needle nose pliers. Remove the old main gear from the model and install the new main gear. Align the hole in the main shaft with the hole in the main gear and press the small pin back through the hole.

## ***Replacing the Main Shaft***

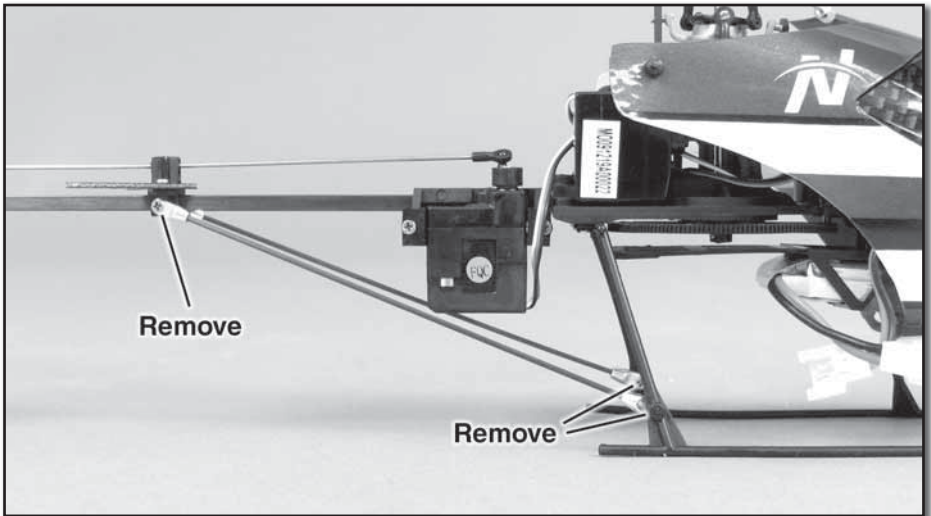
Remove the lower retaining pin from the main gear using needle nose pliers. Disconnect the servo linkages from the swashplate. Slide the main shaft straight up and out of the main frame. Remove and transfer necessary parts to the new main shaft and reinstall by reversing the order listed above.

## ***Tail Rotor Blade Replacement***



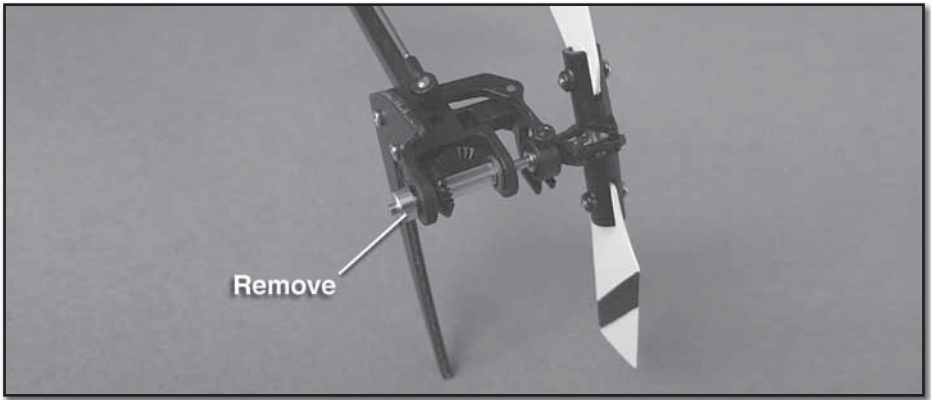
Remove the tail rotor blade retention screw from the tail rotor grip. Slide the old tail rotor blade from the grip. Insert the new tail rotor blade, ensuring that it is facing the correct direction, and install the blade retaining screw into the tail rotor grip.

## ***Tail Boom Support Replacement***



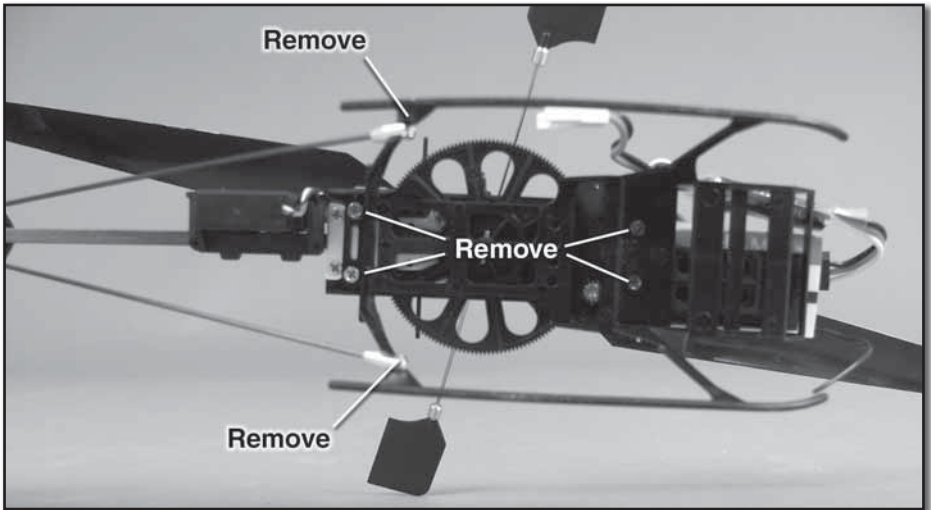
Remove the two boom support retention screws. Install the new tail boom support using the two screws.

## ***Tail Rotor Shaft or Tail Gear Replacement***



Loosen the tail rotor shaft collar and remove it from the tail rotor shaft. Unsnap the tail pitch links from the tail rotor grips. Hold the tail gear and spacer in place and slowly pull the tail rotor shaft from the helicopter as shown. If necessary insert the new tail rotor gear and slide the new tail rotor shaft into place. Install the tail rotor shaft collar, ensuring that the screw is aligned with the flat spot on the tail rotor shaft. Snap the tail pitch links back onto the tail rotor grips and transfer the tail rotor blades from the old tail blade grips to the new tail blade grips. Verify that the tail rotor shaft has no side-to-side play and that the gear mesh is set correctly with no binding.

## ***Landing Gear Replacement***

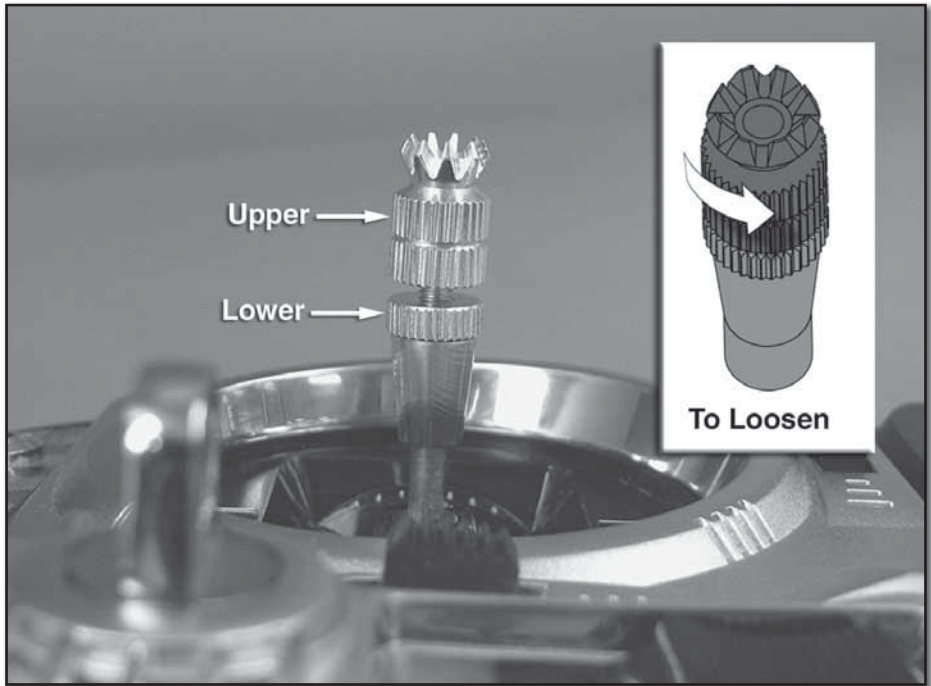


Remove the two tail boom support screws and the four landing gear screws. Pull the old landing gear from the model and install the new landing gear using four screws. Install the two screws used to attach the boom supports to the landing gear.



**Transmitter Specifications:**

- 2.4GHz FHSS
- 100mW Output Power
- 230mAh Current Drain
- Requires (8) AA Alkaline Batteries (Rechargeable AA cells can be used)
- 4 Channel Encoder
- Automatic Linking

**Stick Length Adjustment**

To adjust the stick length hold onto the lower portion of the stick and turn the upper portion counterclockwise to unlock and separate the upper stick end from the lower stick end. Rotate the upper stick end to adjust the length. Once you have the desired stick length set, hold onto the upper stick end to prevent it from rotating and tighten the lower stick against the upper stick end to lock it into position. Repeat for the other stick assembly if necessary.

The Heli-Max TX6024 transmitter is factory set for the Novus 125 FP helicopter. Before making any changes it is recommended to fly the model several times. If you feel a change is needed after several flights, then please feel free to make adjustments following the recommendations below.



**WARNING!** Setting these values incorrectly could result in a loss of control, damage to the model or possibly injury to yourself or others. Always make certain that the model is set up correctly before flying the model by checking the control directions and all other settings.

## ***Navigating & Setting Values***



**Always disconnect the flight battery from the e-board before making any adjustments to the transmitter settings.**

Press the [Enter] key to enter programming mode. You will notice that [STICK MOD 2] is now flashing on the display. This is the current item being edited. Pressing the [UP] key will take you to the previous function and pressing the [DOWN] key will take you to the next function. Pressing the [EXIT] key will return you back to the normal operation screen. The [UP], [DOWN] and [EXIT] keys will not change any values so feel free to navigate the menus using these three keys.

To make a change use the [L] or [R] keys to select the change and press [ENTER] to set the value for the function. This is all described below in the function list.

Press the [EXIT] key to return to the normal operation screen.

## ***Channel Reversing***

The channel reversing function is used to reverse the operation of a servo. Select the channel you want to reverse and press the [L] or [R] key and the direction indication on the screen will change. To set this value you must press the [ENTER] key before exiting this function.

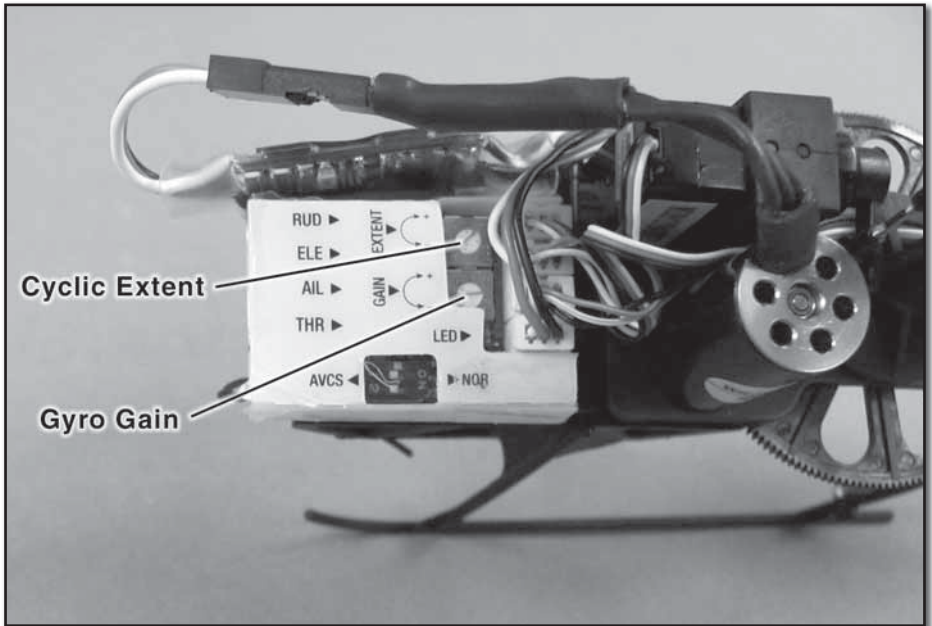
## ***Aux Channel***

The AUX channel can be enabled or disabled by selecting the [ON] or [OFF] respectively.

## ***Buzzer Setting***

Set to [OFF] to disable the internal speaker. Set to [ON] to enable the internal speaker.

<b><i>Novus 125 FP Default Settings</i></b>	
STICK MOD	2
ELEV	NOR
AILE	NOR
THRO	NOR
RUDD	NOR
AUX	OFF
BUZZ	ON



## ***Gyro Gain***

The gyro gain is used to adjust the amount of correction that the gyro applies to the tail rotor during unintended movements. Finding the ideal gain setting will take some experimentation. If the gyro is allowing the tail to drift then raise the gain % and test fly the model. If the tail is quickly oscillating (wagging), then lower the gain % and test fly the model. Turning the adjustment clockwise increases the gain and turning the adjustment counter clockwise decreases the gain.

## ***Cyclic Extent***

This adjustment is factory set to the ideal setting and the setting should not be changed unless absolutely necessary. The cyclic extent is used to control how far the swashplate tilts when left/right or forward/aft cyclic is moved. This controls the maximum cyclic rate of the model. Keep in mind that the Dual Rate also reduces the maximum cyclic rate. Increasing the cyclic extent also increases the sensitivity of the cyclic controls. If you feel that the high rate cyclic rate is not high enough, then turn the adjustment clockwise to increase the maximum cyclic extent. If you feel the cyclic extent is too high, then turn the adjustment counter-clockwise to decrease the maximum cyclic extent.

Replacement parts for the Heli-Max Novus 125 FP are available using the order numbers in the **Replacement Parts List** that follows. The fastest, most economical service can be provided by your hobby dealer.

To locate a hobby dealer, visit the Hobbico web site at **www.hobbico.com**. Choose “Where to Buy” at the bottom of the menu on the left side of the page. Follow the instructions provided on the page to locate a U.S., Canadian or International dealer.

Parts may also be ordered directly from Hobby Services by calling (217) 398-0007, or via facsimile at (217) 398-7721, but full retail prices and shipping and handling charges will apply. Illinois and Nevada residents will also be charged sales tax. If ordering via fax, include a Visa® or MasterCard® number and expiration date for payment.

Mail parts orders and payments by personal check to:

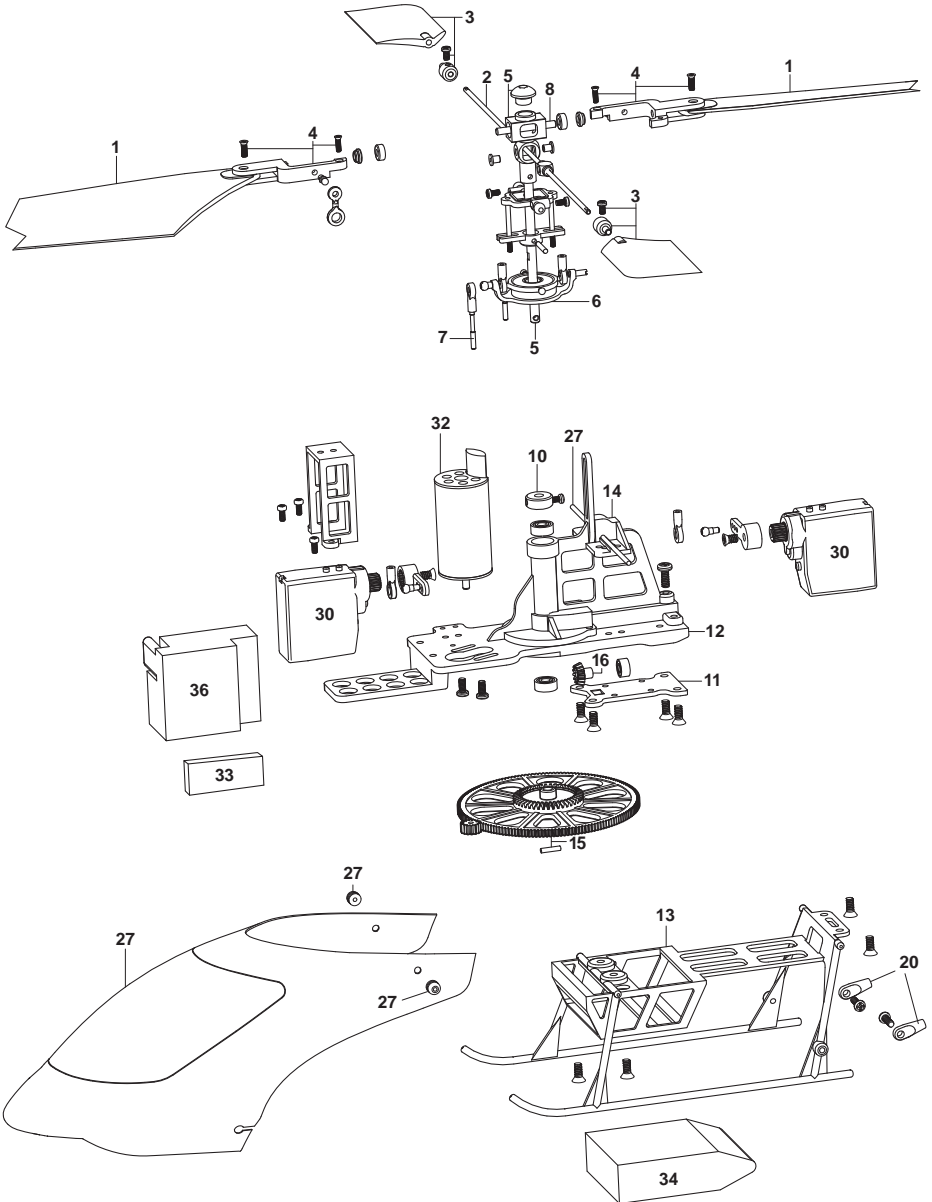
**Hobby Services**

3002 N. Apollo Drive, Suite 1  
Champaign, IL 61822

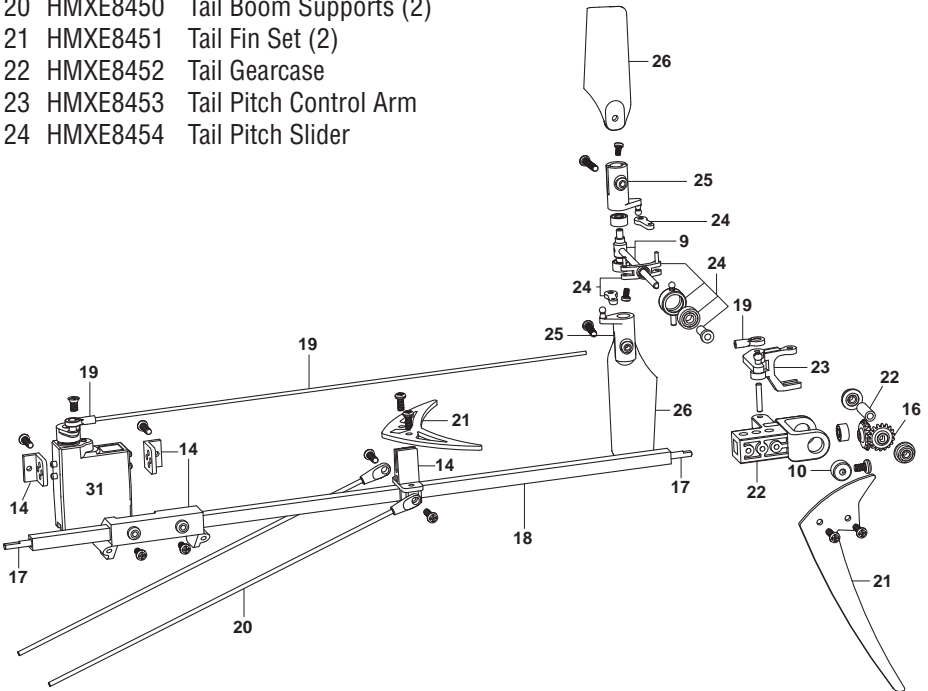
Be certain to specify the order number exactly as listed in the **Replacement Parts List**. Payment by credit card or personal check only; no C.O.D.

If additional assistance is required for any reason contact Product Support by e-mail at **helihotline@hobbico.com**, or by telephone at (217) 398-8970.

# EXPLODED VIEW & PARTS LIST



Part #	Description	Part #	Description
1	HMXE8298 Main Rotor Blades	25	HMXE8455 Tail Blade Grips
2	HMXE8337 Fly Bar Novus	26	HMXE8456 Tail Rotor Blades
3	HMXE8338 Fly Bar Paddles (2)	27	HMXE7428 Blue Scheme Canopy
4	HMXE8339 CNC Main Blade Grips (2)	28	HMXE8834 Complete Ball Bearing Set
5	HMXE8340 CNC Head block/ Main Shaft Assembly	29	HMXE7335 Complete Screw Set
6	HMXE8341 CNC Swashplate	30	HMXM2027 SX 4000 Cyclic Servo Novus (1)
7	HMXE8342 Complete Rotor Head Linkage Set	31	HMXM2028 SX450 Tail Rotor Servo
8	HMXE8343 Feathering Spindle Novus	32	HMXG8013 Brushless Main Motor
9	HMXE8444 Tail Rotor Shaft Novus	33	HMXM3005 Brushless ESC Main Motor
10	HMXE8445 Tail/ Main Shaft Locking Collars	34	GPMP0410 1s LiPo 600 Mha 15c
11	HMXE8446 Tail Boom Retainer Plate	35	HMXP2019 1s LiPo Charger
12	HMXE7899 Main Frame	36	HMXM2030 Receiver / Gyro
13	HMXE7898 Landing Gear/ Battery Frame	37	HMXJ2028 Transmitter
14	HMXE7897 Servo Mounts	38	HMXE7397 Canopy Rods / Grommets Novus
15	HMXE8038 Main Drive Gear		
16	HMXE8039 Torque Tube Tail Drive Gear Set		
17	HMXE8447 Torque Tube Drive Shaft		
18	HMXE8448 Tail Boom		
19	HMXE8449 Tail Push Rod		
20	HMXE8450 Tail Boom Supports (2)		
21	HMXE8451 Tail Fin Set (2)		
22	HMXE8452 Tail Gearcase		
23	HMXE8453 Tail Pitch Control Arm		
24	HMXE8454 Tail Pitch Slider		



**N** *NOVUS™ FP*  
**125**