FE 30" HARDWARE AND SETUP INSTRUCTIONS

Rudder/Strut:

Locate the centerline of the transom and mark it. Line the top of the rudder/strut combo with the break between the top and bottom portions of the hull with the sharpened portion of the strut on the centerline. Mark and drill your fastener holes and fasten the strut/rudder to the hull [with the enclosed bolts and blind nuts]

Motor mount:

[Bottom or side-mount motor mounts] For P-Spec motor use, the drive side of endbell of the motor should be located ten inches from the rearmost portion of the transom. This will allow for adequate clearance between the cooling jacket, if used, and the cowl. For larger motors, the drive-side endbell can be located eleven to twelve inches from the rearmost portion of the transom to provide adequate clearance between the motor and cowl. Install hardware on transom, mount motor and then install stuffing tube.

Stuffing tube:

For P-Spec setups, a .150 cable inside a 3/16" stuffing tube without teflon will work well. The 3/16 stuffing tube will need to be stepped up to 1/4 "using a small piece of 7/32 tubing before entering the strut. The 1/4 " piece of tubing should seat fully in the strut and protrude 1/4". The 7/32 " tube should seat into the 1/4 " piece and continue at least 3/4 inch. For the P-Spec setup with the motor mount ten inches from the transom, drill the stuffing tube entry hole seven inches from the transom, on the hull's centerline.

Special Note : Should the boat be initially set up for P-Spec, with the option of later stepping up to larger motors, the motor mount should be placed eleven to twelve inches from the transom and the stuffing tube entry hole drilled eight to nine inches from the transom. The 3/16 " stuffing tube can then be used with an .078 wire drive without the need to use a larger stuffing tube to accommodate the usual .187 flex that larger motors would require.

If the initial setup is for P-Power motors, use a 7/32" stuffing tube for .187 cable without teflon, then stepping up to 1/4 " to enter strut.

Once the stuffing tube is properly contoured to exit the strut and enter the hull, trim it to ¾" after entering hull. Trim flex cable with 1/8 "clearance between drive dog and strut and entering hull approximately one inch past end of stuffing tube. Seat cable in motor coupler;

adjust motor mount and stuffing tube alignment so that cable enters collect straight from stuffing tube without any binding on stuffing tube.

Servo:

Servo may be mounted on right side of hull in the space between the motor and rear of hull. Servo rod seal can be bellows-type, or length of antenna tube. Drill hole for actuating rod directly in front of rudder arm with rudder pointing straight ahead. Mount servo in chosen servo mount and install linkage.

Turn fin:

Turn fin mounting bracket should be located with its inner edge lined up with outside edge of outermost sponson, and bottom of bracket ¼ "below sponson. Bolt turn fin inside of bracket, starting with middle hole. Rotating turn fin fore and aft may alter its lifting characteristics; ideally the sponson should remain flat on the water going straight and in turns.

Tuning suggestions:

Strut height should start out with the bottom of the strut 7/8 "from hull bottom. This may need adjustment depending on prop lifting characteristics. Strut angle should start at approximately 3 degrees down in the rear but not enough to cause the rear to hop.

CG should start at 2 1/8" behind the heel of the sponsons, but may need adjustment for different setups. CG adjustment can be easily achieved by moving battery(s) back and forth.