

Abb.1

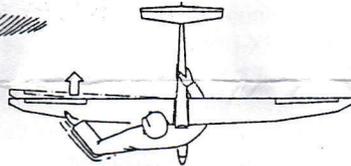


Abb.2

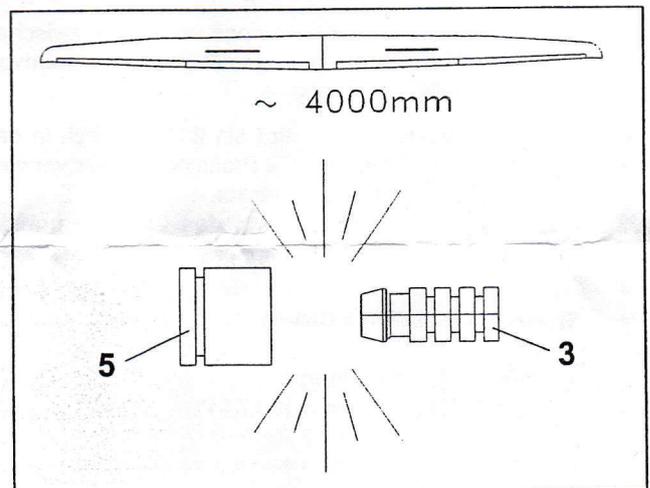
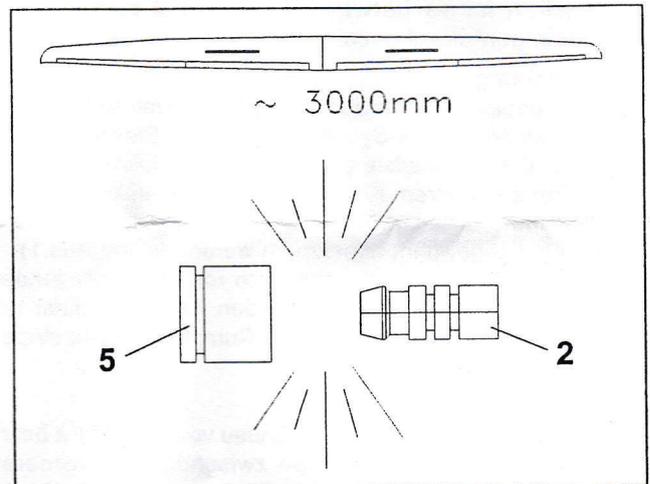
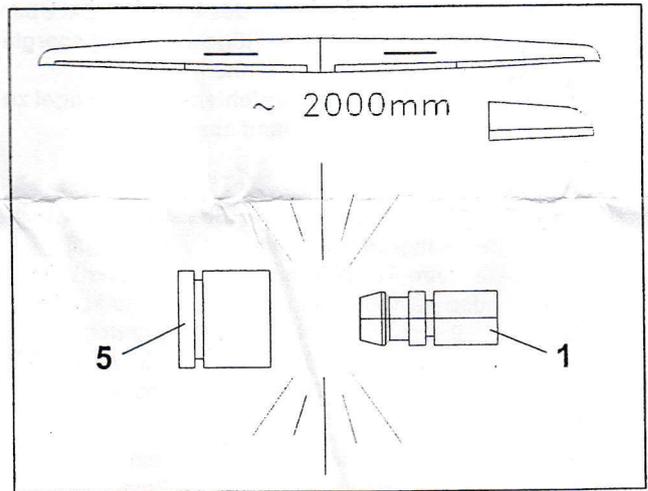
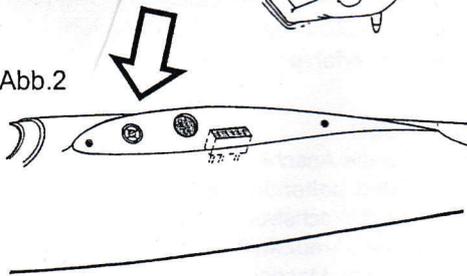
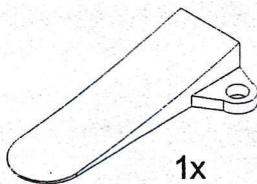
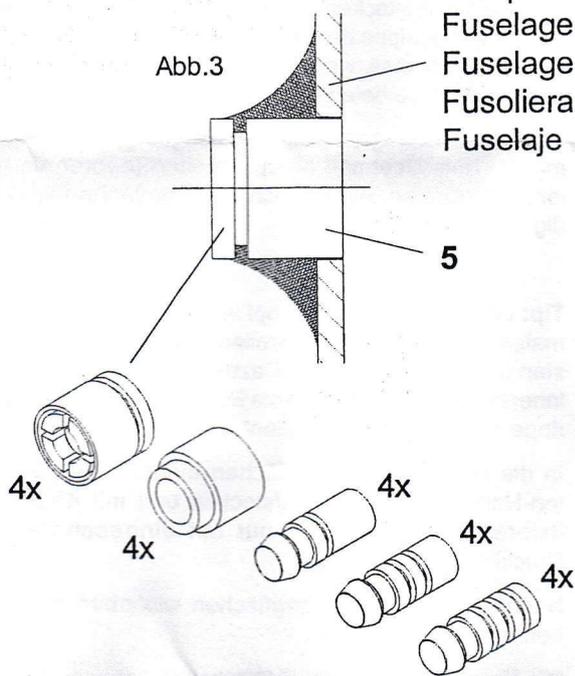


Abb.3
 Rumpf
 Fuselage
 Fuseliera
 Fuselaje



The MULTIlock wing retainer system enables you to assemble the model quickly and easily, and secures the wings safely when the model is in flight. If the airframe is subjected to a sudden load (e.g. landing jolt) the wing retainer system "gives", thereby absorbing excess energy and preventing structural damage.

TIP: for additional security when flying in extremely gusty or turbulent conditions we recommend applying tape over the wing/fuselage joints.

Installation notes

The basic requirement for a successful installation of the wing retainer system is adequate structural strength in the fuselage and wings.

In particular, the wings must feature stout root ribs in order to absorb the forces which act upon them.

If you have any MPX model with factory-installed wing joiners, e.g. Alpina 4001, ASH 26, DG 600 evo etc., you can be confident that the root ribs are more than adequately strong. You will have no problems installing the system in these models.

You may find it necessary to strengthen the root ribs of other models to cope with the loads (e.g. 3 mm birch ply). Models featuring flat steel wing joiners, and very large models generally, should be fitted with two wing retainer systems.

Operating the wing retainer system

To dismantle the model and disengage the MULTIlock system, grasp the wing at the root leading edge (fingers over the spar) and rest the fuselage against your body. A quick tug on the wing will open the MULTIlock system, and the panel can then be withdrawn in the usual way (see Fig.1). The MULTIlock system can also be disengaged using the wedge supplied: push the wedge between fuselage and root rib, immediately adjacent to the retainer plug, to disengage the lock.

Installing the system in the fuselage

The optimum position of the MULTIlock system is between the front incidence peg and the main wing joiner at the wing root (see Fig. 2). The retainer socket is installed in the fuselage as follows:

1. Locate the correct point on the fuselage root fairing; between the front incidence peg and the wing joiner, and mark the centre of the airfoil thickness at that point.
2. At the marked point cut an 11 mm Ø hole in the fuselage using a drill and/or round file - the ideal tool is an 11 mm

Ø taper reamer or similar. Roughen the inside of the fuselage around the hole using 80-grit abrasive paper.

3. Roughen the outside face of the retainer socket with abrasive paper, to ensure that the epoxy adheres well. Apply wide parcel tape around the hole on the outside of the fuselage, then position the socket inside the fuselage and press it firmly against the parcel tape.
4. Mix up some 5-minute epoxy (MPX Order No. 59 2501) and thicken it with glass powder (MPX Order No. 60 2784) to produce a very stiff mix. Carefully apply the resin around the retainer socket on the inside of the fuselage, taking great care to prevent the glue getting inside the sleeve. Leave the fuselage on its side while the epoxy sets, then repeat the procedure with the other side of the fuselage (see Fig.3).

Installing the system in the wings

1. Mask off the outside of the wing root fairing on the fuselage with wide parcel tape, and apply mould release wax (MPX Order No. 60 2789) around the wing retainer position. Using a knife, slit the tape in a cross pattern (short cut) at the retainer socket position, and push the retainer plug (type 1, 2 or 3 depending on model size) into the retainer socket mounted in the fuselage.
2. Plug in the wing and mark the position of the retainer plug on the wing root rib. The easiest way to do this is to apply paint or ink (stamp pad) to the projecting end of the plug.
3. Using a drill and round file, cut out the marked area in the wing root, leaving about 1 mm excess all round. Check that the wing can be fitted flush with the root fairing.

TIP: if you wish to remove the retainer plug from the fuselage before gluing it in the wing, the best tool is a pair of pliers. Grasp the retainer plug by the innermost groove and "roll" the pliers along the root facing rib on the fuselage to disengage it.

4. The next step is to glue the retainer plug in the wing. Note that the plug must be fitted in the socket and engaged fully before you do this. Apply thickened 5-minute epoxy to the inside of the hole in the wing root rib, plug the wing onto the fuselage and tape it in position.
5. Allow the resin to cure completely, then disengage the wing from the fuselage using the technique already described.
6. The 11 mm Ø spacer sleeves 4 should be used if the model is supplied with the 11 mm Ø holes factory-cut.

Parts list - MULTIlock UNI-Set

Part No.	No. off	Description	Material	Dimensions
1	4	Retainer plug, 1 code ring	Inj. moulded plastic	Ready made, 6 Ø
2	4	Retainer plug, 2 code rings	Inj. moulded plastic	Ready made, 6 Ø
3	4	Retainer plug, 3 code rings	Inj. moulded plastic	Ready made, 6 Ø
4	4	Spacer sleeve	Inj. moulded plastic	Ready made, 6 / 11 Ø
5	4	Retainer socket	Inj. moulded plastic	Ready made, 11 Ø
6	1	Release wedge	Inj. moulded plastic	Ready made
7	1	MULTIlock UNI-Set instructions		

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