



Important Notice:

During the QC inspection, we discovered that the top wing speed lock is missing the carbon fiber top plate for the vertical fin. This component is essential for ensuring a secure lock.

Flex Innovations will either include this part in your kit or mail it to you separately.

Please refrain from flying the airplane until this piece is properly glued in place.

The airplane will lose its warranty if this piece is not installed.

Thank you for your understanding.

Installing top wing speed lock plate



The picture on the left shows the missing plate, the picture on the right shows the installed plate

Installation Instructions:

1. Set the speed lock to the **LOCK** position. Test fit the plate by aligning the round hole with the knob and the slot.
2. Once you're satisfied with the fitness, remove the film where the plate will be placed.
3. Apply Goop or Epoxy and glue the plate.
4. Allow the glue to fully dry, then test the lock to ensure it operates correctly.

MPX Connector mount

During our QC inspection, we identified a misalignment between the MPX fuselage mount and the wing root rib hole intended for the aileron wire servo.

To resolve this issue, you need to rotate the MPX connector to a vertical position. Then, secure it by passing two bolts through the connector, using washers and nuts from behind.

Alternatively, if you prefer a simpler solution, you can skip using the MPX connector altogether. Since this airplane uses only one aileron servo, you can opt for a standard servo connector instead.

MPX Connector Installation Steps:

1. Cut the Mounting Hole:



- Cut a rectangular hole measuring 20mm x 8mm in the fuselage.
- Align the center of the rectangle 15mm from the rear edge of the speed lock tab

2. Smooth the Hole:

- Use a Dremel with a 1.5mm bit to cut the plywood.
- After cutting, smooth the shape using a flat file.

3. Mark and Drill Mounting Holes:

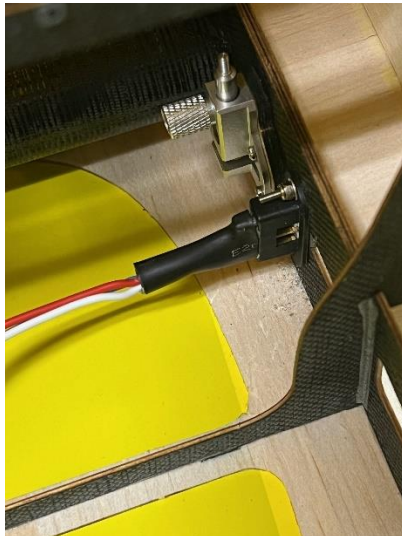


- Mark the locations for the two mounting holes.
- Drill the holes using a 2mm drill bit.

4. Drill for Bolt Head:

- Use a 4mm drill bit to create a hole for the bolt head. This will allow the screw to seat flush.

5. Mounting the MPX Connector:



- Place the MPX connector in position, then mount it using screws.
- Secure the screws with flat washers and nuts from behind the connector.

Manual Addendum Ultimate 70cc G2

The Flex Design Team has incorporated valuable customer feedback and leveraged Flex Innovation's relentless quest for the ultimate flying aircraft, resulting in the creation of the second-generation

Ultimate 70cc. This latest model showcases a new level of performance and convenience, thanks to the addition of new features. With these improvements the following items have changed in the assembly process of the Ultimate 70cc compared to the original G1:

- Landing Gear Cuffs
- Engine Baffling
- Horizontal Stab
- Field Assembly

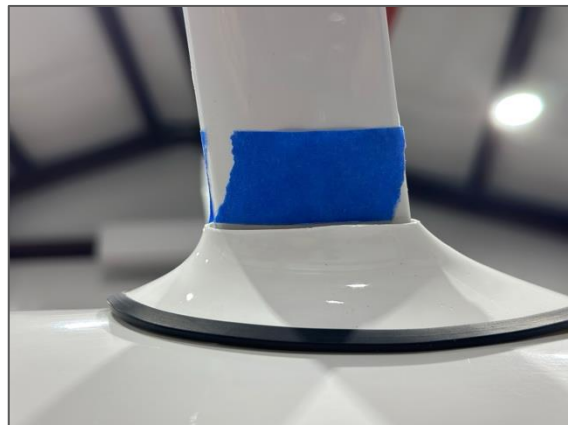
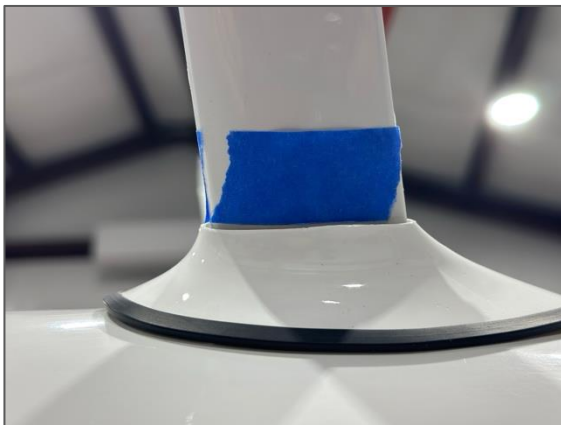
Please reference the following steps to successfully complete the building of your Ultimate 70cc G2:

LANDING GEAR CUFFS

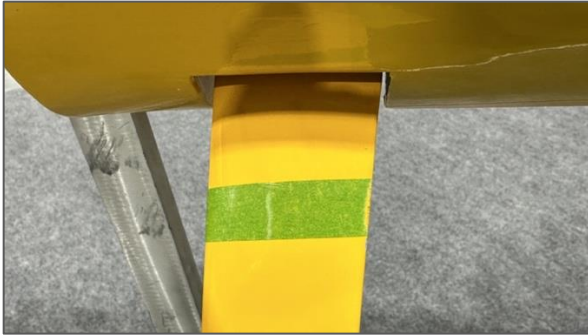


The landing gear cuffs are glued to the landing gear itself, and not the fuselage. This allows for easy removal of the landing gear.

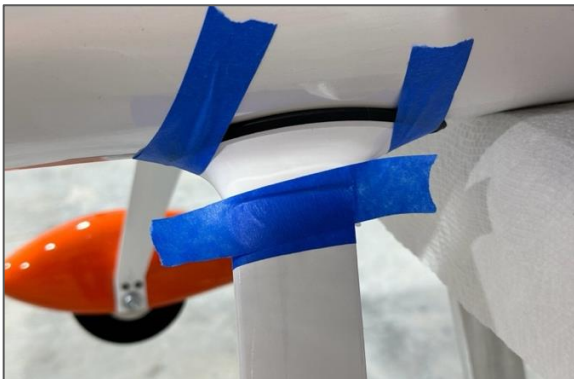
1. Slide the gear cuff up into place against the fuselage. Apply a piece of masking tape at the bottom edge of the cuff on each side of the landing gear.



2. Slide the cuff back down and apply a bead of adhesive on each side of gear based on where you marked the bottom of the cuff. We recommend a rubberized adhesive such as GOOP



3. Slide the gear cuff back up into place. Tape over the bottom of cuff to ensure no residual adhesive runs down the landing gear. Also tape the top of the cuff to the fuselage to keep it in place while the adhesive sets.



4. Keep airframe upright and allow the adhesive to cure for 24 hours (if using GOOP).

ENGINE BAFFLE

The text and pictures below replace the provided manuals pages 44, 45, 46 and 47.

1. Fit the baffles in place by aligning the shape of each baffle along with the offset of the engine cylinders based on the baffle depth. Tack in place with CA.



2. Test fit the cowling with the baffles to make sure fitment is proper. Depending on your engine, you may need to trim the baffles slightly.
3. Once fitment is confirmed, use GOOP to permanently mount in place.



MOUNTING THE HORIZONTAL STAB

Replace the provided instructions for mounting the horizontal stab located on pages 27 and 28 with the video located at:

[ULTIMATE 70CC G2 – Flex Innovations](#). Please reference the SPECIFICATIONS, MANUALS tab.

FIELD ASSEMBLY

Replace the provided instructions for field assembly located on pages 60,61,62 and 63 with this video located at:

[ULTIMATE 70CC G2 – Flex Innovations](#) Please reference the SPECIFICATIONS, MANUALS tab.