

# Installation instructions for tow release with slip hook

V1.1 / Stand 14.11.2023

## 1. Scope of delivery

The following parts are included in the scope of delivery:

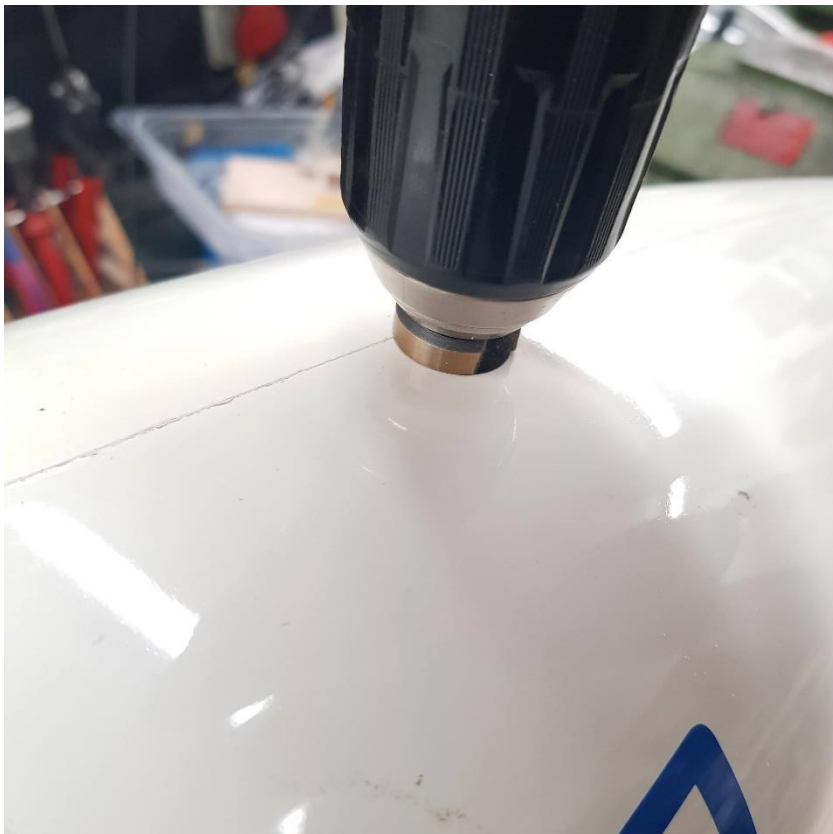
- Coupling body (made from high-strength aluminum AW 7075)
- Slip Hook (made from high-strength aluminum AW 7075)
- Brass body with strong spring and 3.0 mm steel pin
- Miniature Bowden cable with steel core and 1.3 mm steel cable / galvanized and easy to solder
- Servo holder made of black GRP (with abutment for the Bowden cable) for 20 mm standard servo or for 15 mm servo (depending on purchase option)
- Wooden board 4.0 mm for gluing in the fuselage and mounting the servo bracket
- 4 Pcs.M2 x 8 mm cylinder head screws for mounting the servo on the wooden board
- 2 wooden adhesive pieces for laying the Bowden cable
- 2 pieces of heat-shrink tubing with glue
- 2 abutments (one of which is already screwed into the brass body)
- M2 clevis (steel cable is soldered directly into the clevis)
- Screws and lock nuts in M3 for servo installation

## 2. Defining and drilling the mounting hole for the coupling body

The position of the clutch body is determined. **With FES drives, ensure that the clutch is positioned behind the propeller area. Otherwise there is a risk that the propeller will get caught on the hook when it starts running.**

An 18 mm hole must be drilled in order to be able to glue the clutch body into the bottom of the fuselage.

A step drill is suitable for this (see pictures)



### 3. Gluing the brass body into the coupling

The brass body is glued into a designated area with thickened resin.

The steel pin must be flush with the outside after gluing so that the contact surface is utilized to the maximum.

The brass body can be fixed with superglue before gluing in the brass body is glued into a designated area with thickened resin.

The steel pin must be flush with the outside after gluing so that the contact surface is utilized to the maximum.

The brass body can be fixed with superglue before gluing in.

### 4. Gluing the aluminum coupling body into the fuselage

The clutch body is pressed firmly into the thickened resin. The excess resin can be pressed around the coupling body as a bead.

Depending on the strength of the fuselage, it may be necessary to reinforce the area around the coupling body. The execution is left to the experienced modeller. There are too many different opinions on how to do this and we don't want to get into any discussions.

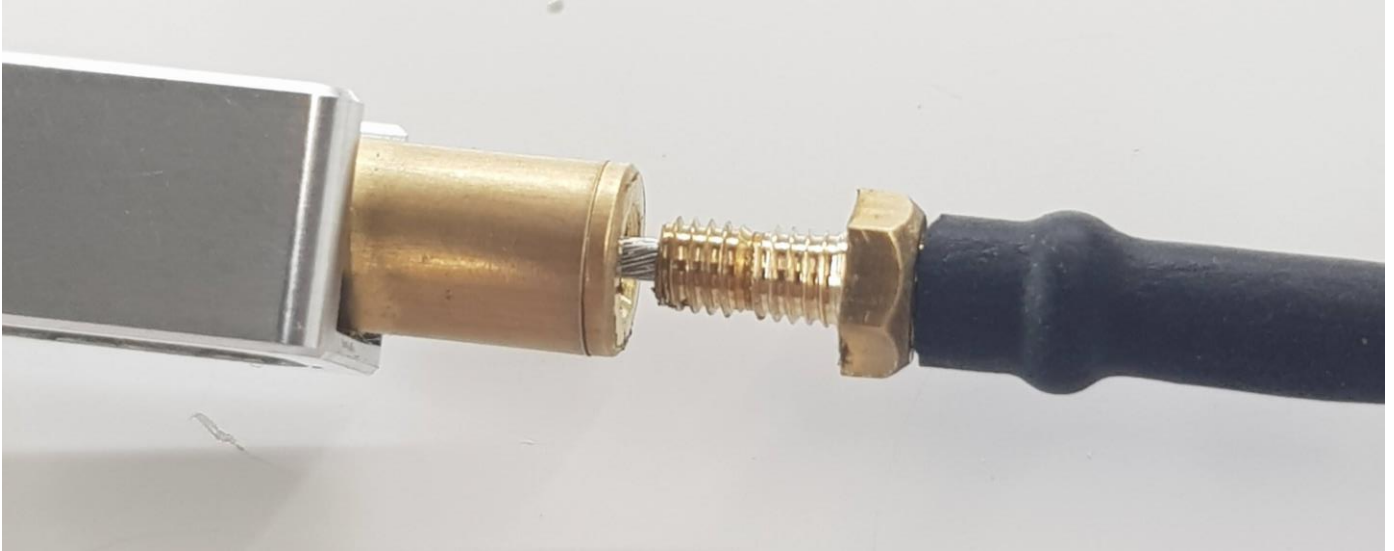
The coupling body has a small shoulder on the underside so that it is almost flush with the Fuselage after gluing.



## 5. Working on the Bowden cable

The black Bowden cable has an internal steel core, the black cover is made of PVC and protects the steel core from soiling.

Once the clutch body has been glued in place and the mounting board for the servo has been glued in place, the Bowden cable can be removed. The abutment screwed into the brass body can be unscrewed to work on the Bowden cable.



Now screw the enclosed brass abutment into the servo mount and secure it with the M3 nut.



The abutment runs in a slotted hole so that, depending on the servo height and servo lever, the steel cable runs in alignment with the clevis.



The servo mount is designed so that the servo can point to the right or left, depending on where the servo finds its ideal position. Both sides have an abutment with a slotted hole.

The length of the Bowden cable can now be determined; this can be cut with a simple side cutter. Cut as flush as possible so that no corners of the steel core protrude.

The Bowden cable is roughened at both ends over a length of approx. 12 mm with coarse emery cloth



**Then thread both pieces of shrink tubing onto the Bowden cable.**

Glue the Bowden cable into the abutment on both sides with a drop of superglue (**note: shrink tubing threaded onto the Bowden cable beforehand?**).

Push the heat-shrink tubing all the way on as shown here (shortened version for the picture) (this is a bit tight) and shrink under heat. This bonds the



Adhesive in the heat-shrink tubing with the previously sanded PVC skin of the Bowden cable, which ensures a stable connection.

## 6. Cutting the steel cable to length

When the Bowden cable is ready, it can be screwed into the brass body and inserted into the oblong hole of the abutment on the servo mount on the other side.





Cut the steel cable to length so that it can be soldered directly into the enclosed M2 clevis  
The position of the servo lever and the travel should already be determined and set at this point.

The use of a 120 degree servo travel is recommended.



If you have any questions about installation, please send us an email. We are always happy to help.

Please excuse my rudimentary English, it's not my mother tongue :)

WEMO-EZFW GmbH  
CEO: Dietmar WERNER  
Einziehfahrwerke für den Modellbau  
76857 Gossersweiler  
Hohlgasse 1  
Tel: 06346-9893602  
Mobil: 0175-9933015  
<mailto:Mail@WEMO-EZFW.de>  
<http://www.WEMO-EZFW.de>