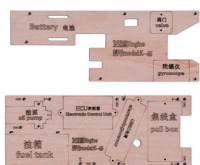


Engine Installation Component Introduction



K45 Equipment Bay wood piece

Used for mounting K45 engine components.

*X45 Equipment Bay Wood Piece comes pre-installed



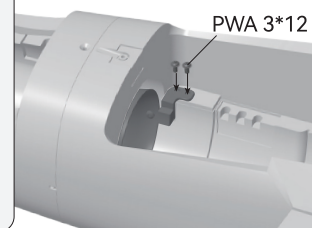
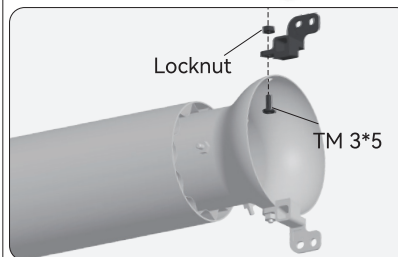
Engine fuel pipe

Used for engine fuel pipe connections (need to cut by yourself)



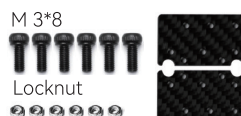
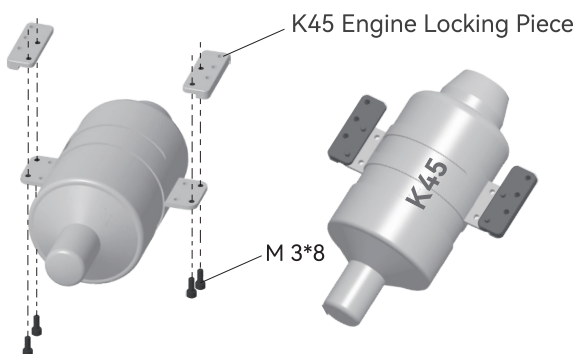
Nozzle Mounting Bracket

Used to fix the exhaust nozzle.



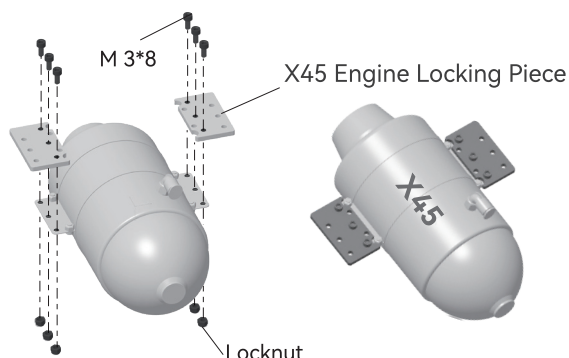
K45 Engine Locking Piece

Used to fix the K45 engine in place.



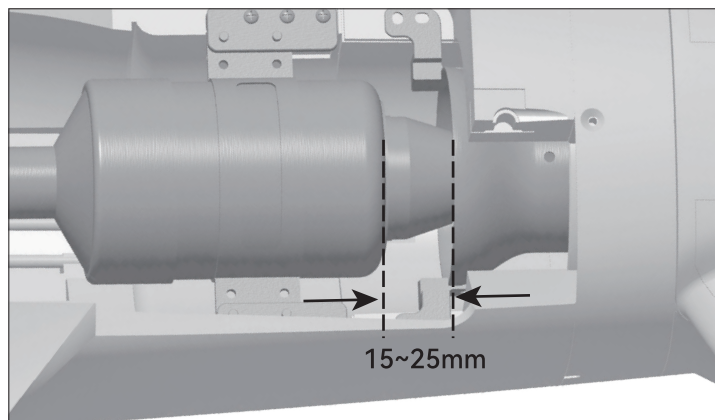
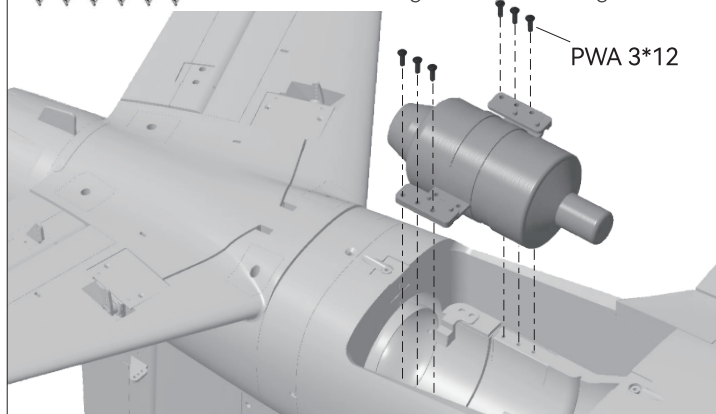
X45 Engine Locking Piece

Used to fix the X45 engine in place.



PWA 3×12 Screws

Used to fix the engine to the fuselage.

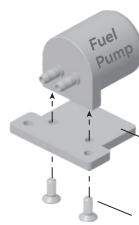


Engine-to-Metal Nozzle Distance
- Should be maintained at 15-25mm.

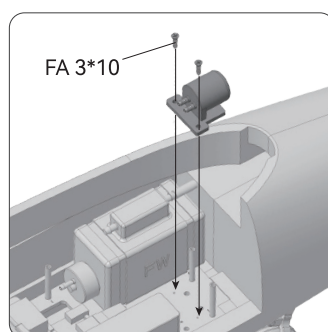


Fuel Pump Mounting wood piece

Used to fix the fuel pump inside the equipment bay.

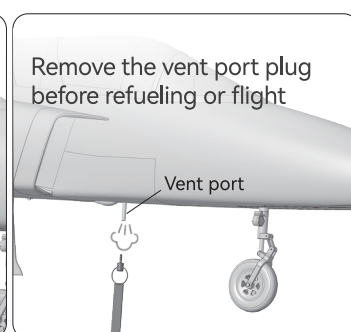
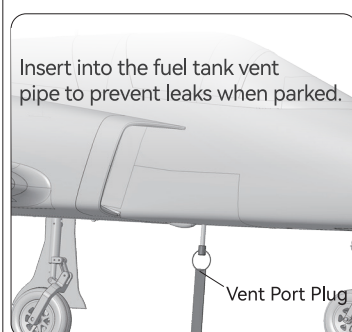


Fuel Pump
Fuel Pump Mounting wood piece
KM 3*8



Vent Port Plug

Used for the main fuel tank vent pipe.



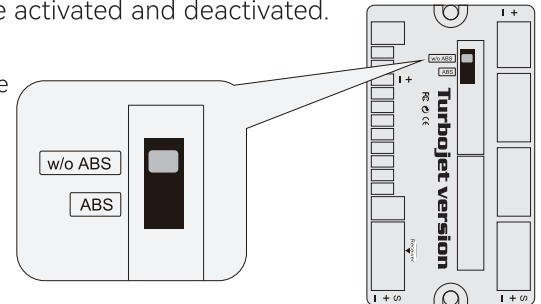
Brake System Introduction

The preset mode of the braking system is w/o ABS mode

1. This brake system is controlled using a switch on the radio, with the channel travel typically set to $\pm 100\%$. If the brake does not activate at $\pm 100\%$, try adjusting the channel travel to $\pm 90\%$ or increasing it to $\pm 110\%$ and test again.
2. In addition to being controlled by a switch on the radio, this brake system can also be operated using other methods. As long as the travel range is between $\pm 80\%$ and $\pm 120\%$, the brake can be activated and deactivated.
3. Functions of the ABS switch on the control box:

ABS Mode: The brake is activated by a toggle switch on the radio. Once engaged, the system automatically performs intermittent braking (ABS) to slow down the aircraft until it comes to a complete stop. This mode is useful when your radio does not have a self-resetting switch.

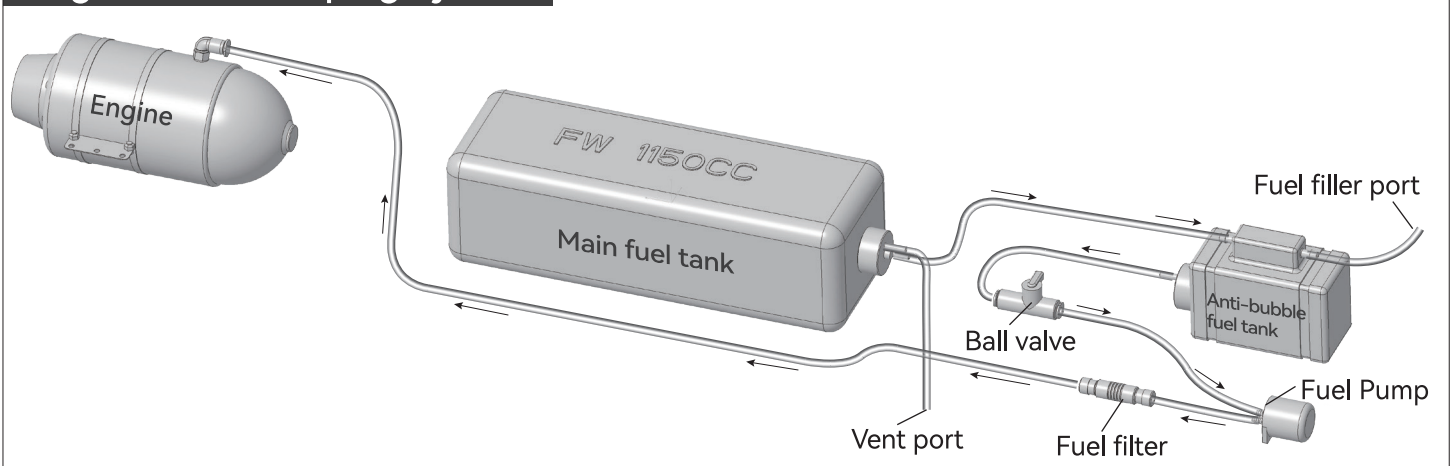
w/o ABS Mode: The brake is manually controlled via a toggle switch on the radio, with no ABS anti-lock function. This mode requires the use of a self-resetting switch on the radio, allowing for manual intermittent braking to decelerate the aircraft.



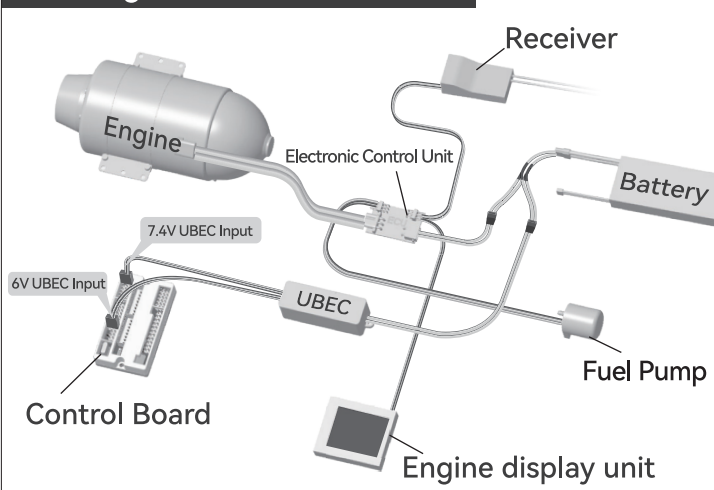
Battery Connection

1. The brake system and servos operate at a voltage range of 7.4V–25.2V (2–6S LiPo batteries).
2. For X45 or X60 engines, a single 2S 4000mAh–5000mAh battery can be used to power the engine, brake system, and servos simultaneously.
3. For K30 or K45 engines, two separate batteries are required: Engine must be powered by a dedicated battery (refer to the engine manual for specifications). Brake system & servos should be powered by a separate 2S 2000mAh (or higher capacity) battery.
4. The UBEC provides a stable 6V output to the receiver and brake wheels. The UBEC cannot be used to power the turbine ECU at the same time.

Diagram of Fuel Piping System



Equipment Connection Diagram -X45 Engine



Equipment Connection Diagram -K45 Engine

