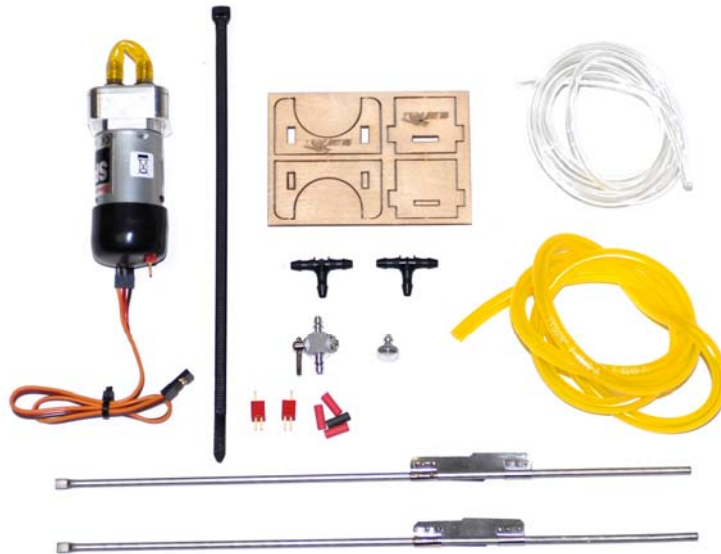




SMOKE SYSTEM



Assembly

Please reference the diagram below. Cut the flexible tubing to desire length to suite your installation. If you need additional tubing you can use any gasoline/kerosene resistant tubing.

Speed Control Safety Feature

This new improved ESC also has a low battery warning feature. The pump starts to pulse below 6.3v. This also serves as a warning to help protect your 2 cells lipo packs from draining to a low voltage level that can damage the cells.

Power source

Smoke pump can run any battery at 7.2v. You could also tap the power from ECU battery with Y-hardness. Smoke pump draw very little power from the ECU battery. So should not be any problem drain the ECU battery.

Note: Remember to disconnect the smoke pump battery input when done flying.

Operation

Fill/Drain-To fill the Tamjets Smoke system, make sure the shut off valve is closed. Fill through fill valve in the diagram. If this is the first time filling or pump has been run dry you will need to slightly open the shut off valve and begin fueling until you see fluid make its way to the shut off valve. At this time close the shut off valve. You have now made sure the pump is primed because there is fluid in the lines visible both sides of the pump.

Do not operate the pump without fluid in the lines. This will damage the gears and may cause decreased smoke volume and or little to no smoke. This will void warranty.

Now the pump is primed make sure the shut off valve is closed and begin filling tank. Make sure your tank has an overflow/vent line.

Radio and speed control set up- Select the channel you want to operate the smoke pump. Adjust the ATV travel end point to -150% as the off position. You can use the channel selected or mix to any switch that you want the smoke turn on. Adjust the ATV travel according to the smoke volume you want to pump (ATV +150 is full speed). You can run the smoke pump on the slider switch for variable speed if you wish.

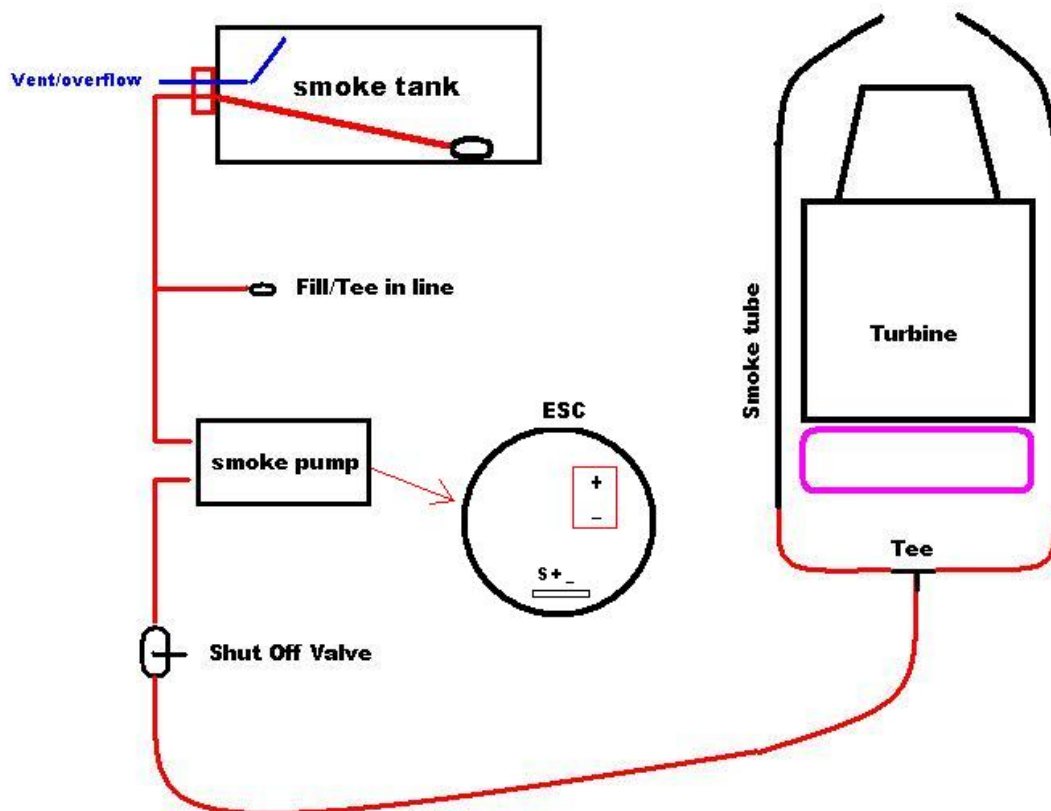
Safety Reminder

It's always a good practice to use the manual shut off valve after every flight to prevent accidental dripping of smoke oil in to your tailpipe or fuselage. Failure to shut off the flow to the injector nozzles prior to smoke oil fill-up may result in oil damage or become fire hazard.

Operate with or without tailpipe

Use caution when filling. If you forget to shut off the manual valve while filling the smoke tank, smoke fluid will leak on to the exhaust pipe or fuselage. This will cause fire hazard when start up your engine. **Clean up the spill before start the engine.**

Installation diagram



Smoke Pump Safety Tip

- 1. Install smoke pump at least 6 inches away from any electrical component. (RX, ECU, battery, fuel pump, servo extensions and other electrical devise).**
- 2. Range check with your turbine running without turning on the smoke pump. After good range check with turbine running, set up to run the smoke pump while engine is running. Before running the smoke pump, hook up the high pressure smoke line to the over flow tank. At this point, you do not want to smoke out your club with smoke while range checking. Repeat this step a few times to make sure the smoke system is ready to use.**
- 3. If there is any kind of RIF problem, please contact us for services. Do not attempt to fly without a complete safety range check first.**

Disclaimer

Tamjets R/C Model Inc. assumes no liability for the operation and improper installation of these products. The owner and operator of these products should use proper judgment and follow all procedures before flying.