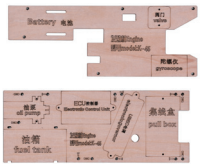
发动机安装组件介绍



K45设备舱木片

用于K45发动机设备安装

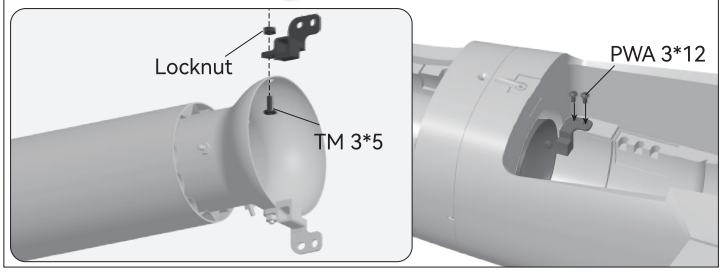
*X45设备舱木片已预装

发动机油管

用于发动机燃油管路连接
需自行裁切

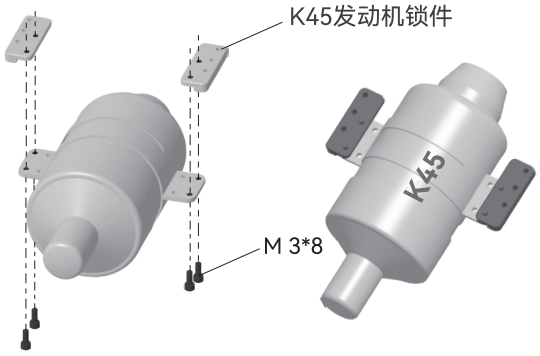
喷管固定座

用于固定尾喷管



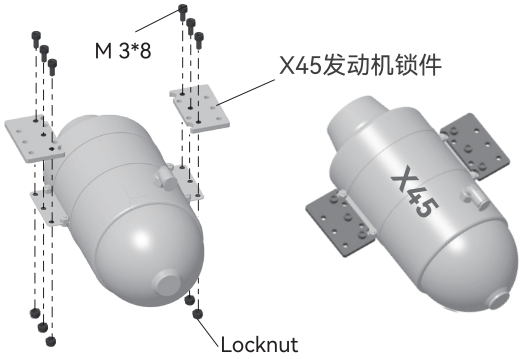
K45发动机锁件

用于K45发动机固定



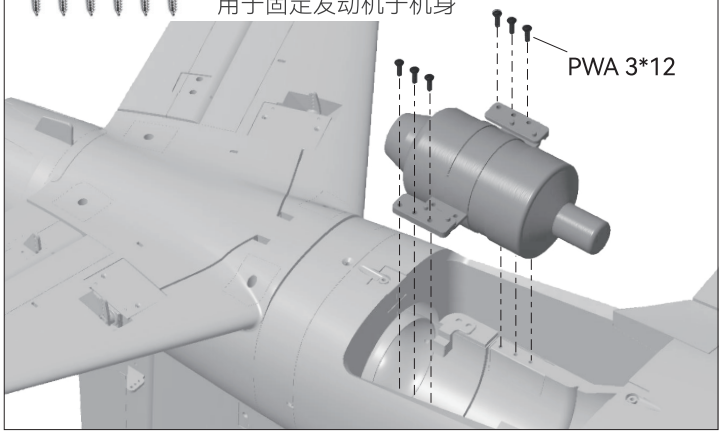
X45发动机锁件

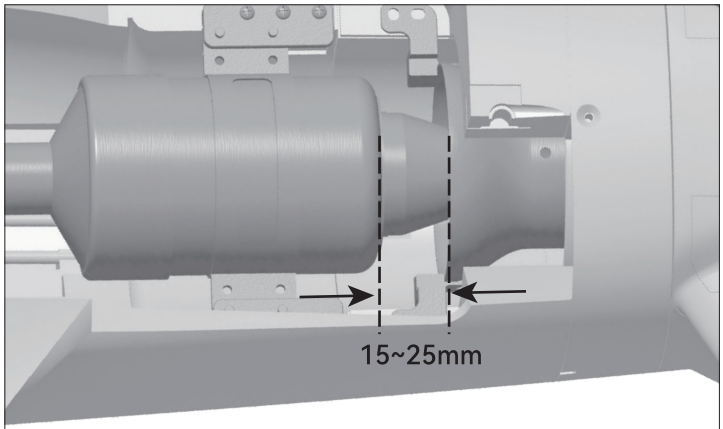
用于X45发动机固定



PWA 3*12螺丝

用于固定发动机于机身

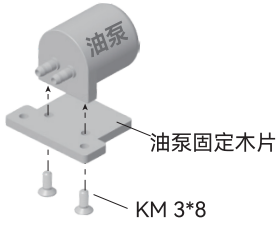


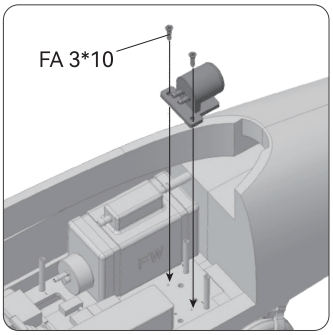


发动机平面距离金属喷管距离为：15~25mm

油泵固定木片

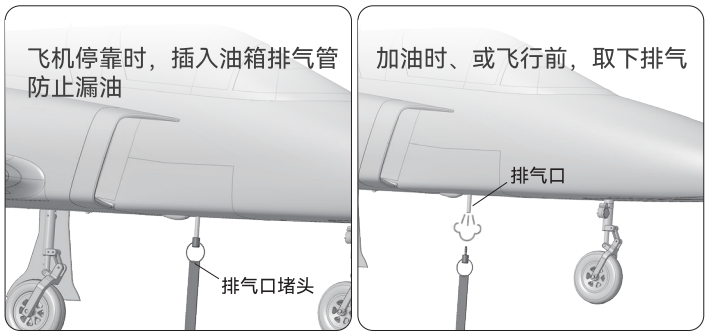
用于固定油泵于设备舱





排气口堵头

用于主油箱排气管

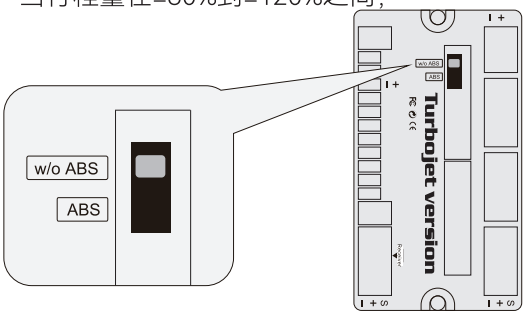


刹车系统介绍

出厂刹车系统预设模式为w/o ABS模式

1.该刹车系统需要在遥控器中使用一个开关来控制，通道舵量通常设置为±100%；如果设置为±100%发现不能启动刹车，可将该通道行程量减小到±90%或增加到±110%，再试试看。

2.该刹车系统除了使用遥控器上的开关控制外，也可以使用其他的形式控制，当行程量在±80%到±120%之间，即可启动和关闭刹车。



3.集线控制盒上的ABS开关具体功能：

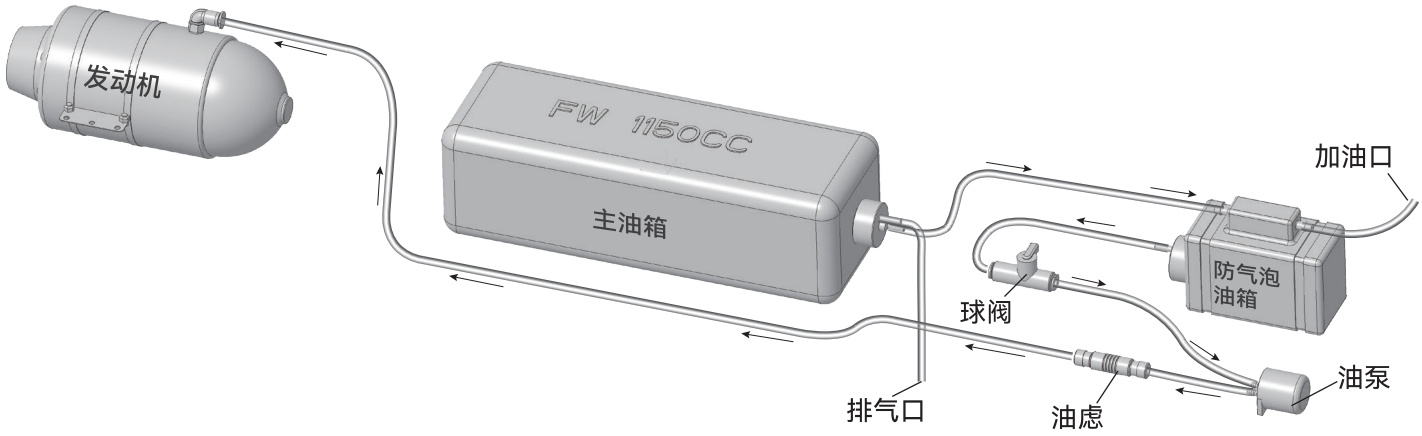
ABS模式：通过遥控器拨杆开关启动刹车，刹车启动后，系统会自动执行点刹动作，使飞机减速，直到停住，当您的遥控器上面没有自动复位开关时，可以使用该模式；

w/o ABS模式：通过遥控器拨杆开关，执行刹车的开启和关闭动作。此模式无ABS防抱死功能，此模式需配合遥控器上的自动复位开关使用，手动点刹，使飞机减速。

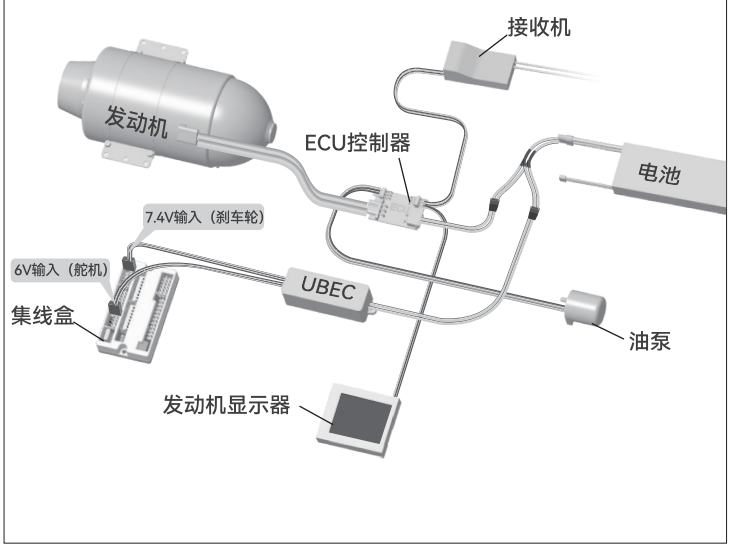
电池连接方案

1. 刹车系统和舵机使用电压是 7.4V - 25.2V (2-6S电池);
2. 当您使用的是X45或X60发动机时，可以使用一块 2S 4000mAh-2S 5000mAh的电池，即可以同时给发动机和刹车系统，舵机供电；
3. 当您使用的是K30或K45发动机时，需要使用两块电池供电，发动机使用单独一块电池供电，具体电池型号需要参考发动机说明书；刹车系统与舵机使用单独一块电池供电，建议使用容量 2S 2000mAh以上电池。
4. UBEC给接收机和刹车轮供电，提供6v稳定电压给接收机供电，不能同时给涡轮ECU供电。

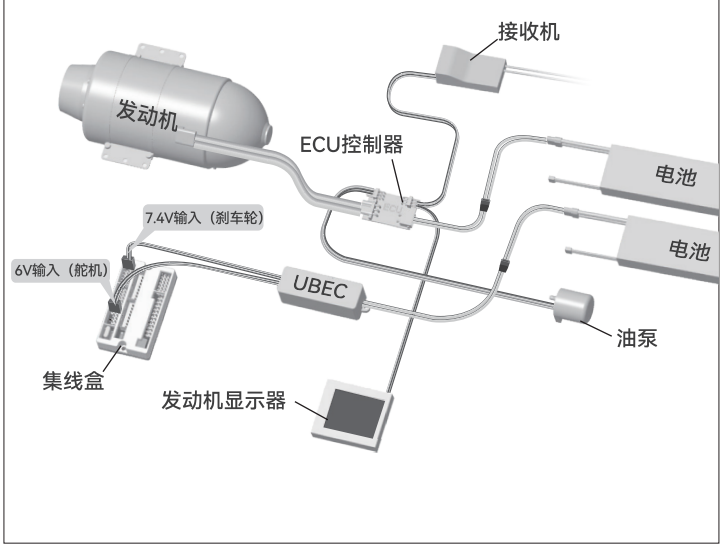
燃油管路系统示意图



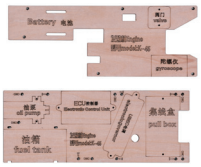
设备连接示意图-X45发动机



设备连接示意图-K45发动机



Engine Installation Component Introduction



K45 Equipment Bay wood piece

Used for mounting K45 engine components.

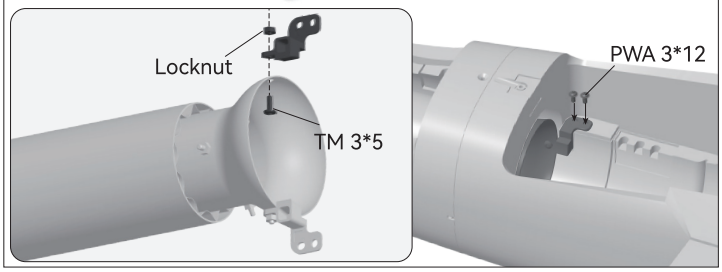
*X45 Equipment Bay Wood Piece comes pre-installed

Engine fuel pipe

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

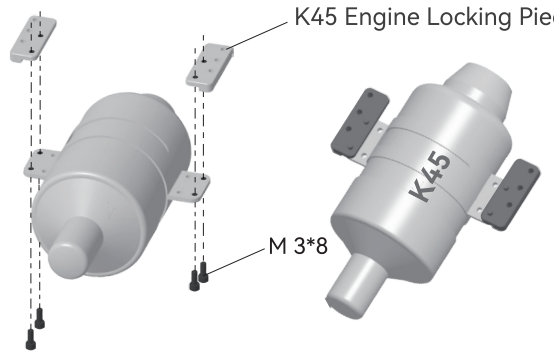
Nozzle Mounting Bracket

Used to fix the exhaust nozzle.



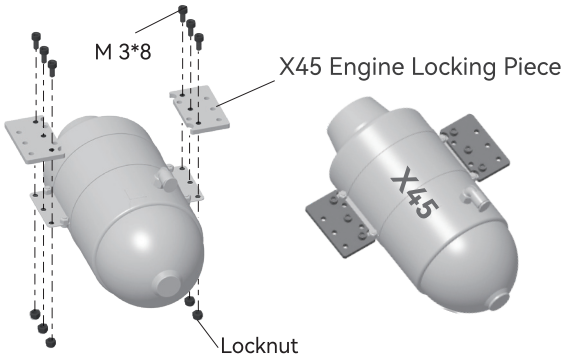
K45 Engine Locking Piece

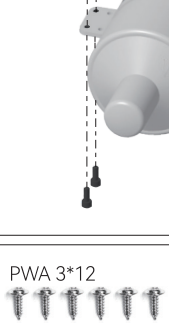
Used to fix the K45 engine in place.



X45 Engine Locking Piece

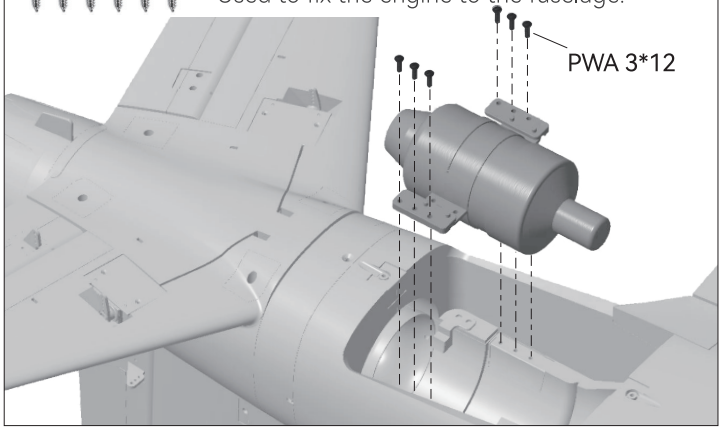
Used to fix the X45 engine in place.

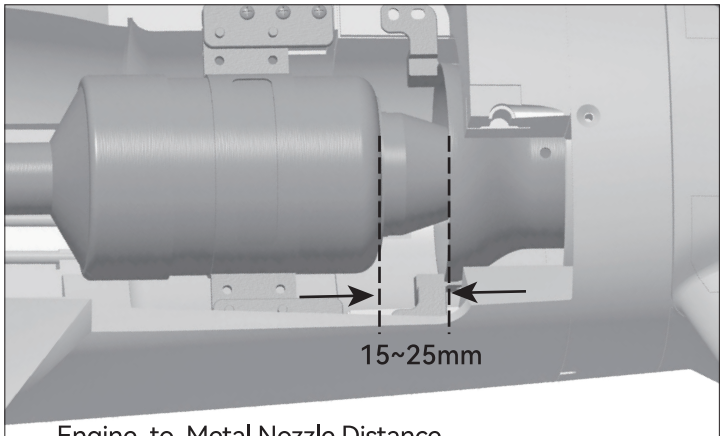




PWA 3×12 Screws

Used to fix the engine to the fuselage.

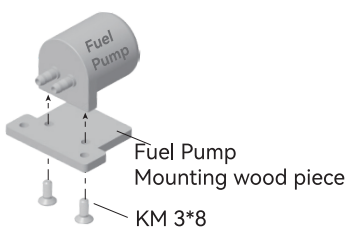


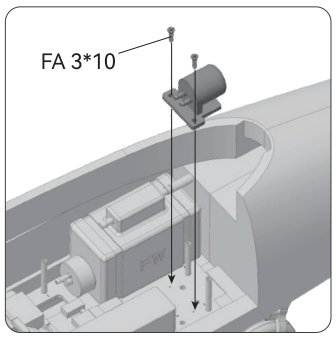


Engine-to-Metal Nozzle Distance
- Should be maintained at 15–25mm.

Fuel Pump Mounting wood piece

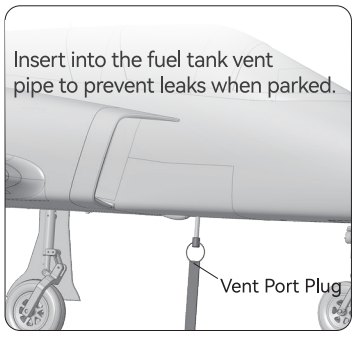
Used to fix the fuel pump inside the equipment bay.

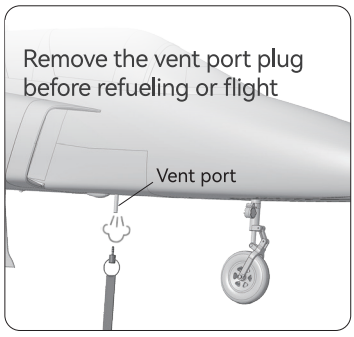




Vent Port Plug

Used for the main fuel tank vent pipe.





Brake System Introduction

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

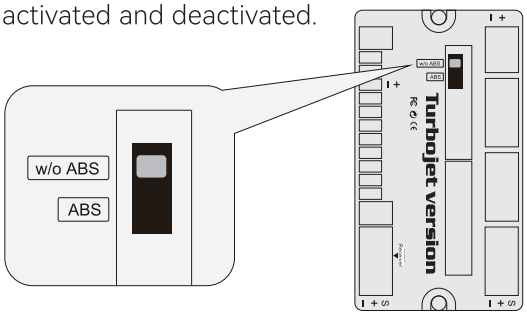
1.This brake system is controlled using a switch on the radio, with the channel travel typically set to ±100%. If the brake does not activate at ±100%, try adjusting the channel travel to ±90% or increasing it to ±110% and test again.

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 ±80% and ±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

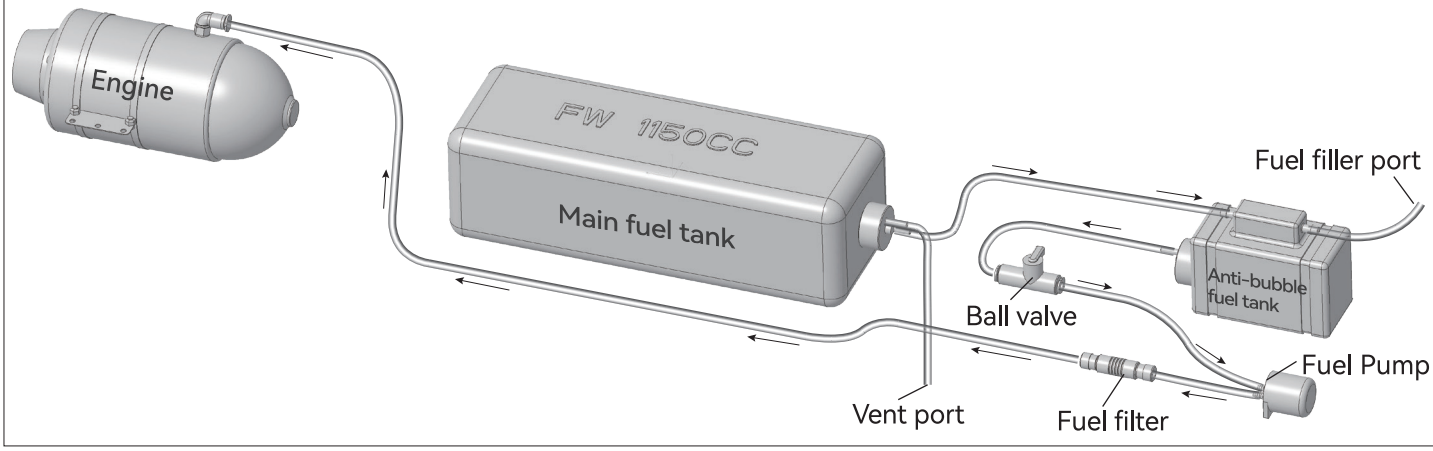
1. The brake system and servos operate at a voltage range of 7.4V–25.2V (2–6S LiPo batteries).

2. For X45 or X60 engines, a single 2S 4000mAh–5000mAh battery can be used to power the engine, brake system, and servos simultaneously.

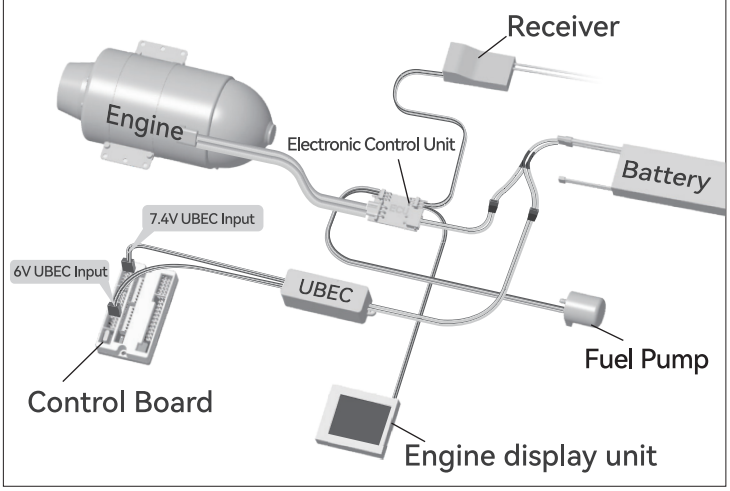
3. For K30 or K45 engines, two separate batteries are required: Engine must be powered by a dedicated battery (refer to the engine manual for specifications). Brake system & servos should be powered by a separate 2S 2000mAh (or higher capacity) battery.separate 2S 2000mAh (or higher capacity) battery.

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