



THOR130 PARAMOTOR USER MANUAL

Thank you for purchasing a PAP machine and trusting in our experience. This will let you achieve and experience flight in a very simplistic form and let those childhood dreams of flight become a reality. If you do not want this dream to become a nightmare then please read and understand fully the following recommendations about its operation and use. Enjoy your machine and always respect the flight rules.

STARTING THE ENGINE WITH CARBURETTOR PWK 24

If the fuel circuit is empty we will have to pump (fig 14) so that the gasoline rises reaching the carburetor inlet and therefore filling up the circuit. Pump 3 times to enter the correct amount of fuel in the carburetor. SEE MANUAL POLINI THOR 130

TECHNIQUE TO START THE POLINI THOR 130 FLASH START COLD WITH FULL GASOLINE CIRCUIT:

- 1º) Check that the starter cable is not blocked and that the return spring works properly. Check that the NUT which holds the gas is NOT TIGHT and not locking the throttle lever.
- 2º) Pull STARTER (fig 15).
- 3º) Lock the propeller with the security TAPE system that the propeller covers INCLUDE (fig 12).
- 4º) Leave the accelerator supported as shown in the picture (fig 20), WITH THIS ENGINE WE DO NOT NEED TO ACCELERATE WHILE PULLING THE STARTER.
- 5º) Take the safety position as pictured (fig 21) (fig 22).
- 6º) Use a gentle progressive and firm tug (fig 23); a strong pull is unnecessary because the Polini Thor 130 starts easily.
- 7º) Once started take the throttle to have the engine under control at all times. Allow the engine to run slowly for a few seconds at idle and turn it off.
- 8º) Press the STARTER (Fig. 15) to be left in its initial position.
- 9º) Remove the safety tape and propeller covers (fig 12).
- 10º) Repeat steps 4, 5 and 6 to restart the engine.

FOR SAFETY WHEN HAVING REMOVED THE STARTER YOU CAN RESTART THE ENGINE WITH THE PARAENGINE ON YOUR BACK. GRADUALLY PULLING WITH BOTH HANDS AND THE THROTTLE ON THE RIGHT HAND.

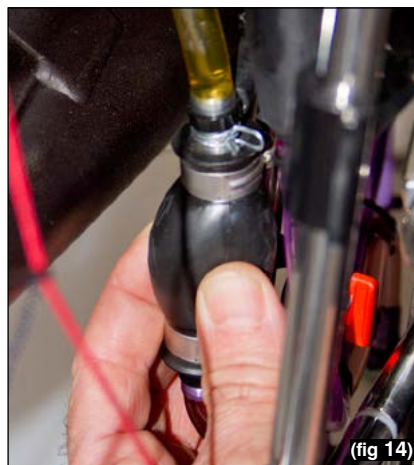
WARM START WITH FULL GASOLINE CIRCUIT:

- 1º) Check that the starter cable is not blocked and that the return spring works properly. Check that the NUT which holds the gas is NOT TIGHT and not locking the throttle lever.
- 2º) Leave the accelerator supported as shown in the picture (fig 20), WITH THIS ENGINE WE DO NOT NEED TO ACCELERATE WHILE PULLING THE STARTER.
- 3º) Take the safety position as pictured (fig 21) (fig 22).
- 4º) Use a gentle progressive and firm tug (fig 23); a strong pull is unnecessary because the Polini Thor 130 starts easily.
- 5º) Once started take the throttle to have the engine under control at all times. Allow the engine to run slowly for a few seconds at idle and turn it off.

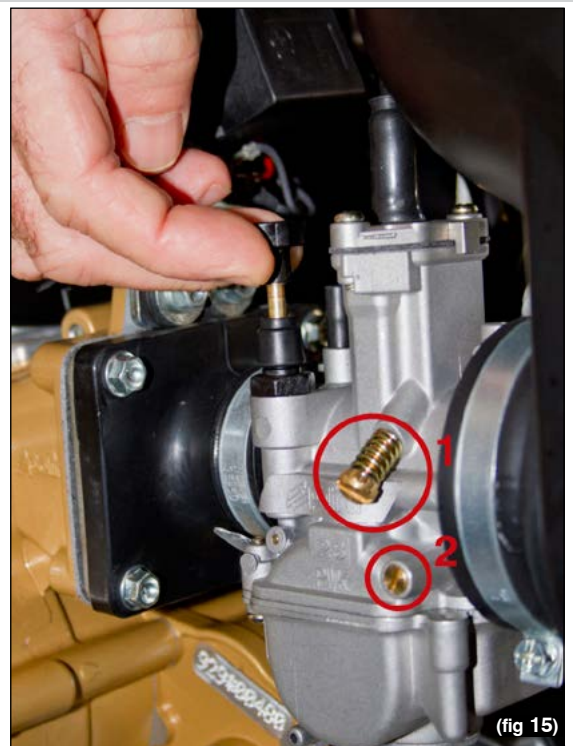
WITH THE ENGINE WARM YOU CAN START IT DIRECTLY ON YOUR BACK



NEVER START IT WITHOUT PROPELLER OR GEARBOX.



ONLY IN THE CARBURETTORS PWK, THE PIPE THAT GOES TO THE CARBURETTOR, HAS A HOLE IN IT, (fig 16) THIS IS IMPORTANT FOR IT TO FUNCTION CORRECTLY.



- 1 IDLE SCREW
- 2 AIR SCREW REGULATOR - FUEL IN IDLE (1 TURN FROM CLOSED IS THE FACTORY SETTING. WHEN YOU TIGHTEN THE IDLE SCREW YOU WILL MAKE IT RICHER)

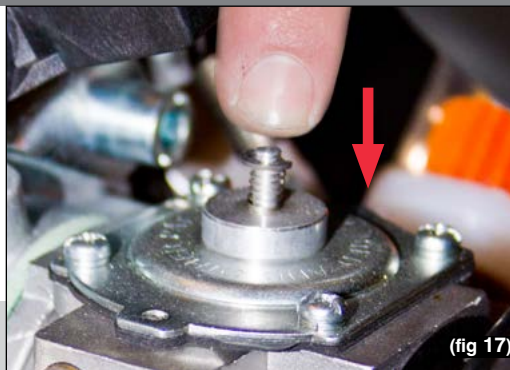
STARTING THE ENGINE WITH WALBRO 24 CARBURETOR

If the circuit is empty you must press the button located on the top of the carburetor (fig 17) and at the same time pump gasoline with Primer (fig 14) until you feel that you have reached the carburetor.

When you have reached you have to prime one more time so that gasoline goes into the carburetor.



ENSURE THAT THE BUTTON RETURNS BACK TO ITS ORIGINAL POSITION AND IS NOT PRESSED INWARD.



TECHNIQUE TO START THE POLINI THOR 130 FLASH START COLD WITH FULL GASOLINE CIRCUIT:

1^o) Check that the starter cable is not blocked and that the return spring works properly. Check that the NUT which holds the gas is NOT TIGHT and not locking the throttle lever.

2^o) Lock the propeller with the security TAPE system that the propeller covers INCLUDE (fig 12).

3^o) Leave the accelerator supported as shown in the picture (fig 20), WITH THIS ENGINE WE DO NOT NEED TO ACCELERATE WHILE PULLING THE STARTER.

4^o) Take the safety position as pictured (fig 21) (fig 22).

5^o) Use a gentle progressive and firm tug (fig 23); a strong pull is unnecessary because the Polini Thor 130 starts easily.

6^o) Once started take the throttle to have the engine under control at all times. Allow the engine to run slowly for a few seconds at idle and turn it off.

7^o) Remove the safety tape and propeller covers (fig 12).

8^o) Repeat steps 3, 4 and 5 to restart the engine.

FOR YOUR SAFETY, YOU CAN RESTART IT WITH THE ENGINE IN THE BACK. PULLING PROGRESSIVELY WITH BOTH HANDS AND THE THROTTLE ON THE RIGHT HAND SIDE.

WARM START WITH FULL GASOLINE CIRCUIT:

1^o) Check that the starter cable is not blocked and that the return spring works properly. Check that the NUT which holds the gas is NOT TIGHT and not locking the throttle lever.

2^o) Leave the accelerator supported as shown in the picture (fig 20), WITH THIS ENGINE WE DO NOT NEED TO ACCELERATE WHILE PULLING THE STARTER.

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WITH THE ENGINE WARM YOU CAN START IT DIRECTLY ON YOUR BACK



NEVER START IT WITHOUT PROPELLER.

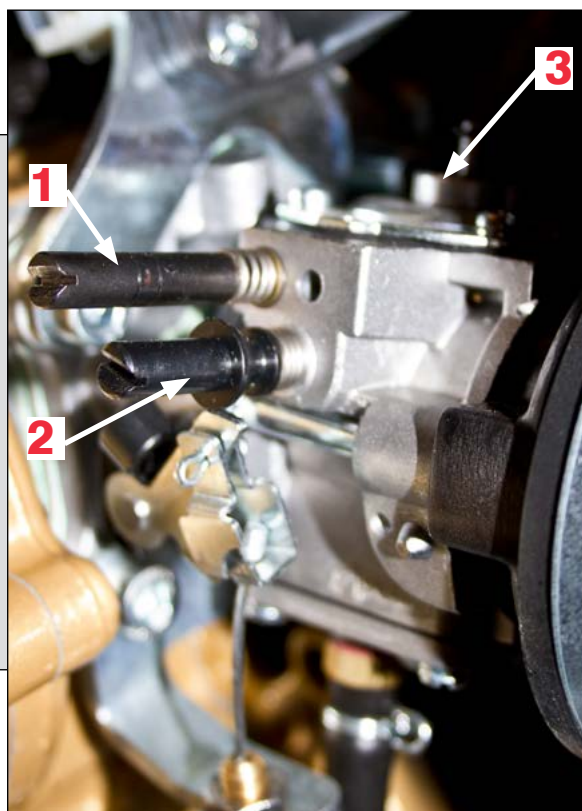
1 Regulation screw low RPM; Adjustment by default is between 1 + 1/4 and 1 + 1/2 turns out from fully screwed in. In order to get this you should open from closed position depending on the situation (altitude, temperature, humidity, and air density). On cold seasons, it will be necessary to close it a bit more.

2 Idle screw; It adjusts the idling regime opening choker plate at its minimum. Adjust it while engine is hot and until it reaches 2100 – 2200 RPM.



THIS IS THE FACTORY SETTING. UNDER NO CIRCUMSTANCES SHOULD YOU MODIFY THIS SETTING, TO OPEN IT OR TO CLOSE IT, AS THE RISK IS HIGH OF DANGEROUSLY BORING A HOLE IN THE PISTON.

3 Button to prime the carburetor (fig 17).

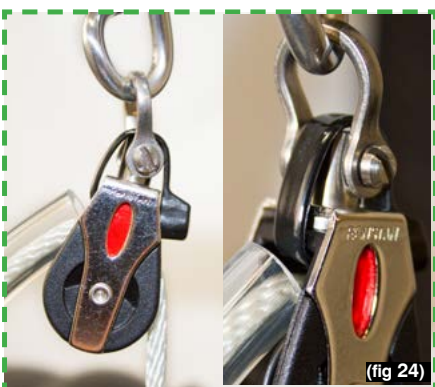
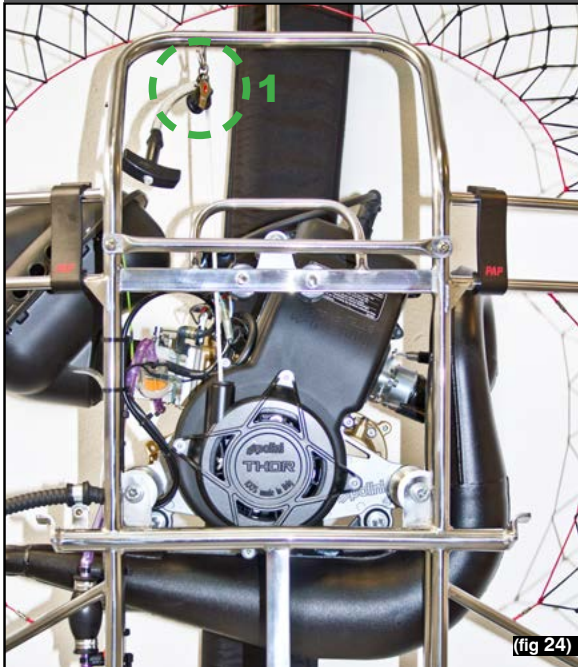


OPTION FOR THE POSITION FOR THE “FLASH STARTER”

With the Flash Starter system which is mounted standard on the Polini engines, we have prepared our frames so that you can place the starter handle behind the head (fig 24) as on the left side (fig 25) of the frame depending on your preference, and the use or not of the HRS System (parachute bag behind the head).

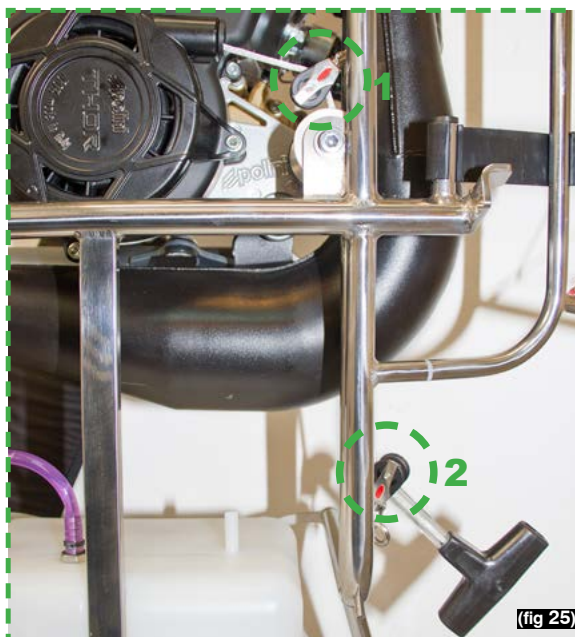
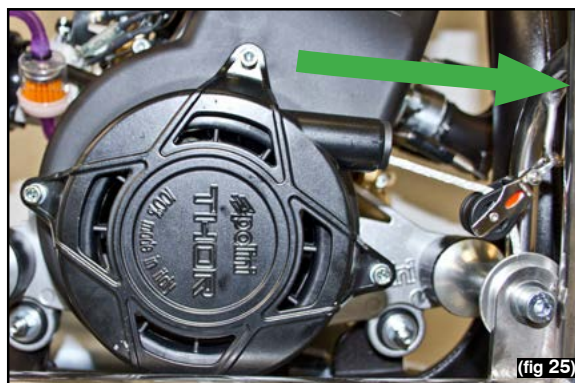
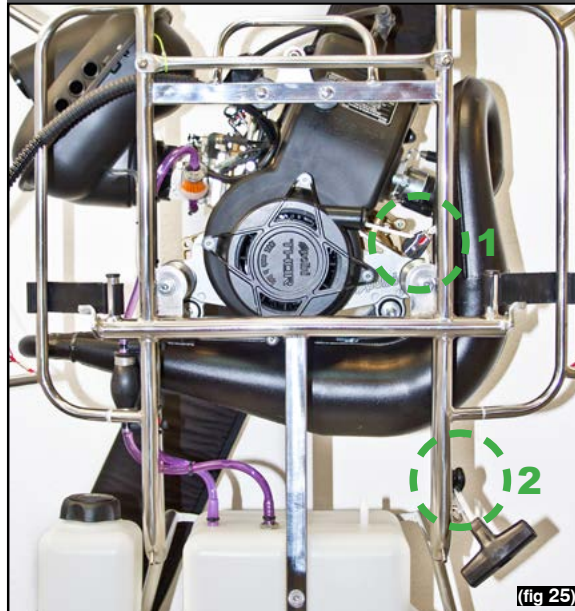
It will be standard mounted at the workshop on the left side of the frame, as we find it safer when starting the engine on the ground, unless the client ask's otherwise.

POSITION FOR THE STARTER BEHIND THE HEAD



The wrap is so that the tape is always in a forward position which makes it easier to grab when the engine is on your back.

POSITION FOR THE STARTER ON THE LEFT SIDE



See manual of the Polini Thor 130

For information about the running of the engine, fuel recommended, reductor oil, maintenance, warranty, etc.