



PAP Team

THOR200 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 28

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 200, CARBURETOR PWK).

TECHNIQUE TO START THE POLINI THOR 200 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 200 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.

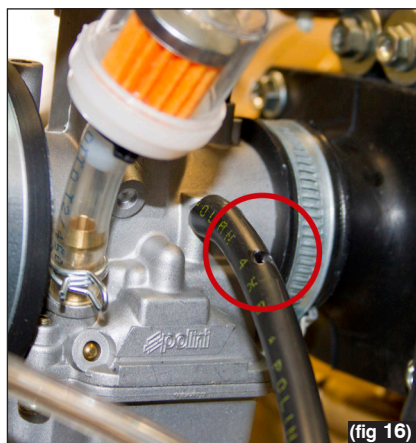
WARM START WITH FULL GASOLINE CIRCUIT:

- 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 200 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.

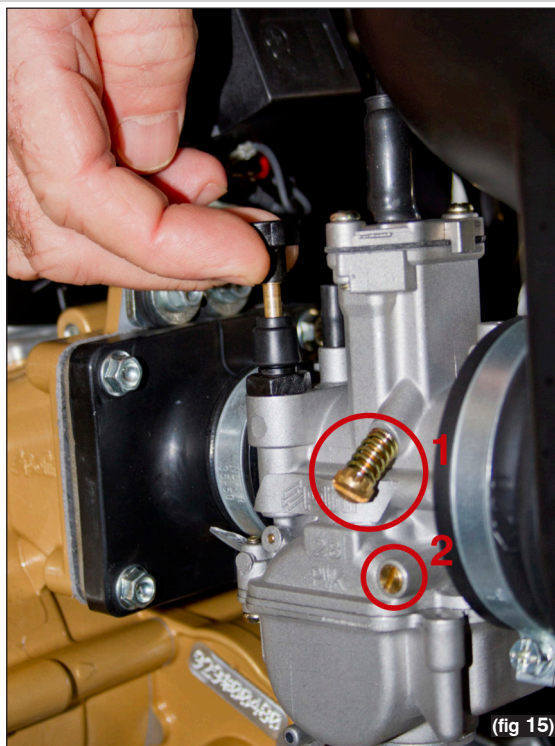
WITH THE ENGINE
WARM YOU CAN
START IT DIRECTLY
ON YOUR BACK



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 37CARBURETOR

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 carburettor.

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



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

TECHNIQUE TO START THE POLINI THOR 200 FLASH START COLD WITH FULL GASOLINE CIRCUIT:

19) 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.

29) Lock the propeller with the security TAPE system that the propeller covers INCLUDE (fig 12).

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

49) Take the safety position as pictured (fig 21) (fig 22).

59) Use a gentle progressive and firm tug (fig 23); a strong pull is unnecessary because the Polini Thor 200 starts easily.

69) 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.

79) Remove the safety tape and propeller covers (fig 12).

89) 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:

19) 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.

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

39) Take the safety position as pictured (fig 21) (fig 22).

49) Use a gentle progressive and firm tug (fig 23); a strong pull is unnecessary because the Polini Thor 200 starts easily.

59) Once started take the throttle to have the engine under control at all times.

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



NEVER START IT WITHOUT PROPELLER.

1 Adjustment screw low; as if it were a clock is pressed without straining and the equivalent opens up to 40 minutes on the clock wheel. This is the basis of factory regulation. From this position according to the atmospheric conditions can lock or unlock carefully (in comparison with the clock, this setting should never be greater than 5 minutes of the clock).

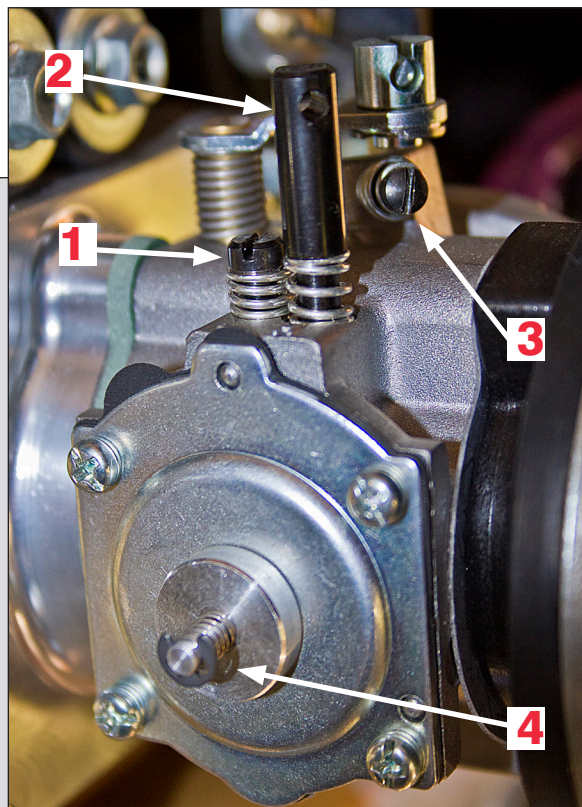
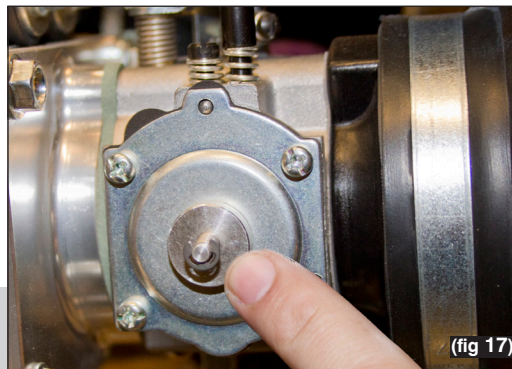
2 Regulation screw high; factory base adjustment is 2 turns.



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 Idle screw

4 Button to prime the carburetor (fig 17).

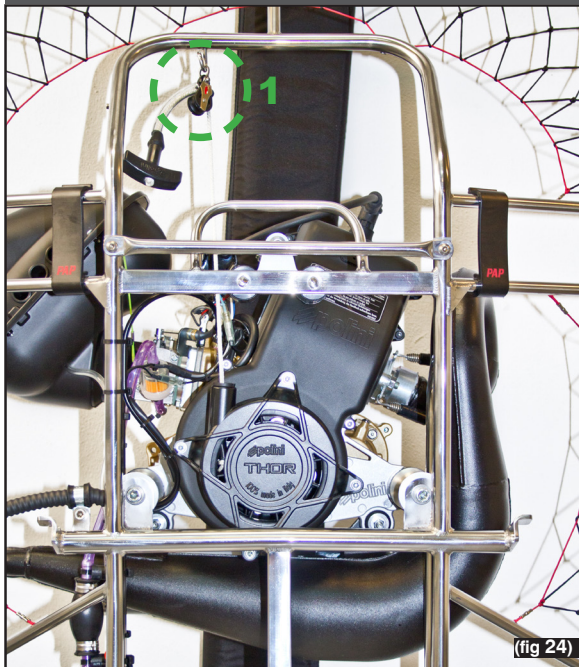


OPTION FOR THE POSITION FOR THE “FLASH STARTER”

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).

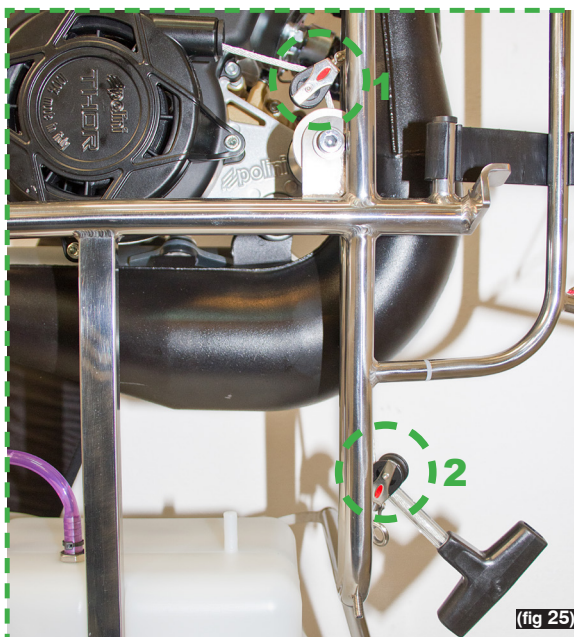
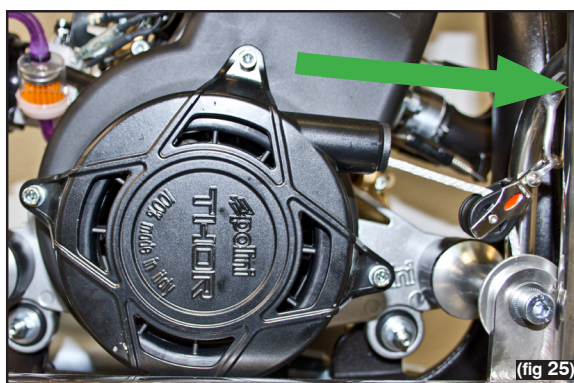
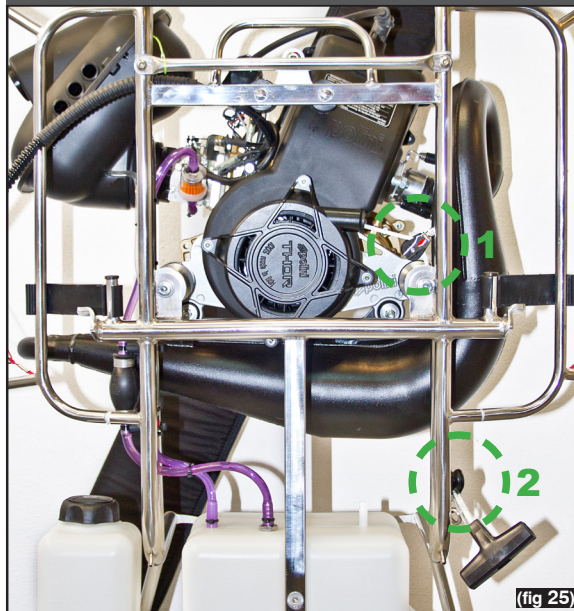
It will be standard mounted at the workshop on the left side of the frame, as we find it safer when starting the engine on the ground, unless the client ask's otherwise.

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



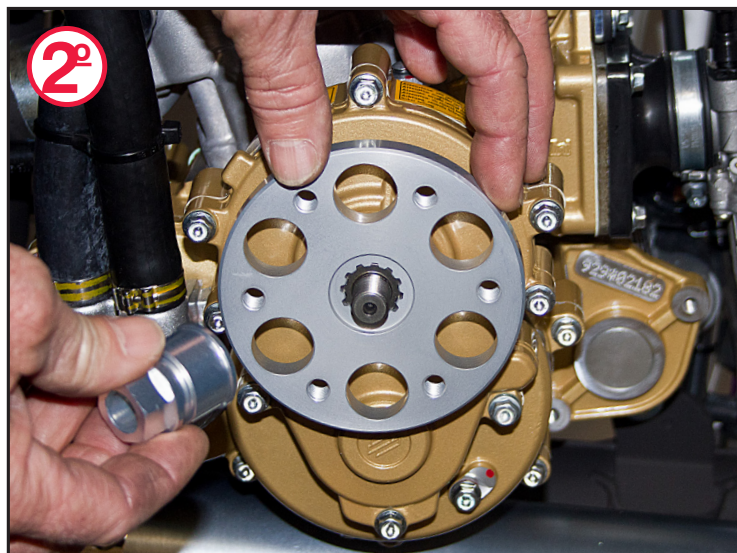
See manual of the Polini Thor 200

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

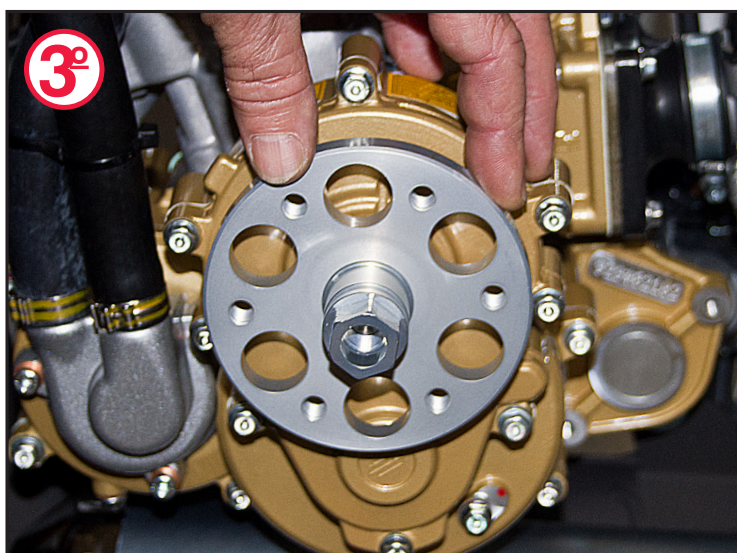
ASSEMBLY PROPELLER POLINI THOR 200 & THOR 250



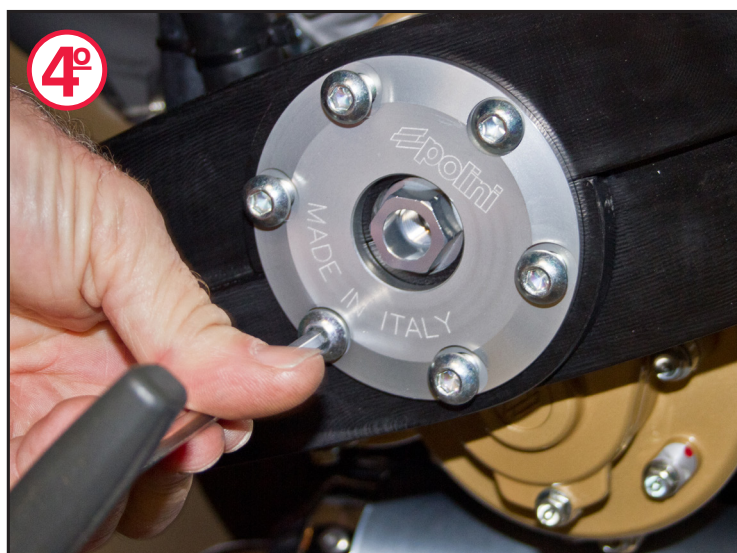
Like this we receive the engine.



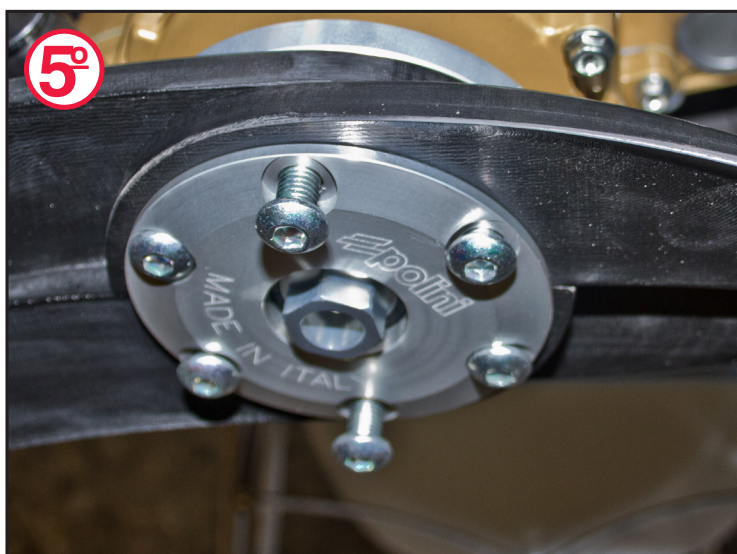
We place the central bolt for the propeller support.



We place the central bolt for the propeller support.



We place the 6 propeller screws without tightening them.



We leave the screws loose for the next step.

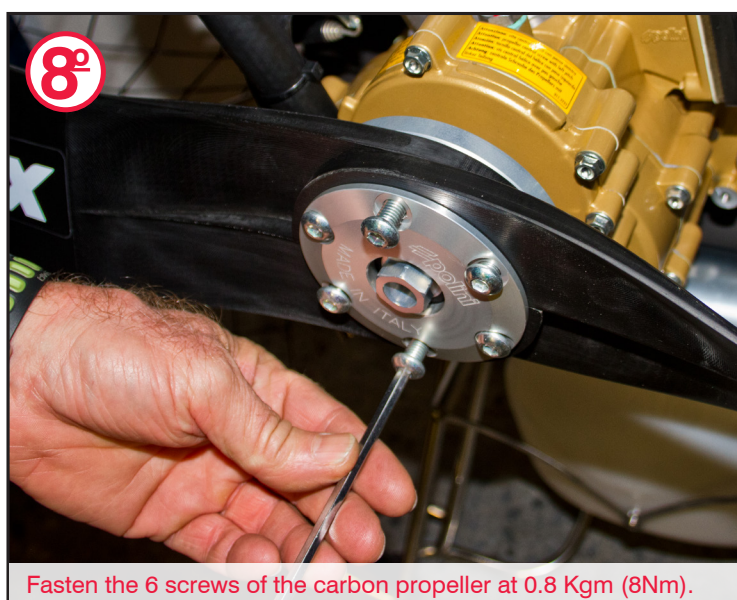


We use a tubular bent key of 19mm. which is the only key that will let you fasten with strength without damaging the central bolt.

ASSEMBLY PROPELLER POLINI THOR 200 & THOR 250



Fasten ***anti clockwise** while we hold the propeller with our other hand.



Fasten the 6 screws of the carbon propeller at 0.8 Kg (8Nm).



Ready for flight. Its normal that there is small space no bigger than a millimeter.



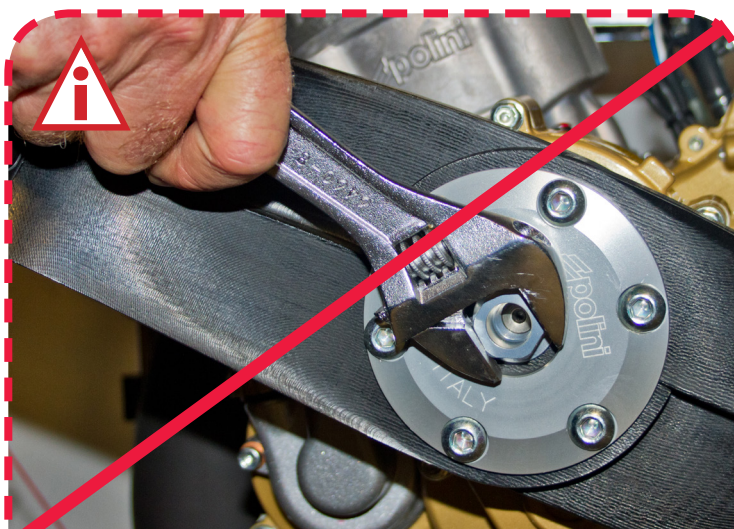
Serial number of the Polini engines

THOR200

- The tightening will be **clockwise** for the engines with serial numbers from 783 to 1591.
- The tightening will be **anti clockwise** for the engines with serial n° 1592 onwards.

THOR250

- The tightening will be **clockwise** for the engines with serial n° until no1689.
- The tightening will be **anti clockwise** for the engines serial n° 1690 and onwards .



DO NOT USE ANY OTHER KEY TO FASTEN FOR NOT DAMAGING THE CENTRAL BOLT AND BE ABLE TO TIGHTEN WITH STRENGTH.