TINOX

FRAME USER MANUAL

FLY PAP, FLY THE ORIGINAL SINCE 1989



ASSEMBLY OF THE TINOX FRAME

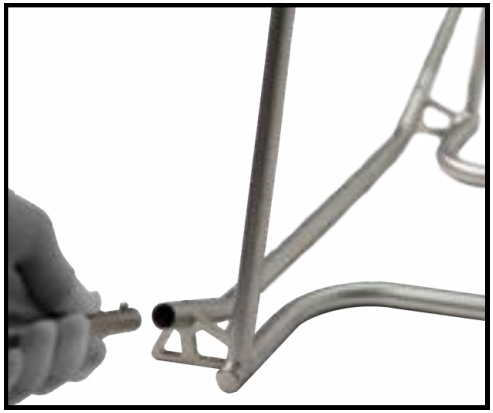
Your TINOX is nearly ready to fly, you will only have to assembly the frame and the propeller. Once you have followed all the steps do not forget to do the pre-flight check before each take off.

WARNING: Not following the steps, indicated in the photo below, could damage parts of the frame.
All the parts have to fit together without any effort. Please contact your dealer or us in case they do not, we will have to analyze the problem.

VIDEO



1º Attach the down curve cage section.There are two identical cage sections, you can start with any of them. To attach it press the pin and insert it gently until the pin clicks into the hole.



2º Attach the upper to the middle section. You will have to wait until you attach the upper part to adjust it on the nylon guide.

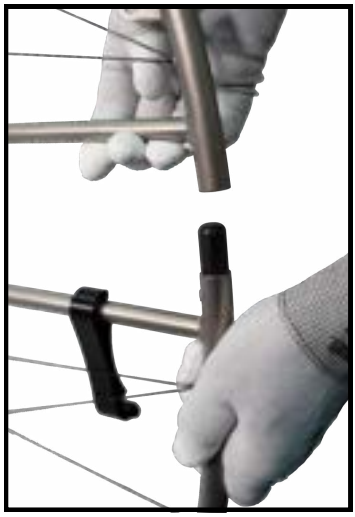
Be sure that the net is not tight.



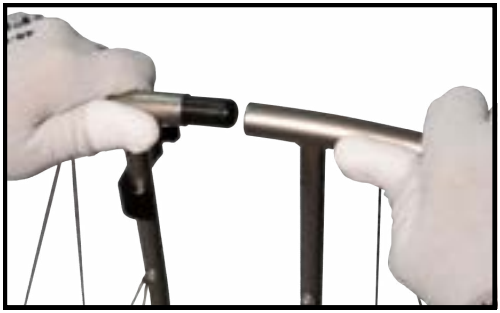
3º Attach the upper part.There are two identical cage sections meaning you can start with any of them. To attach it press the pin and insert it gently until the pin reach the hole.



4º To mount the outer sides, you will have to adjust the down part on the nylon guide until it matches with the upper part.



5º Lastly, bring the whole top of the outer cage together by joining the two top parts.



6º Once you have finished to mount everything close the 3 clips. Make sure that they are well secured.

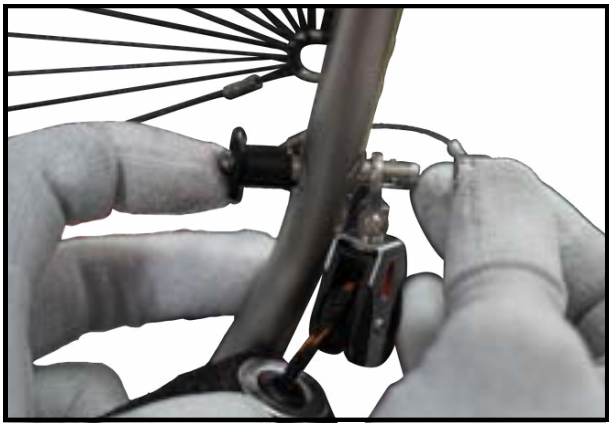


ATTACH THE PULL START

Always attach the pull start before the propeller.

1 Insert the push-pin on the hole of the frame pressing the button.

2 Slide the shackle of the pulley on the push-pin and close the push-pin with the cap pressing the button.

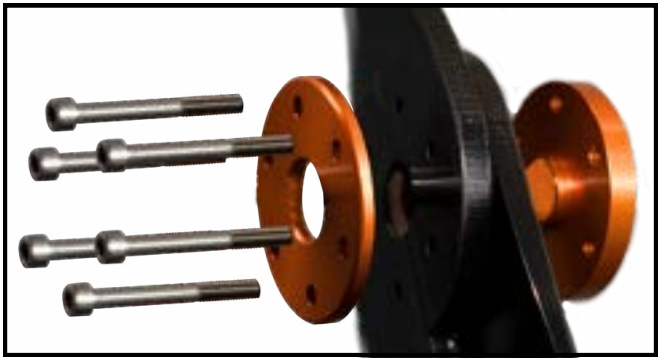


ASSEMBLY AND MOUNTING OF THE PROPELLER

1 Lay your two propeller blades on the ground with the PAPTeam or brand stickers facing upwards. Slide the two propeller blades together ensuring the mounting holes align perfectly.

2 Insert your six propeller bolts into the propeller plate. Align bolts with the mounting holes and insert into the propeller. If required, make sure the Vittorazi spacer is fitted behind your propeller.

3 Use the Allen key required for the bolts and fit your propeller tightening the bolts in a diagonal pattern slowly and evenly across the hub.
Tightening torque at pag.13 .



	ATOM 80	SAFARI 125	MOSTER 185	POLINI
SIZE BOLTS	E-PROPS: 6x60mm HELIX: 6x55mm	E-PROPS: 6x70mm HELIX: 6x55mm	E-PROPS: 6x60mm HELIX: 6x50mm	E-PROPS: 8x50mm HELIX: 8x35mm

WARNING: The propeller spacer is only mandatory with the Moster 185 and the Helix propeller with the thin hub.

DISASSEMBLY OF THE TINOX FRAME

WARNING: Not following the steps indicated in the photo below could damage the parts of the frame.
All the parts have to fit together without any effort. Please contact your dealer or us in case they do not, we will have to analyze the problem.

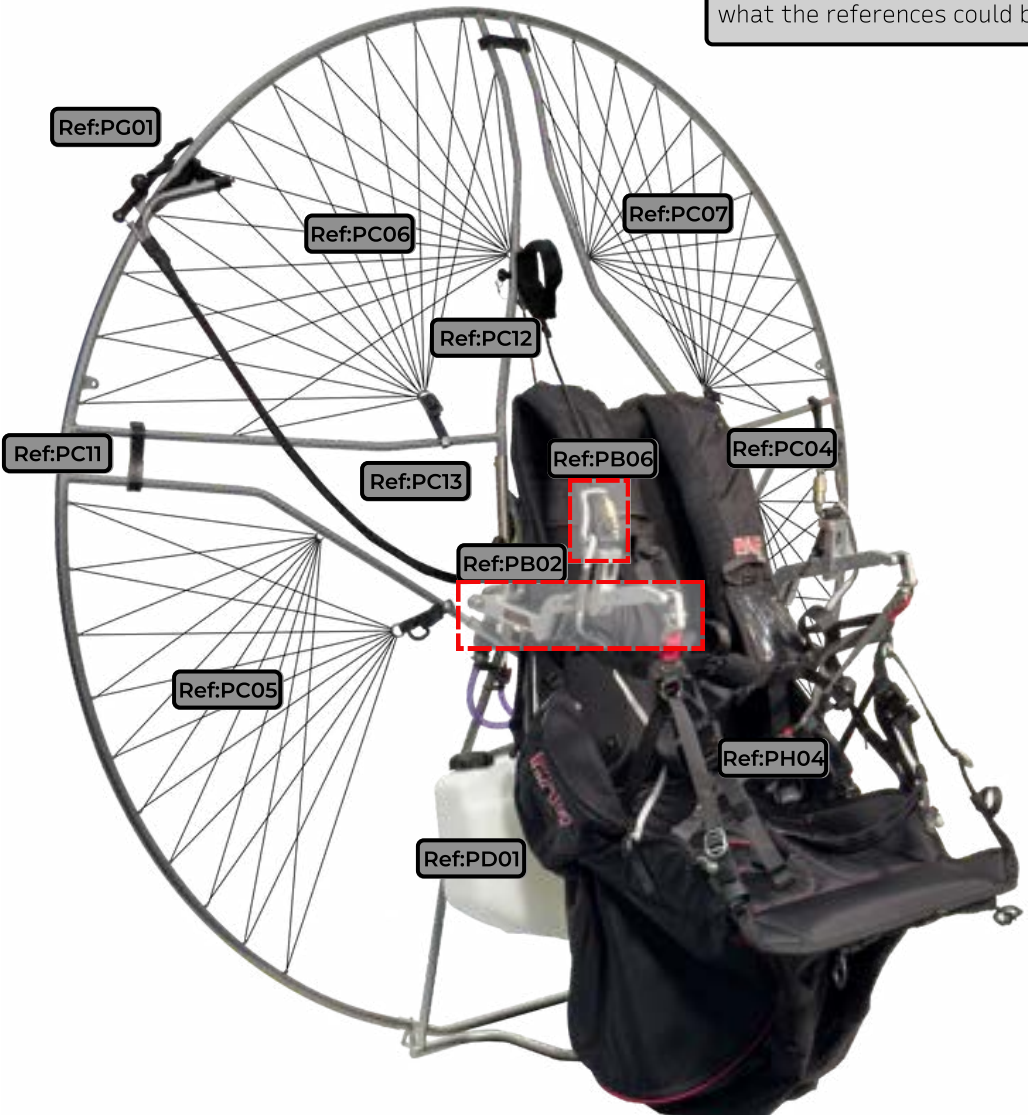
To dismount the frame, you will have to follow the steps of the assembly but in reverse.

VIDEO



FRAME PARTS

Many of the parts could have variations where the references might change, this is just an example of what the references could be.



ADJUST YOUR ATS

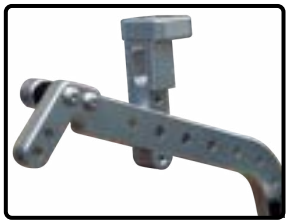
WARNING: The ATS will determine your body position in flight, not the shackle. The shackle is the one that holds the glider.

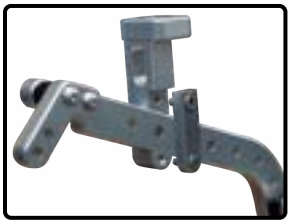
The ATS will allow you to adjust millimetrically your position in flight for maximum comfort in the air. A bad position in flight will give you more chances to have a bad landing and damage your equipment.

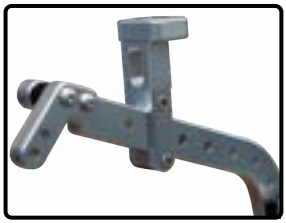
The paramotor is shipped with the ATS dismounted from the arms. To mount it you will only need a 4mm Allen key and follow this steps:

1. To mount the ATS, unfasten the 5mm bolts and set-up the ATS to the desired position on the arms. Check it on the page 10

2. Once the ATS is located on the required position, lock the ATS by tightening the screws to 6 Nm.



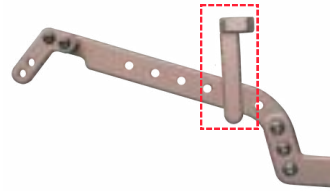




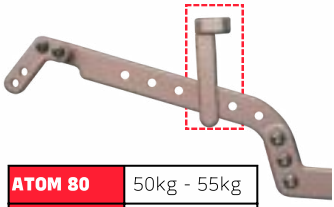
To change the position of the ATS you only have to untighten the screws and slide it, not remove them.

PILOT WEIGHT GUIDE

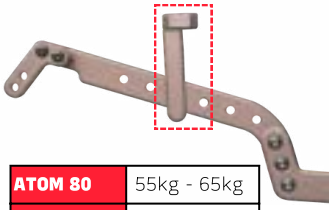
WARNING: The following guide is for an initial reference point only. We recommend you to be supervised by your instructor and test it by hanging in a simulator before your first flight.
After the first flight you might have to readjust it, until you find the position for maximum comfort.



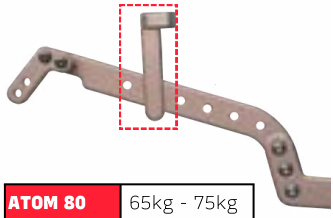
MOSTER 185	55kg - 65kg
THOR 202	70kg - 75kg
THOR 303	75kg - 80kg



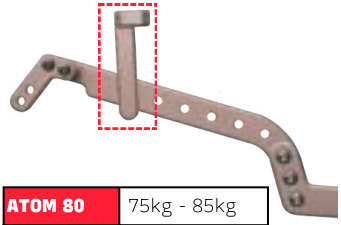
ATOM 80	50kg - 55kg
MOSTER 185	65kg - 70kg
THOR 202	75kg - 80kg
THOR 303	80kg - 85kg



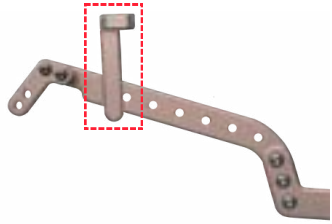
ATOM 80	55kg - 65kg
MOSTER 185	70kg - 80kg
THOR 202	80kg - 90kg
THOR 303	85kg - 95kg



ATOM 80	65kg - 75kg
MOSTER 185	80kg - 90kg
THOR 202	90kg - 100kg
THOR 303	95kg - 105kg



ATOM 80	75kg - 85kg
MOSTER 185	90kg - 100kg
THOR 202	100kg - 110kg
THOR 303	105kg or more



ATOM 80	85kg or more
MOSTER 185	100kg or more
THOR 202	110kg or more

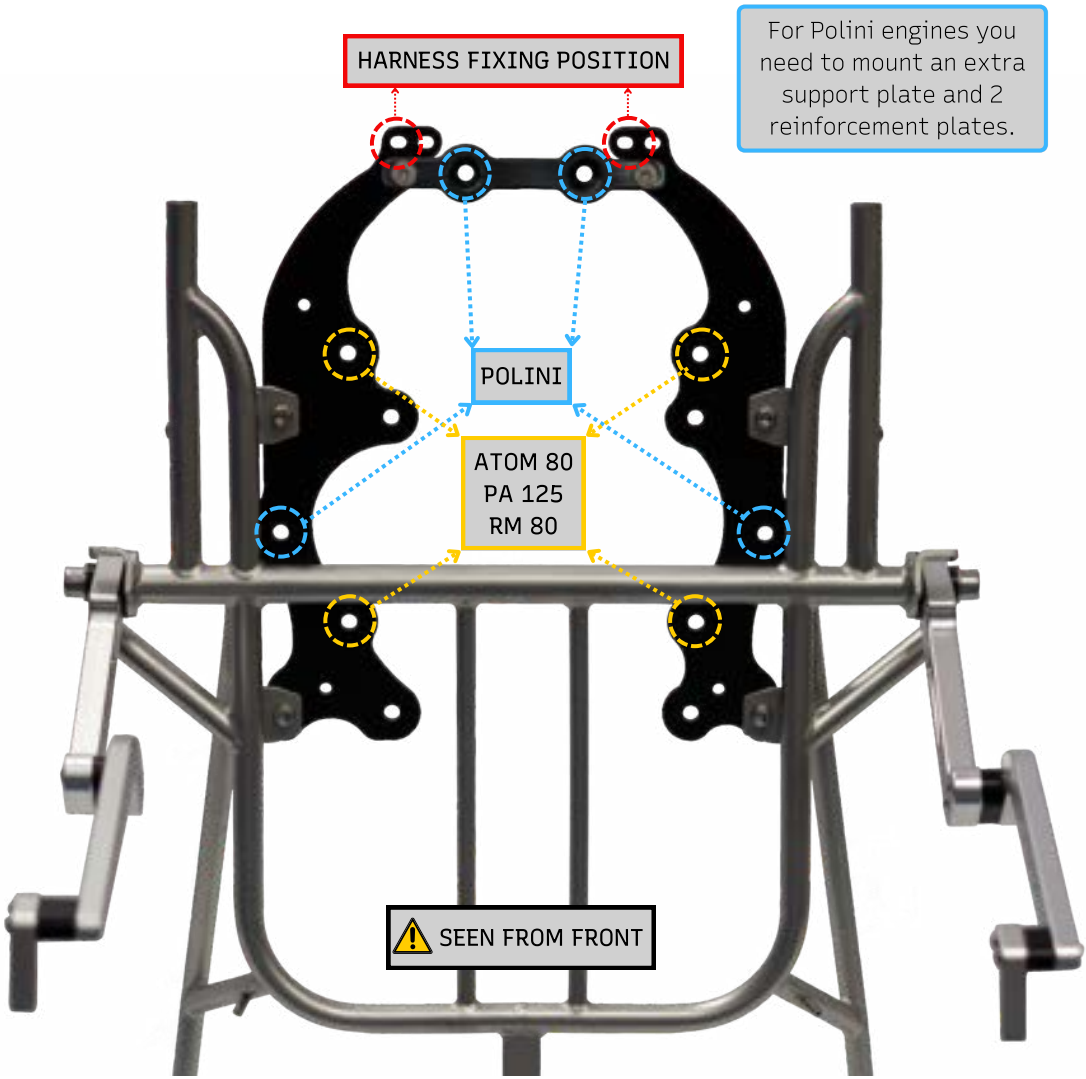
HOW TO FIND THE PERFECT POSITION IN FLIGHT?
To maintain a good position in flight, you should hang in a simulator and have a 20-degree inclination. This inclination will change once you are in the air, and you will have a more upright posture. The ideal posture is to have a slightly reclined position once in level flight.

WARNING: When you're going to fly with the Rolling trike with Standard wheels you have to move forward 2cm / 1 point the ATS. With the Rolling trike with thin wheels or the Mini Rolling we recommend you to move forward 1cm.

DIFFERENT POSITION OF THE HARNESS AND THE ARMS

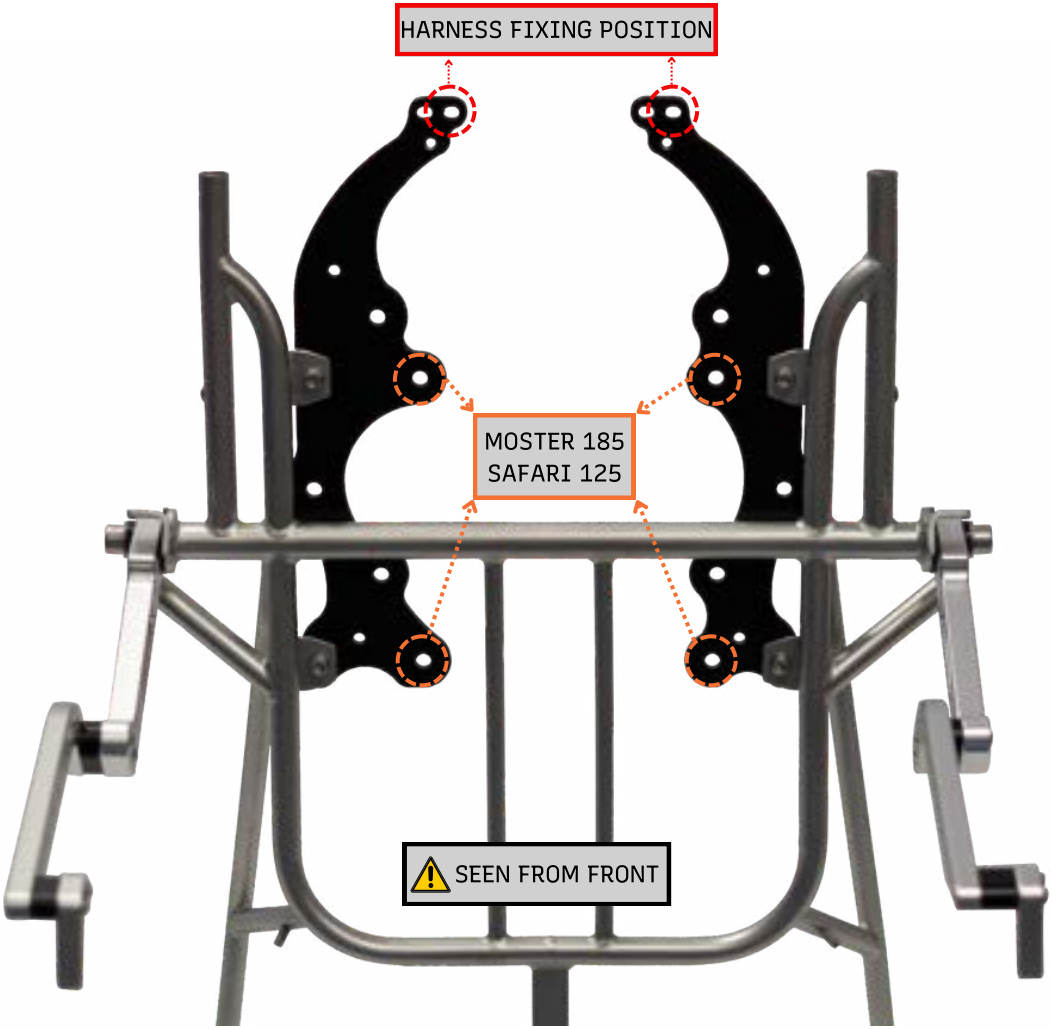
There are engines with the propeller turning left or right, flight position.
On the frame you will find 2 anchor points to mount the harness and depending of the direction of rotation of the propeller there are 2 different arms.

ENGINES WITH RIGHT TURNING PROPELLER (FLIGHT POSITION)



DIFFERENT POSITION OF THE HARNESS AND THE ARMS

ENGINES WITH LEFT TURNING PROPELLER (FLIGHT POSITION)



TINOX FRAME MAINTENANCE

WARNING: The maintenance on you frame is as important as your engine's. A good maintenance will avoid you to have problems related to engine failures and broken parts.

- **ZICRAL CARABINERS:** Zicral carabiners must be changed every 5 years.
- **HARNESS:** The harness must be changed every 10 years.
- **POREX FILTER:** In our paramotors a Porex filter is mounted in the fuel tank. You will have to change it every year or every 100 flight hours.
- **FUEL LINES:** To avoid air bubbles in your fuel lines check them once in a while.
- **SCREWS:** During your pre-flight check don't forget to check the screws that are in your frame to avoid any accident in flight. You don't have to check bolts of the arms, the engine support plate and the head of the ATS as they are sealed with liquid bolt retaining compound.

FRAME TORQUE SETTINGS	
Harness nuts	9-10 Nm
ATS screws	6-6,5 Nm
Engine support plate screws	9-10 Nm
Engine support screws	25-27 Nm
Fuel tank screws	6-6,5 Nm
Bracket for outer throttle cover	6-6,5 Nm
Arms srews	Until the arm don't have movement sideways
Carbon Propeller	10-12 Nm (Helix) / 8 Nm (E-Props)
Wooden propeller, screws of 6mm	6-7 Nm

¡READ BEFORE FLY!

SECURITY ON THE GROUND

- Check that the throttle cable is free from twist and that the handle has full range of motion. Make sure that the cruise control wheel is loose to the maximum.
- Make sure that nobody is around you before start your engine.
- We recommend to start the engine with the paramotor on your back.

PRE-FLIGHT CHECK

1. Be sure to mount the appropriate propeller and in the right position.
2. Check all the shackles that attach your harness to the arms.
3. Check the tightness of all bolts that are on your paramotor to prevent any fatal accident in flight.

CLEAN THE ENGINE AFTER THE FLIGHT. THIS WILL ALLOW YOU TO SEE ANOMALIES THAT HAVE BEEN MADE DURING YOUR FLIGHT.

TRAVEL AND STORAGE YOUR PARAMOTOR

During the transport and long-term storage of your paramotor you have to remove all the fuel. This will prevent a build up of gases in the fuel tank.
Hot temperatures increase the gases.

SAFETY PROPELLER STRAP

It will allow you to start your engine in cold on the ground safely. This strap will avoid the propeller to spin if the throttle gets stuck.

- Don't use the strap to warm up the engine.
- Don't use it for an engine without clutch.



THROTTLE POSITION ON YOUR HAND

To avoid the throttle cable from going into the propeller during flight, pass the accelerator cover around the forearm as shown on the image.



ROLLING TRIKE WITH STANDARD WHEELS / REF:TR01

TRIKE WEIGHT

- Standar wheels: 17kg
- Thin wheels: 11,15kg



DOUBLE RING FOR TRIKE / REF:TR25



TRIKE TANDEM KIT / REF: TR27



FOOT-LAUNCH TANDEM KIT / REF: PSB02



TACHOMETER / REF:PT01



HEAD CYLINDER SENSOR / REF:PT02



WATER / HEAD CYLINDER POLINI SENSOR / REF: PT03



LIFEJACKET / REF:PCS01



FRONT RESCUE SYSTEM / REF:PP09



SIDE RESCUE SYSTEM / REF:PP10



PARAMOTOR TRANSPORT BAG / REF:PF01



LIGHT COVER / REF:PF04



FRAME WARRANTY

1.- The frame warranty is for a period of 2 years from the invoice date.
2.- It ensures product conformity according to the use for which it is intended.
3.- Within the warranty period of the first 6 months, we will evaluate without charge, any malfunction of the unit due to manufacture error, either by repairing, or the replacement of damaged parts. If this is not possible, we will then replace the complete unit, provided that the chosen option is feasible, and not economically disproportionate to the replacement of the faulty part, this decision will be decided at our discretion. To qualify for repair, the owner should contact an authorized service dealer, alternatively please contact the factory directly.
4.- The guarantee, referred to in paragraph 1, is suspended during repair. The suspension period will start from when the consumer delivers the unit to our dealer, and ends with the delivery of the unit to the customer. Consequently, the warranty is extended for the repair period.

Excluding the responsibility of warranty:
This warranty is void in cases of : misuse, improper use , tampering, deterioration of the unit due to external agents such as harmful products , chemicals, corrosive obstructive, or due to improper maintenance, lack of cleaning or the use of non-original spare parts for our brand.
Also not covered under this warranty, any failures from misuse, as understood due to the situations described below:
1.- The use of propellers which are not supplied by PAP or repaired by particulars or professionals who are not the manufacturers who supply the propellers to PAP, will mean the cancellation of all guarantee rights. (This norm is due to the vibration produced by propellers which do not correspond to the engine model or unbalanced due to an incorrect reparation, all this can produce imperfection on the engine or frame, which in no way are imperfections from the manufacturer.)
2.- The warranty does not contemplate the seize-up of the cylinder. (Mechanically this is understood as the engine goes through a quality control at the manufacturer and the tests done at the PAP workshop, it should never seize-up unless there is not enough oil in the mixture or that the mix of air and gasoline is disproportioned, due to dirt in the carburetor, a defective joint or a spark plug not tightened properly. Resuming, due to the loss of stagnation on the engine blocks, factors which can always be avoided following the recommendations and most important of all revising periodically the engine).
Shipping costs to the factory will be borned by the customer.

P.A.P TEAM

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