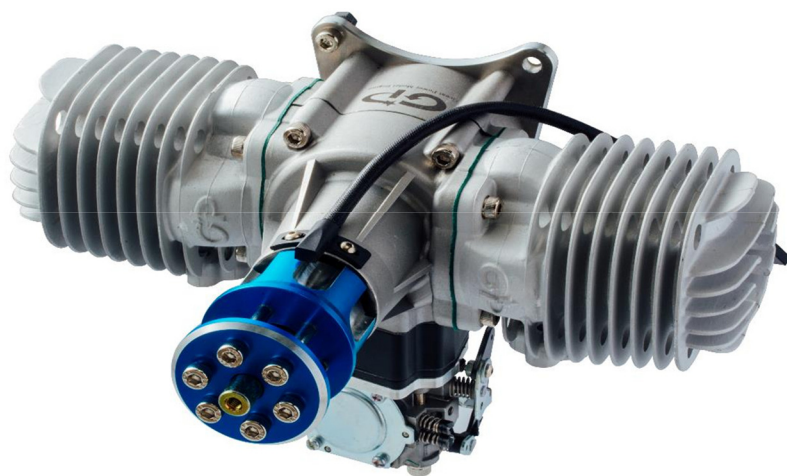




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INSTRUCTION MANUAL



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Updated: May 2020

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**PLEASE READ THESE INSTRUCTIONS CAREFULLY AND
COMPLETELY BEFORE OPERATING THE ENGINE**

TECHNICAL SPECIFICATIONS

Single-Cylinder GP38

Bore	38 mm	RPM Range	1600-10000 RPM
Net Weight	1038 g	Output	5 Horsepower
Ignition Weight	136 g	Fuel	Unleaded 89-93 Octane Fuel / 95 – 99 RON in the UK
Pitts Muffler Weight	144g	Lubrication	40:1 Mixture of Octane Fuel and Synthetic Oil

GP61

Bore	46.5 mm	RPM Range	1600-8900 RPM
Net Weight	1507 g	Output	6.5 Horsepower
Ignition Weight	136 g	Fuel	Unleaded 89-93 Octane Fuel / 95 – 99 RON in the UK
Muffler Weight	160 g	Lubrication	40:1 Mixture of Octane Fuel and Synthetic Oil

GP88 V2

Bore	53 mm	RPM Range	1200-8500 RPM
Net Weight	1980 g	Output	10 Horsepower
Ignition Weight	136 g	Fuel	Unleaded 89-93 Octane Fuel / 95 – 99 RON in the UK
Muffler Weight	345 g	Lubrication	40:1 Mixture of Octane Fuel and Synthetic Oil



Twin-Cylinder

GP76

Bore	38 mm	RPM Range	1400-9000 RPM
Net Weight	1720 g	Output	8 Horsepower
Ignition Weight	202 g	Fuel	Unleaded 89-93 Octane Fuel / 95 – 99 RON in the UK
Muffler Weight	200 g	Lubrication	40:1 Mixture of Octane Fuel and Synthetic Oil

GP123 V2

Bore	46.5 mm	RPM Range	1500-8900 RPM
Net Weight	2300 g	Output	12 Horsepower
Ignition Weight	202 g	Fuel	Unleaded 89-93 Octane Fuel / 95 – 99 RON in the UK
Muffler Weight	330 g	Lubrication	40:1 Mixture of Octane Fuel and Synthetic Oil

GP178

Bore	53 mm	RPM Range	1100-9000 RPM
Net Weight	3550 g	Output	21.5 Horsepower
Ignition Weight	202 g	Fuel	Unleaded 89-93 Octane Fuel / 95 – 99 RON in the UK
Muffler Weight	430 g	Lubrication	40:1 Mixture of Octane Fuel and Synthetic Oil



SAFETY INSTRUCTIONS

WARNING

It is vital to follow these safety instructions in order to prevent misuse of this engine that could result in severe harm to yourself or others. Great Power Engine Company does not take any responsibility for loss, damage, injury and/or death. In no event shall Great Power Engine Company be liable to the customers for special, incidental or consequential damages and injuries (including damages or loss of the third parties' properties or lives.) You are responsible for operating the engine safely. Please note that engines may stop suddenly for various reasons. Take this into account when flying your plane to prevent it being damaged in the event of a sudden stop.

1. By operating the engine, you agree to be held completely responsible for any damage or injury that is incurred as a result.
2. Read all instructions before operating the engine.
3. When operating the engine, always abide by the laws of your country.
4. Use original spare parts only.
5. Make sure all parts of your body clear of the spinning propeller of the plane.
6. Make sure all propeller screws and spinner are tightened and in a good condition before every flight (90-110 inch-lbs).
7. Check the engine is firmly fixed to the engine mount periodically.
8. Do not operate the engine or fly your plane alone.
9. Do not allow anyone to stand in front of or next to the engine and propeller. Always stand behind the engine and propeller when the engine is running.
10. Wear close-fitting clothing when operating the engine. Loose clothing and material such as gravel, power cords or rope can be drawn into the spinning propeller which may cause severe injury or death.
11. Wear thick leather gloves or use a starting stick to start the engine up. It's not recommended using your own hands or fingers to do so.
12. Operate the engine in a well-ventilated area. Do not operate it indoors.
13. Spectators or bystanders, especially children and pets, should be at least 10 meters away from the running engine.
14. Always turn the engine off before making any adjustment.
15. Use the ignition kill switch to stop the engine.
16. Gasoline is highly flammable. Sparks from electrical contacts such as battery chargers, fuel pumps are dangerous. Smoking near the fuel supply or engine can lead to serious consequences. Fuel must be stored in an approved container in well-ventilated areas.
17. The engine temperature will be very high when/after running. Do not touch or refuel the engine until it cools down.



18. Do not connect GP engines with RCEXL tachometers because they are incompatible and it could cause damage to the ignition and engine.
19. Regular carbon steel screws are not strong enough for high horsepower engines. Therefore, M6×55 special alloy screws come with our GP178. They are special alloy (SNCM439)¹ which has a better tensile strength to prevent propeller screws from breaking during flights. M6×55 can only be applied on GP178 only.
20. Manually insert the propeller screws to a point where the threads of screw (MPT) and the threads of hole (FPT) are properly engaged, before using an electric screwdriver to tighten the screws or it may damage the MPT and FPT which might cause the propeller screws to break during flights.

CHOOSING A PROPELLER

1. Propellers of identical dimensions produced by different manufacturers tend to vary in performance. This can even be true when propellers are of the same dimensions and brands. It is important to realize that environmental factors, such as temperature, atmospheric pressure, plane weight, exhaust system, will affect propeller load.
2. In terms of materials, carbon fiber propellers usually produce higher RPM than wood propellers of the same diameters and pitches.
3. Never forget to balance your propeller because it is critical to your engine's health.
4. Always use a drill press to drill your propeller at the back. Imprecise drilling is very likely to result in sheared propeller bolts. If you have difficulties in tightening the propeller bolts, it can be a sign of imprecise drilling in the propeller. Only balanced and precisely drilled propeller can be used on your engine.
5. It is not recommended using carbon fiber back plate and spinner together, as it may result in sheared propeller bolts. Only alloy back plate is recommended.
6. Ignorance of the above-listed instructions can lead to vibration in the unbalanced propeller, and therefore bearing damage and/or crankshaft twist.

¹ SNCM439 is heat-treated alloy steel with tensile strength within a range of 950~1100 MPa. This grade has high hardenability and can be applied to high tensile steel sections.



The following chart shows recommended propellers for each model.

Engine	Recommended Propeller	Note
GP38	Two-Blades 19x10, 20x8, 20x9 Three-Blade 18x10, 19x11 Narrow	GP61 is designed for a maximum power of 10000 RPM. We recommend that you not use propellers that will exceed 9200 RPM during ground running.
GP61	Two-Blades 22x12, 23x10, 24x8, 24x10 Three-Blade 21x12, 22x10	GP61 is designed for a maximum power of 8900 RPM. We recommend that you not use propellers that will exceed 7700 RPM during ground running.
GP76	Two-Blades 22x12, 24x9, 24x10, 24x10TH, 25x8, 26x8 Three-Blades 21x12, 22x10, 22x12, 23x10	GP76 is designed for a maximum power of 9000 RPM. We recommend that you not use propellers that will exceed 7700 RPM during ground running.
GP88	Two-Blades 26x10, 26x12, 27x10, 28x10	GP88 is designed for a maximum power of 8500 RPM. We recommend that you not use propellers that will exceed 7300 RPM during ground running.
GP123	Two-Blades 27x12, 28x10, 28x12, 29x10 Three-Blades 25x12, 26x12	GP123 is designed for a maximum power of 8900 RPM. We recommend that you not use propellers that will exceed 7300 RPM during ground running.
GP178	Two-Blades 30x13, 31x12, 32x10	GP178 is designed for a maximum power of 9000 RPM. We recommend that you not use propellers that will exceed 6700 RPM during ground running.



FUEL AND OIL MIXTURE

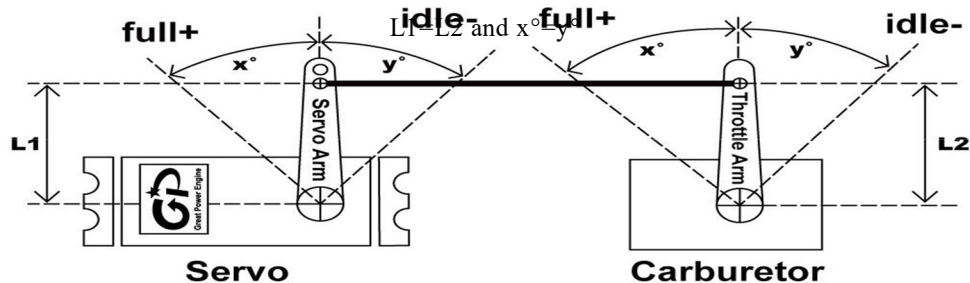
Always use 40~50 units of unleaded 89~93 octane fuel mixed with 1 unit of synthetic oil (mixture ratio 40~50:1). We recommend *Red Line Two-Stroke Racing Oil* and *Motul 710*. These oils can be found at most motorcycle stores. Synthetic oils used in cheap garden appliances are not intended for methanol

machines and therefore must not be used. Do not use mixed fuel that is more than 90 days old. GP does not take responsibility for any damage resulted from using low-quality fuel.

ENGINE INSTALLATION

1. **Screw:** You can directly mount the engine on the firewall. We recommend M6 screws for your GP engine. The firewall should be stiff enough to prevent engine vibrations. Use high-grade 1/4 bolts with washers and locknuts in the back of the firewall. Make sure your firewall is structurally sound.
2. **Servo:** We recommend a high-quality servo for the throttle, as it can ensure accurate and reliable throttle operation. We also recommend a high-quality servo linkage. Do not use metallic servo linkages, because this could cause radio interference.
3. **Fuel Tank:** We recommend a 450cc~500cc fuel tank for GP61, 600cc~800cc for GP76, 800cc~1000cc for GP123/GP88, and 1500cc for GP178. The tank must be vented and routed to the outside of the plane, preferably to the bottom of the cowl.
4. **Cooling:** Proper air circulation under the cowl must be ensured because cooling is critical to engine's performance and longevity. To cool the engine, an appropriately-sized air intake is required. The exhaust outlet should be 3 times larger than the intake. Make sure cool air goes through cylinder fins and does not bypass them to take an easy route to the exit. It is better to build baffles because they can create turbulent air movements in the cylinder fins, which results in maximum cooling for an air-cooled engine.
5. **Caution:** It is important to use seals to prevent sawdust, residual abrasives etc. from entering engine interior through the openings when engine is being mounted in the model. Keep the fuselage interior clean and make sure that all parts are tightly placed so that they will not get drawn into the engine.

END POINT ADJUSTMENT





NEEDLE SETTING²

Needles are pre-adjusted by factory default. By turning the needle clockwise, you **lean** the fuel mixture. By turning the needle counterclockwise, you **richen** the fuel mixture. Needle settings will vary based on different conditions, such as altitude, temperature, fuel carburetor variances, humidity, etc. When needle settings are optimal, the engine will clean out and have a strong sound, high-pitched whine at full throttle. It is always better for an engine to run a little richer than to run lean.

Step 1: Turn both high and low needles clockwise gently until they stop. Do not over tighten the needles.

Step 2: Turn both high and low needles counter-clockwise to regulated points.

The general starting points of needles are as follows.

Engine	Low Needle	High Needle
GP38	1 ³ / ₄ open	1 ¹ / ₂ open
GP61	1 ¹ / ₂ open	1 ¹ / ₂ open
GP76	1 ³ / ₄ open	1 ³ / ₄ open
GP88	1 ¹ / ₂ open	1 ¹ / ₂ open
GP123	2 open	1 ¹ / ₂ open
GP178_Tillotson Carb	2 open	2 open
GP178_Walbro Carb	3/4 open	1 ¹ / ₂ open
GP230 – Walbro WB27	1-1/2 turns + 10°-15°	1-1/4 turns

Caution: The needles get damaged when they are tightened with too much force. Adjustments to carburetor cannot be made once the needles are damaged and therefore must be replaced.

Symptoms of Running Lean

When a carburetor is running lean, the fuel-to-air ratio is off because the carburetor is distributing too much air. (1) Signs that high needle is too lean include engine stalling on acceleration and beginning to slow down at full throttle, abnormally high temperature on cylinders (overheating) (2) Signs that low needle is too lean include difficulty in starting the engine and rough idling. In general, typical symptoms of a lean mixture are:

- Backfiring as the throttle is closed
- Lurching acceleration
- White or light gray spark plugs
- Requiring excessive amounts of choke to run/start
- White or light gray muffler end pipes
- High temperature on cylinders

² Understand the Engine Terms “Rich” and “Lean”: The needles on the carburetor regulate the amount of air and fuel (air-fuel mixture) that enters the engine. When the air-fuel mixture is “rich”, there is too much fuel. When the air-fuel mixture is “lean”, there is not enough fuel for a given amount of air.



Symptoms of Running Rich

When an engine is running rich, the fuel-to-air ratio is off because the carburetor is delivering too much gasoline. (1) Signs that high needle is too rich include sluggish performance, excessive amount of smoke from exhaust, engine stalling on acceleration. (2) Signs that low needle is too rich include engine easily overflowing at starting procedure and slow throttle response between low and mid-range RPM. In general, typical symptoms of a rich mixture are:

- Poor fuel economy
- Sluggish acceleration
- Choke not needed from cold starts
- Sooty or black spark plugs Sooty or black muffler end pipes
- Strong smell of gasoline when the engine is at idle
- Uneven running (will often slow from regular idle RPM and then stop)

STARTING PROCEDURE

1. Make sure propeller bolts are all well tightened.
2. Make sure the area is clear of any kind of debris, sand, dirt or gravel.
3. Have someone with eye protection firmly hold the plane. At least two people are required to start the engine.
4. Wear heavy-duty leather gloves when starting the engine.
5. Switch the radio system on and make sure all controls work correctly and are in correct direction. Set the throttle cut switch to fully close the throttle and shut the engine off. After setting it up, re-test for the throttle to make sure it will shut the engine off.
6. Switch the ignition on and close the choke. Next, flip the propeller until the engine starts and runs for a few seconds.
7. Release the choke and the throttle setting should be a little higher than idle position. Quickly flip the propeller. It usually takes 5 to 10 flips to start the engine. Beware of the possibility of engine starting on any single flip of the propeller anytime, even if the ignition is off.
8. After the engine starts, slowly push the throttle to low idle and warm up the engine for 30 seconds. Next, slowly open the full throttle and hold it for 5 seconds to make sure the engine can maintain maximum power. Lastly, move throttle back and set the idle at low RPM.

BREAK-IN

Always break in the engine on a plane. If you break in the engine on a test stand, even with a proper cooling system, it might still cause the engine to overheat. An engine is considered fully broken-in after 25 liters of fuel. The break-in procedure is as follows.

1. Idle the engine for 2~3 minutes (lower than 2500 RPM).
2. Slowly push the throttle forward at around 4000~4500 RPM and run on one tank of fuel. Next, shut the engine off and let it cool down.
3. Restart the engine at idle for 1 minute. Then slowly push the engine to full throttle. Do not remain at full throttle for more than 5 seconds. Make sure the needle settings are correct and the engine is running smoothly.



4. Shut off the engine again and let it cool down before putting the cowling on and fly the plane. If broken-in properly, the engine will run smoothly from the beginning and progressively improve as flight hours accumulate.

Caution:

Make sure you have a proper cooling system on your plane before flying.

Do not operate the engine at full throttle for over 10 seconds before it has been broken-in.

TROUBLESHOOTING (Engine Won't Start)

1. Make sure the battery voltage is over 6.6+ when under load.
2. Check all the ignition connection, wiring, and switches.
3. Check the fuel system for clogs, jams, or bad fuel lines.
4. Make sure the propeller is flipped over with authority.
5. The carburetor mount must be tight or the engine may not start because of air leaks.
6. When too much fuel drips from carburetor, the engine may be overflowed. If so, you can
 - (a) Turn off the ignition system and make sure the choke and throttle are completely open.
 - (b) Flip the propeller for about 10 times at full throttle.
 - (c) Close the throttle to idle position and follow the starting procedure again.
 - (d) For single-cylinder engines (GP38, GP61 and GP88), you can unscrew spark plugs to check contacts, and dry or replace them. Further starting must be done with the throttle turned down. However, if the spark plugs are dry, then the fuel drawn into carburetor might not be enough.
7. With standard starting procedures, if the engine starts and then stops immediately, the low needle is probably too lean. Turn the low needle counterclockwise for around 1/8 turn.
8. If the engine does not reach a normal RPM at full throttle, go back to GP mufflers and original needle settings. If the problem persists, the causes may be
9.
 - (a) Low battery
 - (b) Diameter of the propeller larger than recommended³
 - (c) Incorrect fuel and oil mixture⁴

³ Please refer to *Choosing a Propeller*

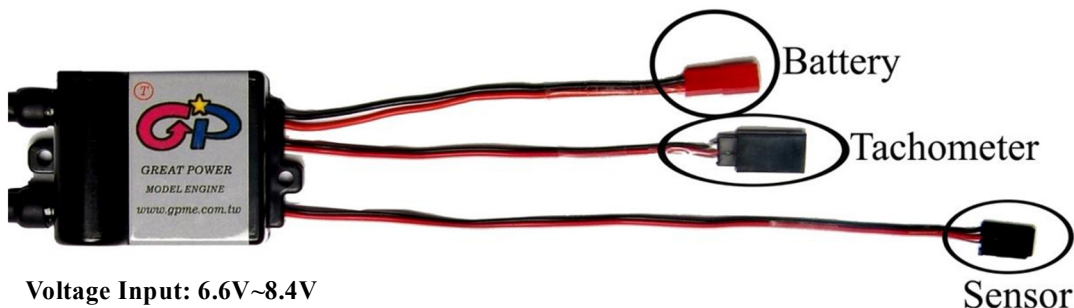
⁴ Please refer to *Fuel and Oil Mixture*

- (d) Muffler/ pipe system affects the RPM. If you use a pipe, make sure length of the header and the needle settings suit requirements of the pipe and header you use.
 - (e) Incorrect ignition timing and failing spark plugs, which will result in twisted crankshafts and therefore lower RPM.
10. If the engine runs roughly or vibrates strongly:
 - (a) Check if the low needle is too rich
 - (b) Check balance of the propeller and spinner
 - (c) Make sure the engine mount bolts are well tightened.
 - (d) Check if the ignition timing is correct.
 - (e) Check structure of the engine box and firewall on the plane.



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IGNITION WIRE DIAGRAM



Voltage Input: 6.6V~8.4V

WARNING: DO NOT USE TACHOMETER PORT FOR POWER IN MAINTENANCE

As a high-performance two-stroke engine, certain parts of GP178 may wear out more quickly than the other models. Pistons, piston rings, needle bearings, spark plugs and so on may need to be occasionally replaced out of warranty to maintain peak performance. Check screws of the engine, firewall, and propeller to make sure they are in good condition and well tightened to the required torque value on a regular basis. The following chart lists the sizes of screws and their torque values.

Parts	Engine	Screws	Torque Value
Spark Plug	All Engines	N/A	100 in-lbs
Hub Screw	All Engines	Customized	250~280 in-lbs
Crankcase Bolts	GP38	M5x18	90~100 in-lbs
	GP61	M5x20	
	GP76	M5x20	
	GP88	M5x18	
	GP123	M5x30	
	GP178	M5x25	
Cylinder Base Bolts	GP38	M5x16	90 in-lbs
	GP61	M5x16	
	GP76	M5x16	
Cylinder Base Bolts	GP123	M5x16	90 in-lbs
	GP88	M5x18	
	GP178	M5x20	
	GP38	M5x65	90~100 in-lbs



Carburetor Mount Bolts	GP61	M5×50	70 in-lbs ⁵
	GP76	M5×75	
	GP88	M5×45	
	GP123	M5×45	
	GP178	M5×108	
Propeller Bolts	GP38	M4×40	65 in-lbs for Wood Prop 70 in-lbs for Wood Prop
	GP61	M5×45	75 in-lbs for Wood Prop 90 in-lbs for Carbon Prop
	GP76	M5×45	
	GP88	M5×45	
	GP123	M5×50	
	GP178	M6×55 ⁶	90 in-lbs for Wood Prop 110 in-lbs for Carbon Prop

The engine must be regularly check for fuel seepage at this could indicate a lean fuel/air ratio, which might cause erratic running or damage to engine.

We recommend spark plug replacement every 20 hours of running, reed valve check after 50 hours, and a complete checkup of engine by authorized service centers after 300 hours.

⁵ The needles get damaged when they are tightened with too much force. Adjustments to carburetor cannot be made once the needles are damaged and therefore must be replaced.

⁶ Regular carbon steel screws are not strong enough for high horsepower engines. Therefore, M6×55 special alloy screws come with our GP178. They are special alloy (SNCM439) which has a better tensile strength to prevent propeller screws from breaking during flights. M6×55 can only applied on GP178 only.

LIMITED WARRANTY

Great Power Engine's products are warranted against defects in materials and workmanship for a period of TWO (2) YEARS from the date of original purchase and from authorized dealers of Great Power Engine. Under this warranty, you will be able to file a warranty claim for your GP products.

1. The Warranty is valid only when the GP-issued Warranty Card indicating the Date of Purchase and the dealer's/ seller's name is presented to GP. The original warranty card or purchase receipt must be presented at GP's request when requesting Limited Warranty services.
2. If the Date of Purchase is not applicable or the proof of purchase cannot be provided, the Manufacture Date as recorded by GP will be deemed to be the start of the Warranty Period.



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3. The Warranty cannot be transferred with a change in ownership, only original owner is eligible warranty claimant.
4. The Warranty does not cover damage caused by (i) misuse and mishandling (ii) unskilled repair (iv) unauthorized modification and disassembly (v) crash and crush (vi) use of aftermarket parts (vii) use of low-quality/improper fuel and/or additives.
5. The Warranty covers parts of GP engines and ignitions (CDI).
6. The Warranty **DOES NOT** cover mufflers, for they are only articles given free.
7. The Warranty includes repair and replacement of defective parts and engines, shipping charges, and labour charges.
8. When filing a warranty claim, please present (i) Warranty Card (ii) Maintenance Form (refer to www.gpengine.world/news/11) (iii) photos and/or videos indicating issues.
9. GP will have the absolute discretion to approve or reject warranty claims.

More Information:

GP Official Website

GP Facebook

GP Instagram



Full GP engines Factory authorised service and repair Centre in the United Kingdom at –

AerobatX Ltd UK
www.aerobatx.co.uk

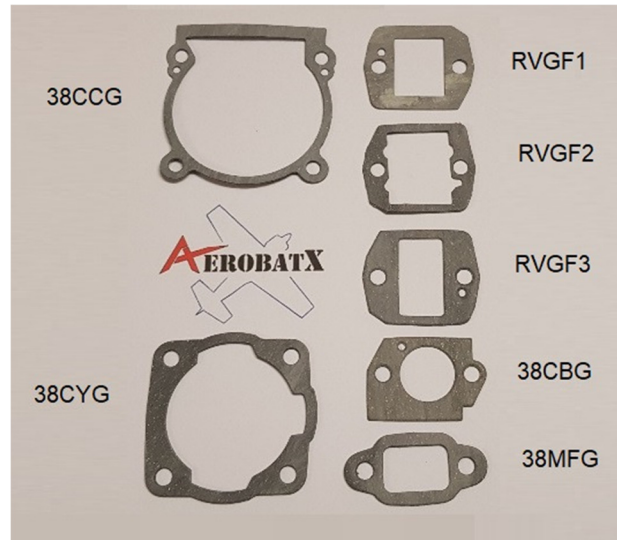
Ph : 01242 800150
E: sales@aerobatx.co.uk



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Further Information Compiled by AerobATX Ltd UK – UK service Centre for GP

AerobATX :March 2021



GP 38cc Complete Gasket Set

GP 38cc Crankcase Gasket

GP Engines 38cc / 61cc / 76cc Carb Gasket

GP Engines 38cc / 76cc Cylinder Gaskets

GP Engines 38cc / 76cc Exhaust Gasket

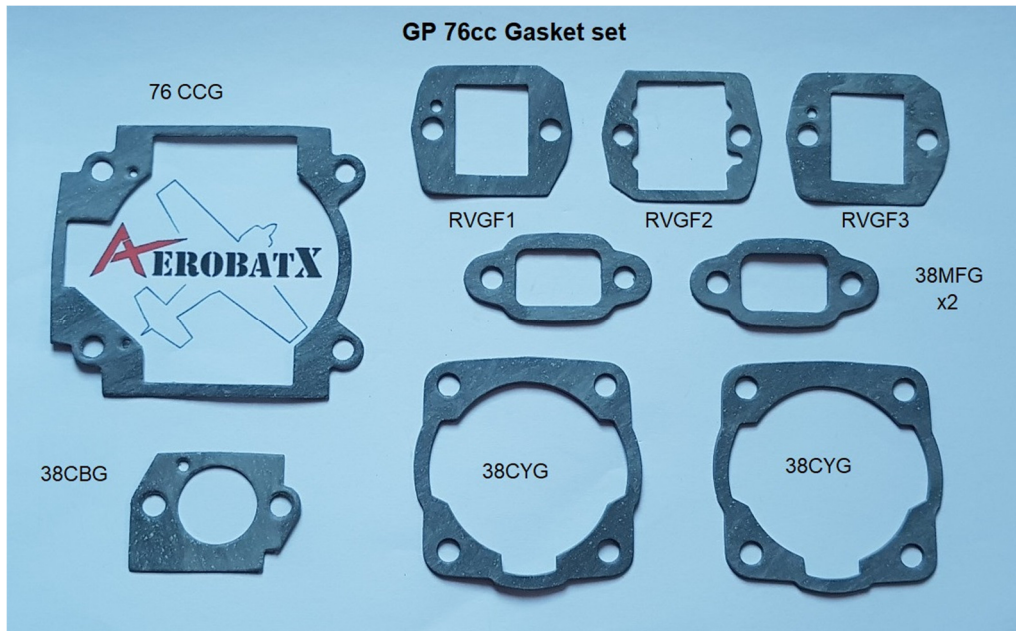
GP Engines 38cc / 76cc Reed Valve Gasket SET

GP 38cc - Reed Valve Assembly





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GP 76cc Complete Gasket Set

GP 76cc Crankcase Gasket

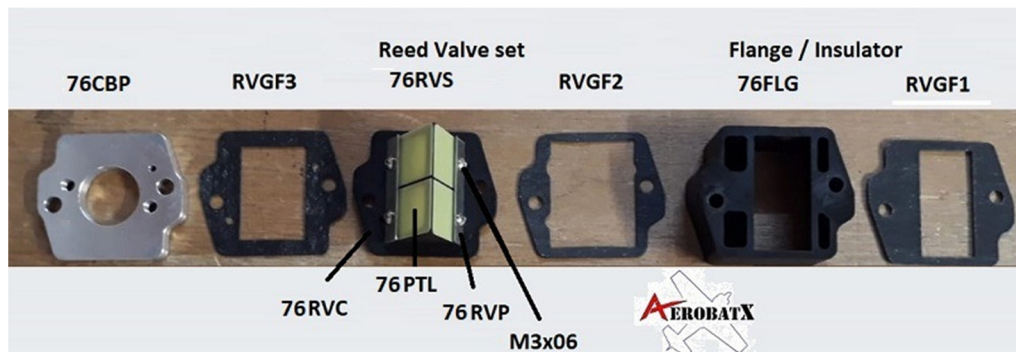
GP Engines 38cc / 61cc / 76cc Carb Gasket

GP Engines 38cc / 76cc Cylinder Gaskets

GP Engines 38cc / 76cc Exhaust Gasket

GP Engines 38cc / 76cc Reed Valve Gasket SET

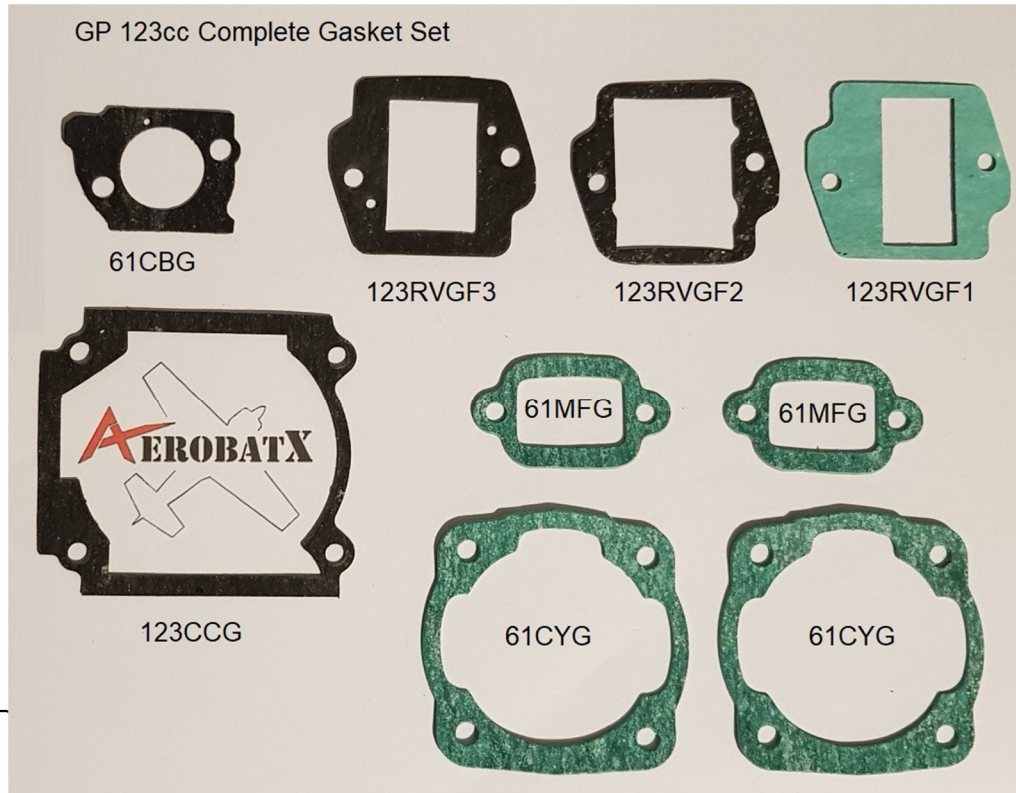
GP 76cc Reed Valve Assembly



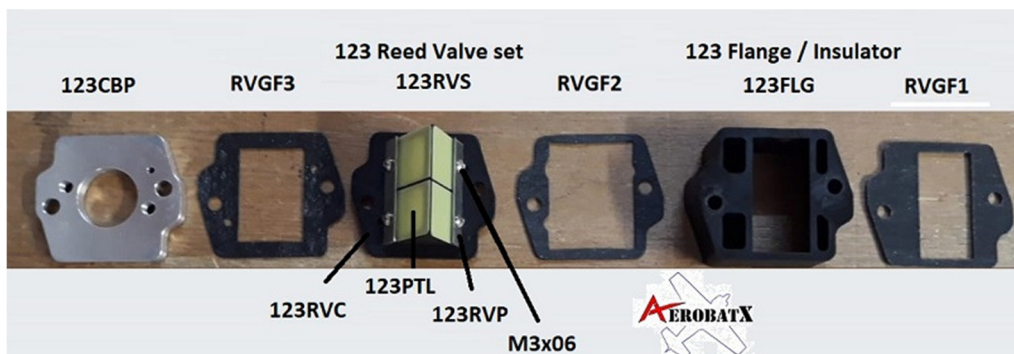


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GP 123cc



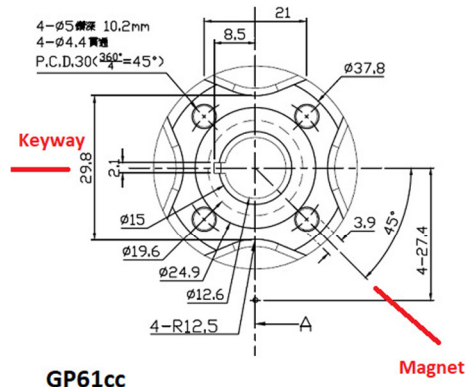
GP 123cc Reed Valve Assembly



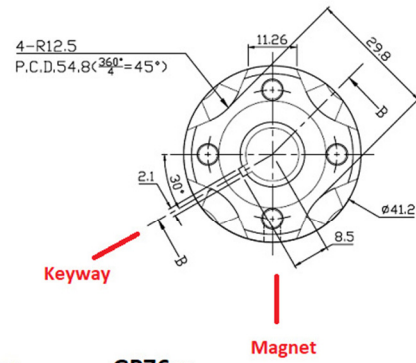


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GP 61cc / 76cc Prop Hubs



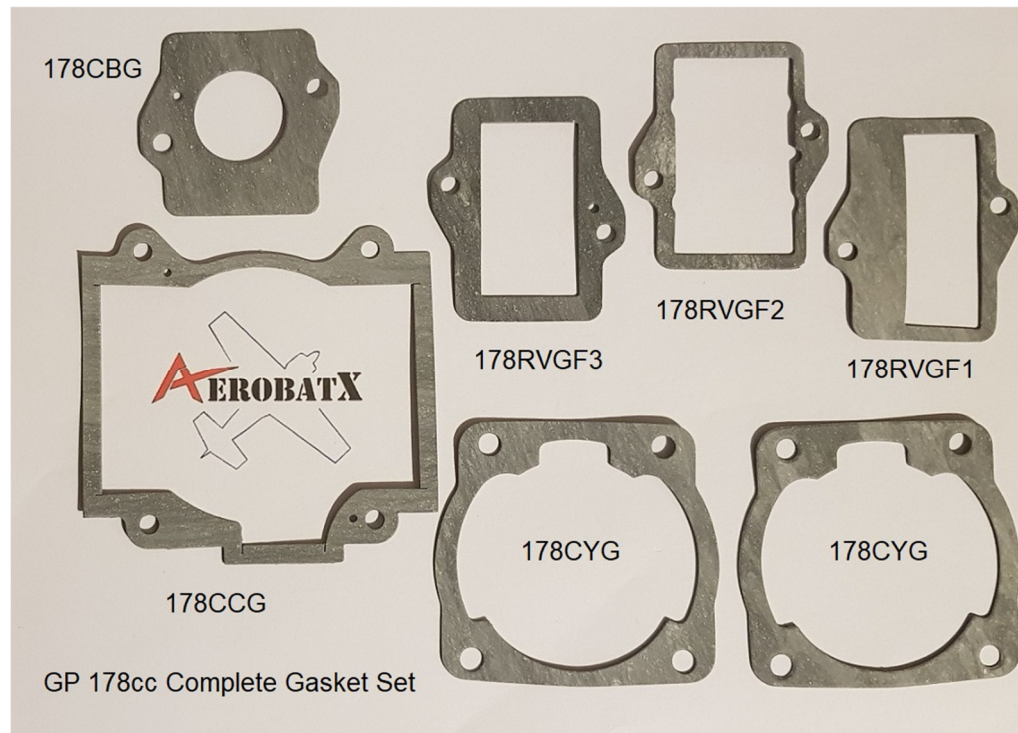
GP61cc
135 Deg between Keyway and Magnet position



GP76cc
60 Deg between Keyway and Magnet position



GP 178cc





ALL GP Engines Bearing sizes



Codes	GP 38cc	GP 61cc	GP76cc	GP 88cc	GP 123cc	GP 178cc
6000			Rear			
6002	Rear	Front	Front			Rear
6003		Rear	Middle	Front	Front	Front
6203				Rear	Middle	
6001	Front				Rear	
6203						Middle

All GP Engines – Bolt Sizes

	GP38cc 	GP61cc 	GP76cc 	GP88cc 	GP123cc 	GP178cc 
Prop Bolts	M4 x 40 (4)	M5 x 45 (4)	M5 x 45 (4)	M5 x 45 (4)	M5 x 50 (6)	M6 x 55 (6)
Hall Sensor	M3 x 06 (2)	M3 x 06 (2)	M3 x 06 (2)	M3 x 06 (2)	M3 x 06 (2)	M3 x 06 (2)
Muffler	M5 x 16 (2)	M5 x 16 (2)	M5 x 16 (4)	M5 x 18 (2)	M5 x 16 (4)	M5 x 18 (4)
Cylinder	M5 x 16 (4)	M5 x 16 (4)	M5 x 16 (8)	M5 x 18 (4)	M5 x 16 (8)	M5 x 18 (8)
Crankcase	M5 x 18 (4)	M5 x 20 (4)	M5 x 20 (4)	M5 x 20 (4)	M5 x 30 (4)	M5 x 25 (4)
Carb bolts	M5 x 65 (2)	M5 x 55 (2)	M5 x 75 (2)	M5 x 55 (2)	M5 x 45 (2)	M5 x 90 (2)
Alu Carb plate	n/a	n/a	M5 x 35 (2) Csk	n/a	M5 x 40 (2) Csk	M5 x 45mm Csk
Reed valve plate	M3 x 06 (4)	M3 x 06 (4)	M3 x 06 (4)	M3 x 06 (4)	M3 x 06 (4)	M3 x 06 (4)
Engine Mount	n/a	n/a	M5 x 15 (4) Csk	n/a	M5 x 15 (4) Csk	M6 x 15 (4) Csk
Throttle Arm	M2 x 05 (1)	M2 x 05 (2)	M3 x 06 (1)	M3 x 06 (2)	M3 x 06 (1)	n/a

Csk = Countersunk heads

Prepared by : AerobatX / March 2021



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FAQ - Frequently asked Questions - Great Power (GP) Engines :

From Time to time we will update this with some of the questions we often get asked about GP engines.

Do i need to use Mineral oil first to run-in my GP engine?

Absolutely not! We have Run in hundreds of motors using full synthetic oils from day one. There is no real need to use a Mineral oil first as was the belief for many years. We highly recommend using a top quality oil like Redline - To know if the oil you are using is a top quality oil, look on the back of the bottle for a JASO rating, so long as your oil is rated JASO FC or FD you are good. Of course some oils still are better in our smaller 2 stroke motors than others simply due to the low RPM we run.

What oil ratio is best?

We highly recommend Redline 2 stroke Kart racing oil, or any high quality Fully Synthetic oil at between 40:1 and 50:1.

What Fuel should I use?

The official Great Power Engine (GP) Instruction Manual specifies using a 89–93 octane fuel. The exact numerical bracket of 89–93 is the standard fingerprint of the North American AKI (Anti-Knock Index) system. **In the UK and Europe where RON is the std used the equivalent Octane is 95 – 99 RON. At AerobatX we have had great results using BP ultimate Unleaded 97 RON.** Whatever fuel you choose we highly recommend a fuel with no higher than an E5 rating. Ethanol has 2 downsides in fuel. 1 it attracts moisture and secondly it causes rubber components such as carb diaphragms and fuel tubing to harden over time. Where possible if available Ethanol free fuel is the best option.

How do i calculate how much oil is required?

How to work out how much oil you need to mix in the fuel is easy.

To calculate the amount of oil needed simply divide the Fuel quantity (in ml) you have by for example 40 for a 40:1 ratio - so 10 Litres of fuel is $10000/40 = 250\text{ml}$ of oil will give you a 40:1 fuel to oil ratio. For a 50:1 ratio use 50 so 10 Litres of fuel is $10000/50 = 200\text{ml}$ of oil will give you a 50:1 fuel to oil ratio.

Can I mount my engine on a test stand for run-in?

Of course you can! there is no reason not to. Just make sure the needles are set according to our GP engines Manual which can be downloaded here. However there is also no need to run-in the motor on a test stand first. We do recommend fitting a new motor in your chosen model, check needle settings and that you have appropriate cooling inlet and outlet holes and fire it up! With the engine in the model avoid long runs at high RPM on the ground, but get its started, check needle settings and look for a reliable idle and pick-up. Once you have these get that plane up in the air and start heat cycling the motor. What is heat cycling you ask? Do some high power but not long uplines to warm the motor up, but follow this with long downlines at low rpm to allow the motor to cool in between. Nice gentle aerobatics and half cubans are great for this. 10-20 flights of this and some tweaking of the needles if necessary will go a long way to getting the best out of your motor.



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What is the best prop for running in my engine?

The very same prop you plan to use, there is no special break-in prop required on any of our engines.

What are the best Initial needle settings for my Engine?

Please see the recommended needle settings in our engine manual above

Of course these are just initial recommended settings to get started, EVERY engine, prop, oil, fuel, exhaust system combo as well as altitude and weather mean you will have to fine tune from the initial settings as the engine runs in.

That's it!

**We wish you countless hours of trouble free running
with your GP engine!**

AerobatX Ltd UK

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GP / EX ENGINE MAINTENANCE SCHEDULE

Checks and Work	Before each Flight	50h	100h	150h	200h	300h	500h	Remark
Reed Valve Set		◆						Due to the current shortage of suitable materials and concerns about batch-to-batch quality consistency, we still recommend replacement every 50 operating hours.
Check Spark Plugs		◆						
Replace Spark Plugs					◆			
Replace the CDI						◆		
Check Propeller Balance	◆							
Check if fuel lines are clear	◆							
Check Cylinder		◆						Visually Check the exhaust port and all visible internal components for signs of damage.
Replace Cylinder					◆			
Check Piston Set		◆						
Replace Piston Set					◆			
Check Crankcase and Bearings					◆			
Check Oil Pre-Mix	◆							
Check and Clean Air Filter		◆						
Replace Air Filter					◆			
Check & Service the Entire Engine						◆		
Replace EFI Temp Sensor							◆	
Replace EFI Injector							◆	
Replace EFI Injector Cable							◆	
Replace PWM Pump				◆				
Check EFI Fuel Filter	◆							
Replace EFI Fuel Filter				◆				
Replace EFI Intake Servo				◆				

The Operating Temperature of the Cylinder

Dimension	°C	°F
Max.	220	460
Normal	< 180	< 356



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**Maintenance intervals and tasks as in the table above are provided as a reference for preventative maintenance. Actual replacement and service intervals may vary depending on operating conditions and usage.*

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