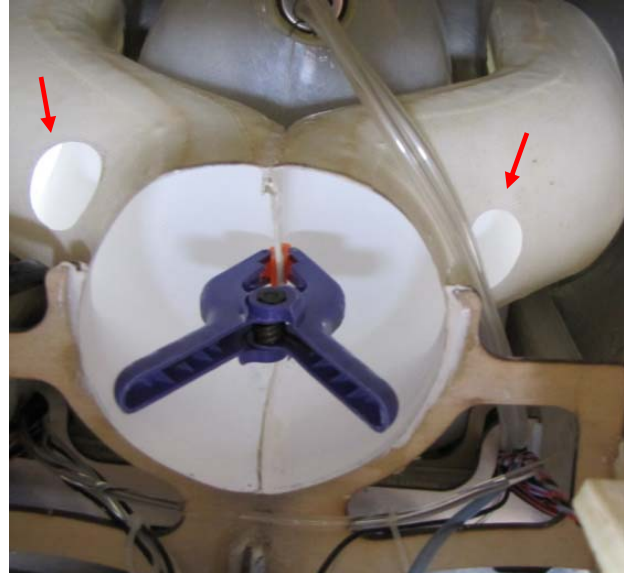


Engine Bypass Preparation and Mounting

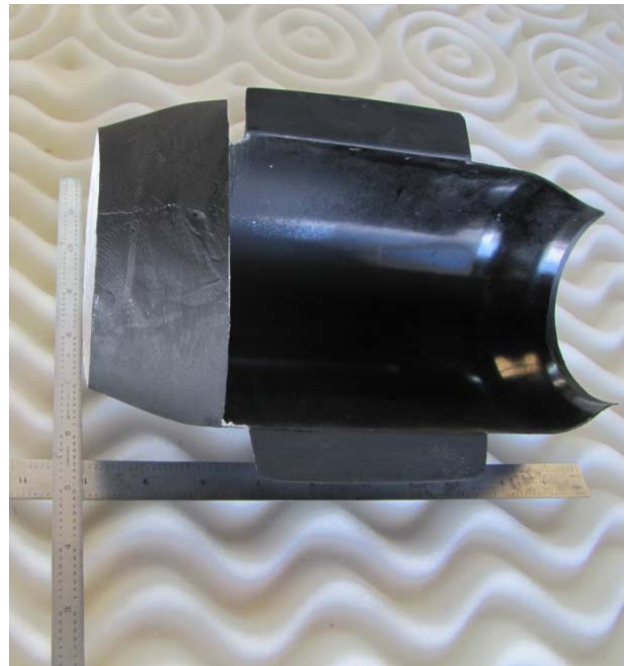
The installation shown here describes the use of a King-Tech KG 140 engine. Most engines in this power range are very similar in size. Always consult the manual for the engine of your choice for possible variances.

The use of a lower half Bypass system protects the engine from Foreign Object Damage (F.O.D) and allows operation from a wet grass strip or asphalt runway.

- Inject Aeropoxy into the center flanges of the inlet ducts and hold with a plastic clip until cured. Wipe away any excess glue.
- Trim forward if necessary to clear engine starter.
- The arrows point to 1-1/4" diameter holes that provide cooling air to the fuselage and engine bypass system. If not provided by the factory, use Dremel tools to accomplish.
- Cut the aft end of the Bypass duct (lower half) such that the total length of the piece is 10" long.



The aft end of the inlet duct should be 1/2" aft of the plywood former. See supplemental drawing #IK6400-01.

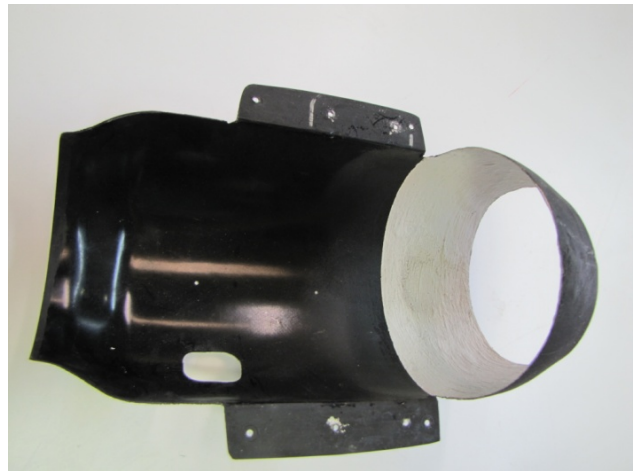


- Scuff the inside aft section with medium sandpaper or a 3M #7447 red scuff pad. Brush-on 3 coats of BVM “Heat Shield” (BVM# PA-MA-1940).

NOTE: A modeling heat gun will accelerate drying between coats.



- Drill (2) 3/32” holes in the bottom of Bypass to allow a fuel spill to drain out. Make a clearance hole for the fuel line hook up to the engine. This may not be necessary for some engines.



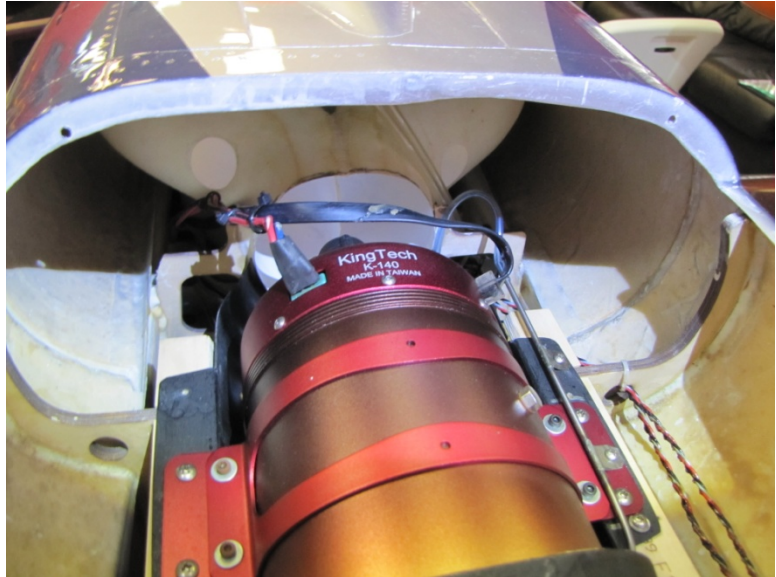
- Use a Dremel “dish” cutter or similar tool to bevel the upper inside edge of the engine mounting rails to accept the Bypass.



Engine Installation

View of forward end of the engine. The lower half of the Bypass protects from runway F.O.D.

The electrical cables are zip tied together to prevent being sucked into the engine.



Overall view of the engine installation. It runs cool enough that the aluminum bell mouth and front few inches of the inner tail pipe are barely warm to the touch while the engine is running.

