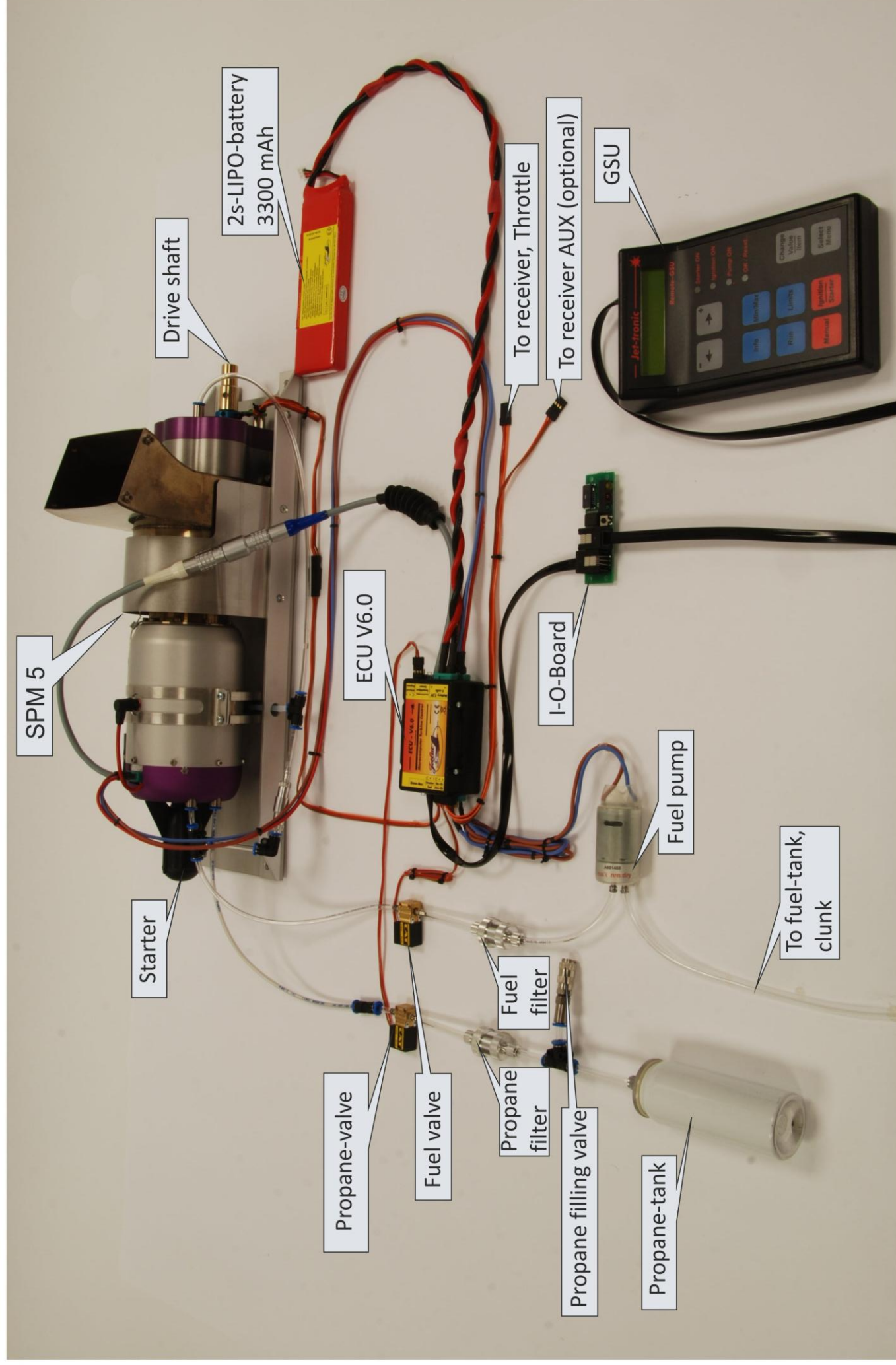
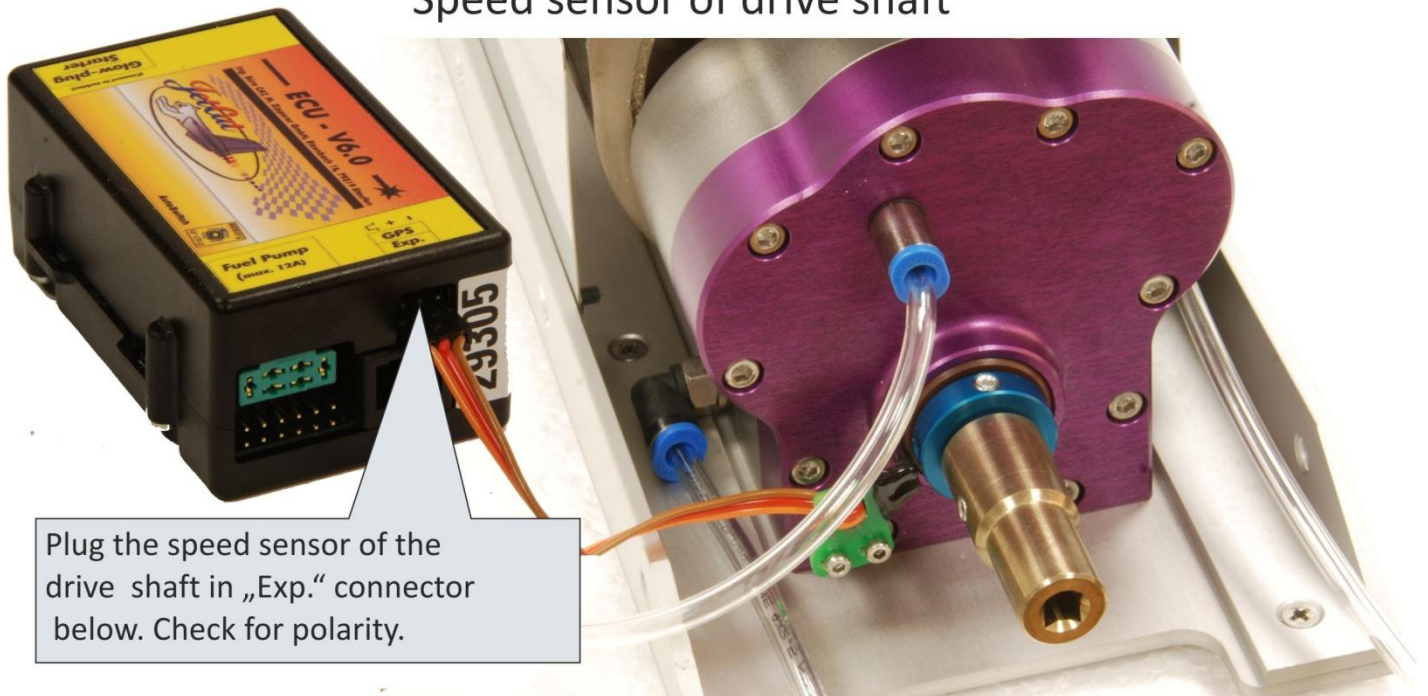


SPM 5 connection scheme of all components



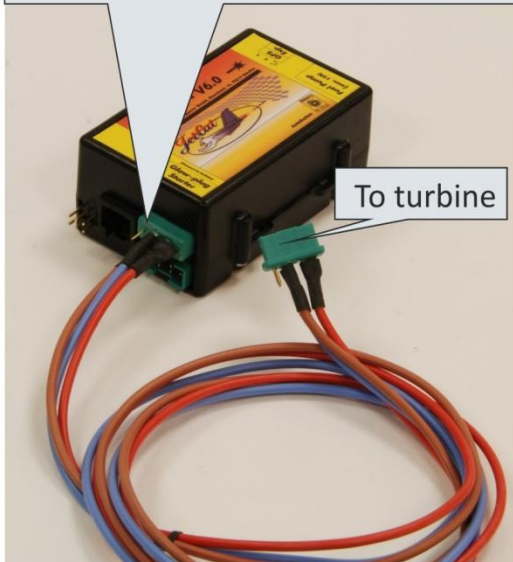
Connections of the ECU

Speed sensor of drive shaft

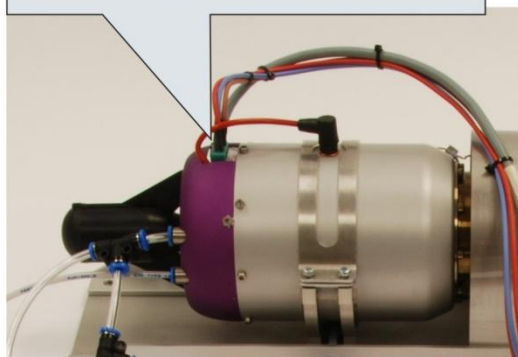


Power cord

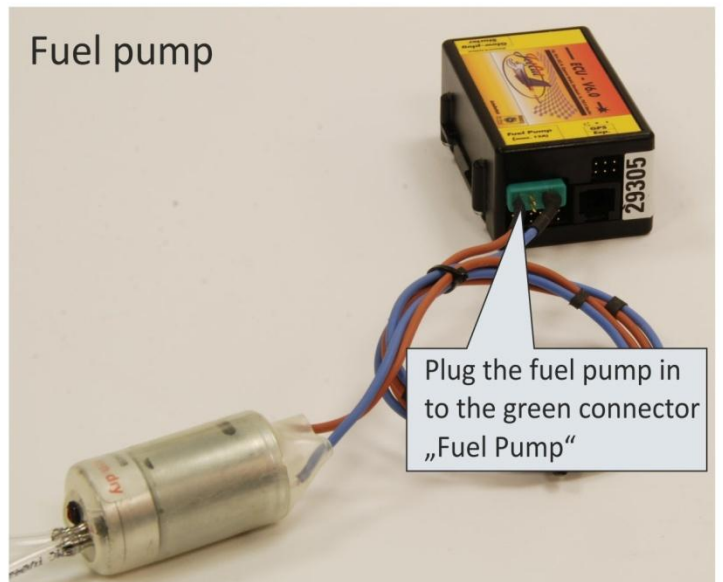
Plug the power cord to „Glow-plug Starter“
Connect the other end to turbine



Power cable connected to turbine

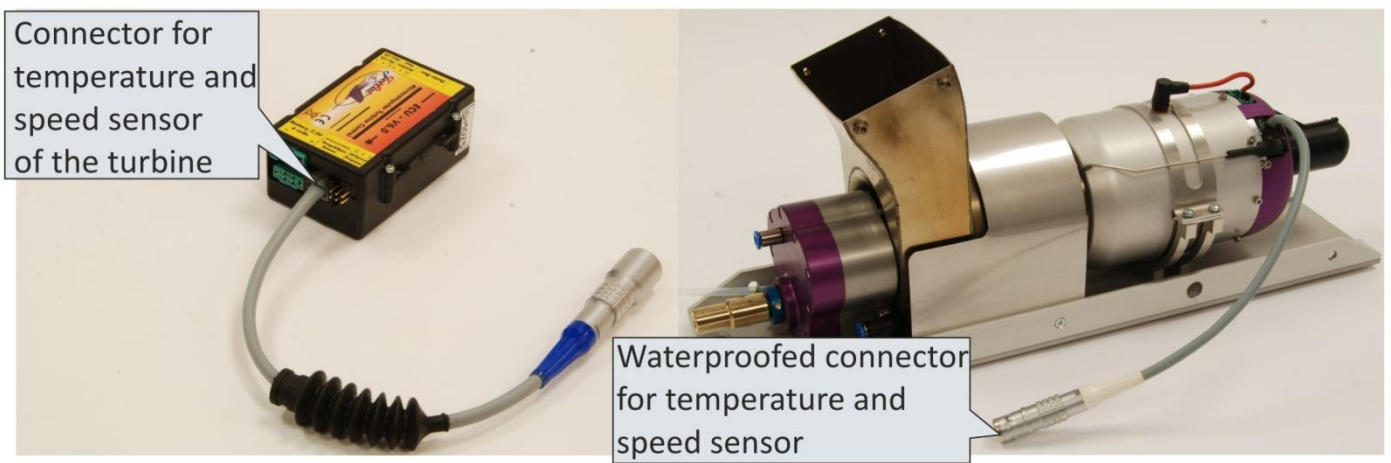


Fuel pump

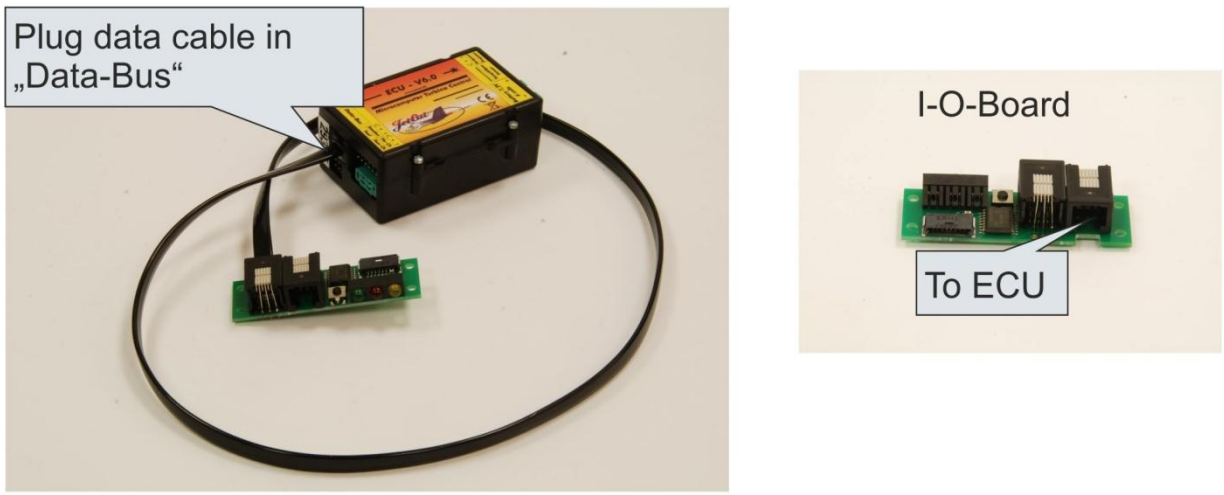


Connections of the ECU

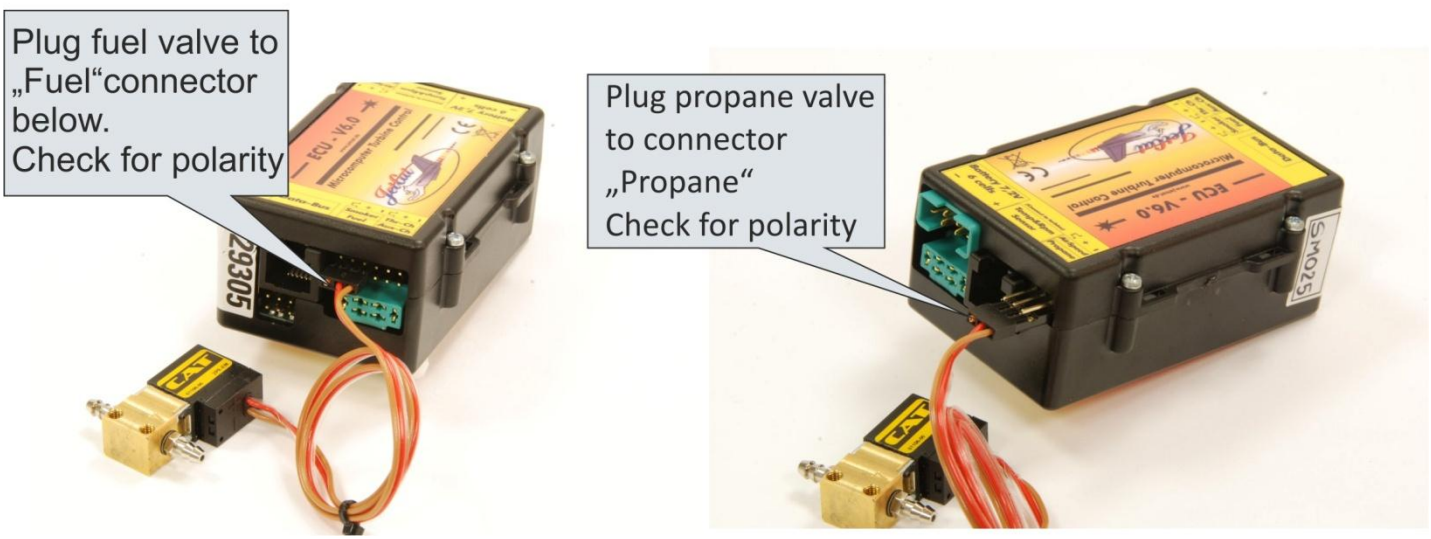
Temperature / Speed sensor



Connection of I-O-Board and ECU

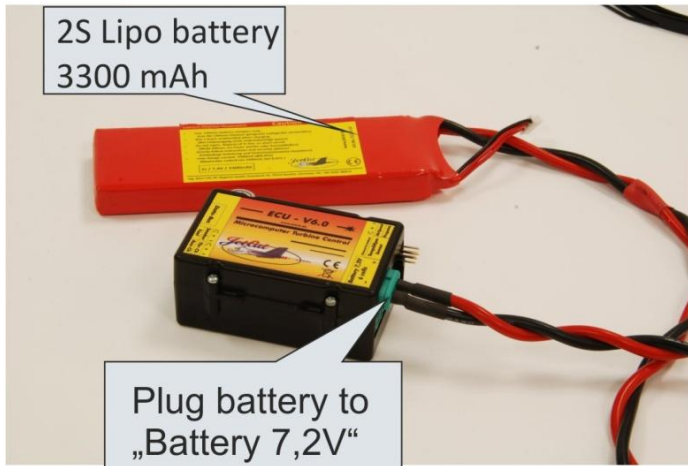


Connection of valves to ECU

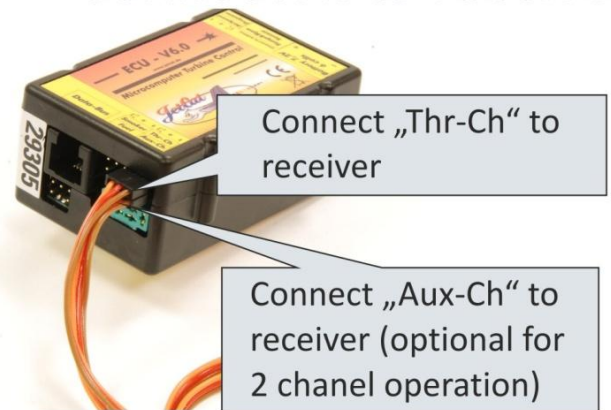


Connections of the ECU

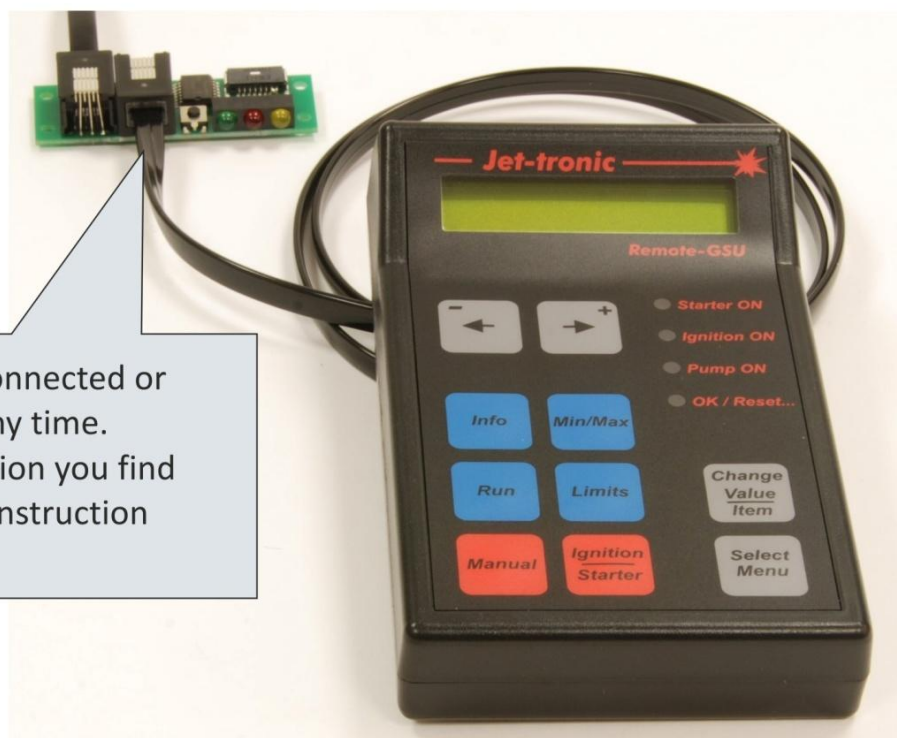
Battery



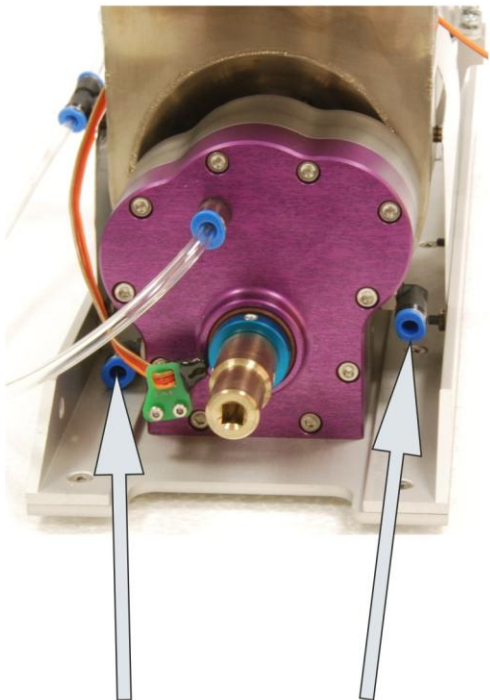
Connecton to receiver



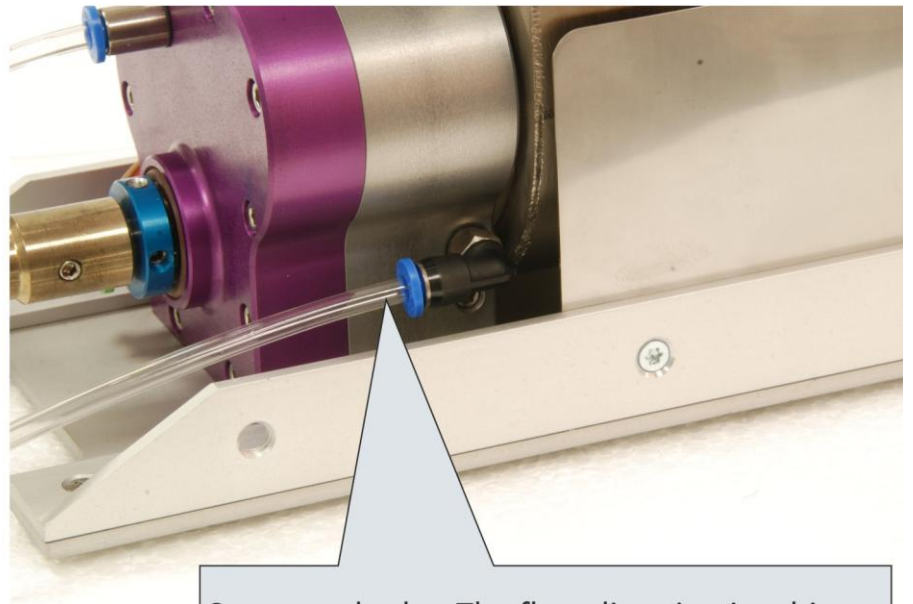
Connection GSU / I-O-Board



Connections of the water cooling

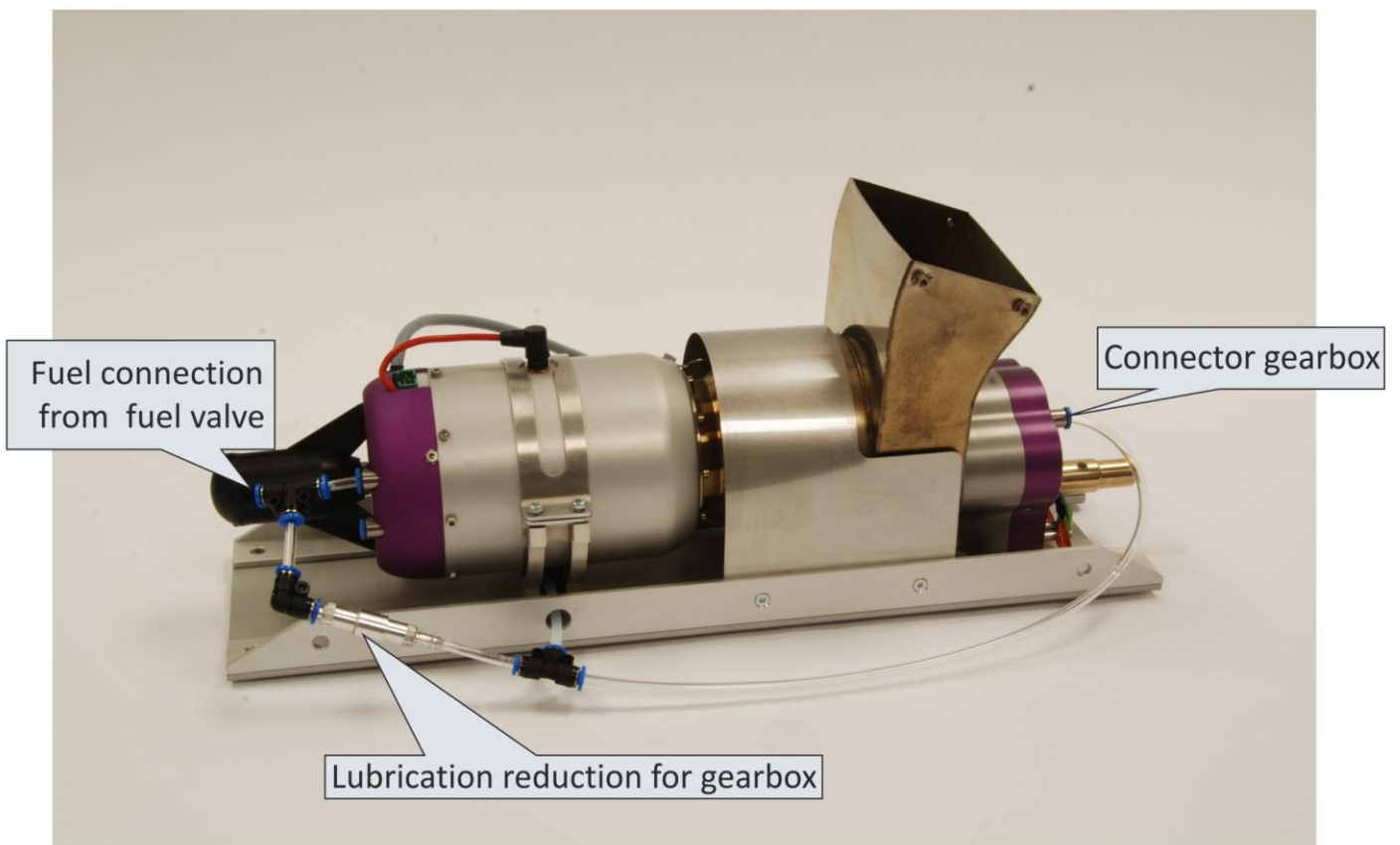


Connectors for water cooling



Connected tube. The flow direction is arbitrary.

Fuel tube system of the SPM 5



Additional information for application and operating of a SPM5 powered model boat.

1. Operate the SPM5 only by using a square shaft.
2. Don't use shaft extensions below 6mm diameter.
3. The bearing of the flexible shaft must be out of high grade brass tubing. above 30.000 rpm Teflon will be melt.
4. Secure the boat against the entry of water. Any water in the boat will be sucked in by the turbine and led to a flame out.
5. Don't make the boat sink.
6. Make sure that all connections are water sealed!
7. In case of capsize retrieve as soon as possible.
 - a. Cut the electrical circuit (Receiver and turbine battery)
 - b. Dry and clean the turbine accurately
 - c. Check the drive unit for damage.

If the compressor touches the duct or it is stiff, the turbine must be send in for service!

8. Charge the battery after 2-3 runs (of 5-10 minutes, each)
9. Exhaust parts can heat up to 750°C. Don't assemble them near plastics. Use heat shields. For individual solutions ask JetCat.
10. Always have a filled CO2 extinguisher ready when operating the engine.