

Merlin 90G

Instruction Manual

Version 1.0/2008

Index



- 4 **Welcome!**
- 4 **Legal and Disclaimer**
- 4 **Disclaimer**
- 5 **Warranty**
- 5 **Jets Munt Representatives**
- 6 **Safety Notes**
- 6 **Merlin 90 Mk2 Specifications**
- 7 **Engine Description**
- 7 **Installation Notes**
- 8 **Electronic Control Unit (ECU)**
 - ECU Data Terminal
- 8 **Engine installation: Electrical connections**
 - Temperature Probe (thermocouple)
 - RPM Sensor
 - Power cord
- 9 **Engine installation: Start Gas system**
 - Gas Valve
- 10 **Engine installation: Fuel system**
 - Fuel valve
 - Fuel filter
- 11 **ECU (Engine Control Unit) Set Up**
 - Aligning transmitter with ecu
- 13 **Preparing the engine for running**
 - First engine runs
 - Priming the fuel system
- 13 **Starting the engine**
 - The engine is running!
 - Engine shut down procedure
 - List of ECU message codes
- 15 **Diagnoses**
 - Diagnosis messages
- 15 **Other useful information and installation tips**
 - Fuel System**
 - Fuel and Oil
 - Feed Pipes
 - Starting Gas
 - Maintenance
 - Blown the Glowplug?
 - Battery charging and care
 - Running Time Counter
 - Extra ECU functions
 - Engine Kill Switch
 - Merlin 90 Trouble Shooting

Welcome!

Congratulations on the purchase of your new Jets Munt Merlin 90 gas turbine engine. Jets Munt are dedicated to the design and production of engines to the highest standards of quality and reliability to bring you the customer the very latest next generation engine designs.

The Merlin 90 is the result of an intensive effort of design and tests by the Jets-Munt staff. During the development period we made extensive use of the latest Computational Flow Dynamics programs allowing us to optimise the engine performance characteristics.

Please Read!

The Jets Munt SL responsibility is limited exclusively to the repair of the engine and accessories which are outlined in the conditions of warranty.

Before unpacking the engine please read the manual and agree to the conditions of warranty.

Customer satisfaction is important to Jets Munt SL. Technical support is available through your local dealer and through email.

Jets Munt S.L
Torrent d'en Puig, 31
08358 Arenys de Munt
Barcelona. Spain
www.jets-munt.com
info@jets-munt.com
Fax: +34 93 7950113

Legal and Disclaimer

The engine design and the contents of this manual are copyright by Jets Munt SL, Barcelona, Spain. All rights reserved.

This manual, the pictures and data are property of Jets-Munt and cannot be used or reproduced in any way without written permission from Jets Munt SL.

Disclaimer

The Merlin 90G engine is a sophisticated piece of machinery. Care should be taken at all times when using the engine. It should only be operated by those with the appropriate skills and knowledge to do so. This engine is not a toy. Incorrect operation or misuse can cause damage to property and bodily harm to operators, spectators and animals. Jets Munt SL accepts no liability for any kind of damage which may occur.

Jets Munt SL assumes no responsibility for any errors contained in this document and is not liable for any damages resulting from such errors.

It is forbidden the use of this engine outside Radio Control applications, specially those that power vehicles that carry people.

Warranty

The warranty period for the Merlin 90G is 2 years from the date of purchase, or 25 running hours, whichever comes first. Warranty is valid solely for the original owner and is non transferable upon resale.

Warranty includes parts and labour and is limited to manufacturing and material defects only.

Damage or defective operation covered under the warranty terms will be repaired and tested at no cost the original owner (other than postage and packaging). Repairs not covered under the terms of warranty will be carried out by Jets Munt SL, or their appointed agents after agreement of costs.

Before returning the engine or ancillary equipment for service of repair, please contact first to your local dealer or Jets Munt central office to agree action and costs.

Please do not disassemble this engine. You will breach your warranty agreement and you will find it is a precision assembly which you will be unlikely to re-assemble without considerable difficulty and specialist equipment. Simply slackening the spinner nut of the rotor will immediately lose the delicate balance condition, without which the engine may not run without damage to its rotating assembly.

This warranty is void if any one or more of the following conditions applies. In such a case Jets Munt will accept no responsibility for any damage or any other consequence caused by the Merlin 90 operation.

1. The engine is disassembled.
2. The product has been subject to any form of operation whilst containing incorrect fuel, oil, or fuel/oil mix.
3. The product is crash damaged
4. Unauthorised maintenance or modifications have been made to any part of the product
5. Parts have been damaged by ingestion of foreign objects (e.g. wires, sand, water etc).
6. The engine has been operated incorrectly.
7. The product has been misused, neglected or inadequately maintained.
8. Damage to the engine where blockages in the fuel system have occurred by unfiltered or contaminated fuel.

Jets Munt Representatives

Check the current dealer list on our web page, www.jets-munt.com

Safety Notes

Please remember the engine is not a toy and has the potential to cause bodily harm to you and others if misused. The Merlin 90G is a sophisticated piece of machinery and should be treated with a high level of safety when it is in operation.

The following guidelines should be read carefully and adhered to.

1. Always keep a CO2 or similar fire extinguisher of at least 2Kg of CO2 contents close when starting and operating the engine
2. Always protect eyes and ears during the starting procedure.
3. Be aware of the extreme intake suction hazard, we advise the use of a suitable commercial wire mesh Foreign Object Damage guard to protect the engine intake. Ensure you have no loose items of clothing (ties, etc.) or equipment which can readily be sucked into the engine intake, even from adjacent to the engine.
4. Always operate your engine in open air away from confined spaces as the engine exhaust contains gases which can cause asphyxiation and nuisance smells.
5. Do not touch the engine whilst it is running. Turbines rotate at a very high rpm and the engine casing and exhaust can reach very high temperatures. Ensure anything affected by heat is kept well clear of the engine and exhaust during operation.
6. Never use the engine near to sources of flammable gases, liquids or materials.
7. Keep unauthorised persons, spectators, children and animals well away from the starting area (at least 30 ft or 10 metres away).
8. Always handle turbine fuel and oil with care as they are highly flammable. Store them in appropriate labelled containers. Never dispose inappropriately. We recommend the use of suitable disposable protective gloves for the mixing of turbine oil/fuel.

Merlin 90 Mk2 Specifications

Dimensions:	Outer Diameter 90 mm; Length: 230 mm
Weight:	1.010 grams (engine only including starter). 1250 gr including pump, ecu and fuel valves
Nominal thrust	
@ 15C and sea level:	Guaranteed 90N (9,18Kg-20.2lbf), typical 95N (21,2lbf) @ 152,000 rpm
Idle RPM:	40,000
Idle thrust @ 40,000:	4N (0.8lbf)
EGT @ max rpm:	550-650 °C
Fuel consumption:	0.33 l/min at 90N
Mass flow:	180g/sec
Pressure ratio:	3.2 to 1
Fuel/oil:	Kerosene + 4% oil (3%-5% is OK) . Synthetic 2T motorcycle oil or turbine oil

Engine Description

The engine is a turbojet of a single shaft design specifically designed to power RC aircraft.

The engine starts automatically thanks to an installed electric starter situated in the front.

The starting sequence is controlled by an electronic unit that initiates the starting sequence and controls the parameters of the engine within the design limits.

The engine uses a system of gas preheating (propane/butane mix) ignited by the replaceable glow plug situated at the top of the engine. After the initial start gas pre-heating the liquid fuel is gradually introduced. The fuel should contain a small percentage (4%) of oil and uses part of this fuel to lubricate its two ceramic high speed bearings. The fuel for the engine is provided from a fuel tank through a small electrical pump. The engine speed between idle and maximum are controlled by varying the speed of the fuel pump through an electronic controller called an ECU (electronic control unit).

Installation Notes

1. The engine should be mounted using the strap mount supplied or an approved equivalent.
2. The temperature probe should be firmly fixed to the engine as supplied and not allowed to rattle against metal parts as this could result in radio interference.
3. The signal cables from the engine must be carefully routed away from the engine intake so there is no possibility of accidental ingestion of the wire.
4. Fuel and starting gas pipes should be routed similarly clear of the intake. **The engine must not be run with the gas pipe open to the atmosphere.**
5. The fuel pump should be mounted at least 100 mm away from the front of the engine. The pump can emit magnetic pulses that cause the speed sensor to transmit incorrect rpm information to the ECU. The fuel pump should be preferably mounted with the spindle in the vertical position with the motor uppermost. In the event of any fuel seeping from the pump this will not pass through the electric motor. **Note the pump is supplied fitted with built in suppression to reduce radio frequency noise.**
6. The centre of the fuel tank should be mounted laterally, as near to the centre of gravity (CofG) of the model as possible. This will minimise the C of G shift as the fuel is used during flight.
7. Any air ducting to the inlet of the engine must have a minimum area of 40cm² equivalent to a 65 mm (2-1/2") square.
8. If an extended exhaust duct is required, it should be approved by Jets-Munt SL. We have found that an exhaust of 65 mm diameter gives optimum engine performance.
9. Extreme care should be exercised to ensure that no foreign object, loose parts of the model, or debris are allowed to enter the compartment where the engine is installed.

We recommend testing the engine on a test stand prior airframe installation.

You should have a clear idea of how to arrange the components needed to run the engine inside the model. The main issue is the fuel tank, you will need to arrange the C of G in the centre of the tank and adjust the receiver and ECU batteries to achieve the correct location.

Do not be tempted to move the fuel pump into the area between the tank and the engine as this can cause interference with the rpm pickup and presents a potential hazard in event of fuel leaking from the pump.

In the event of the temperature probe wire being too short, it is correct to extend this with a good quality servo extension lead – use a gold plated connector version. With this arrangement a error of around 10°C is sometimes seen on the temperature display but this is of no consequence in normal starting and running.

Electronic Control Unit (ECU)

The Fadec ECU supplied with the engine is custom designed for the Merlin engine and must not be changed for any other, as this may result in improper control of the engine. Your engine has been set up and run with this ECU at the factory and the settings should be left as default. The ECU plugs into your receiver throttle channel and is powered from the receiver rechargeable battery. The ECU is pre-programmed and only requires simply setting to your radio. All ecu connections are colour coded and easily identified.

ECU Data Terminal

The data terminal plugs into the ECU via the lead supplied. The display should be used only for starting and test running. This socket also doubles as the RS232 P.C. connection socket.

Do not fly the plane with the display connected as there is a potential for interference. The function of the buttons is described later in the "ECU setup".

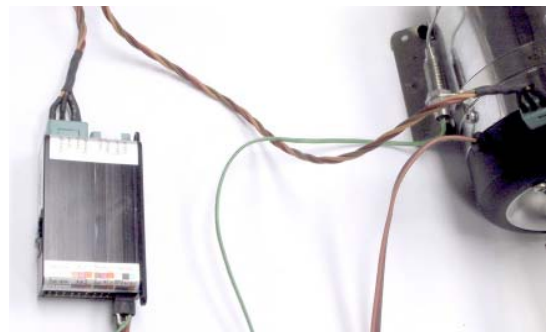


Engine installation: Electrical connections

Temperature Probe (thermocouple)

The engine mounting provides an attachment for the temperature probe using the two nuts provided. The temperature probe has been carefully shaped and installed at the factory to align with the small hole in the exhaust cone.

When connecting the temperature probe plug, be sure to get the plug in the correct orientation- one wire has a white sleeve and this should be positioned as indicated on the ECU.



RPM Sensor

The RPM sensor used by the ECU to read the engine RPM is mounted in the front of the engine, this is underneath the black cover.

Because it receives the magnetic impulses of the rotor, it is important to assure that other electrical devices that can generate magnetic fields (e.g. servo, battery cables, pump etc), mount at least 100 mm away from the engine.

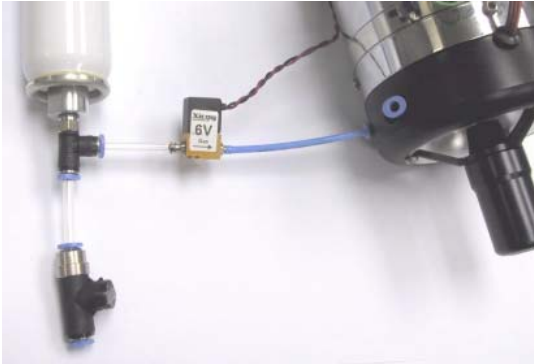
Both the RPM pickup and thermocouple may need extending to reach the ECU. A standard good-quality servo extension can be used there- those for JR radios have the same colour code and this helps avoid any errors when plugging in.



Power cord

The power for the starter and Glow plug is supplied through a 3 wire twisted lead with MPX connectors. Supplied length is of 50 cm, if it is necessary to extend it, use 1mm² copper section lead.

Engine installation: Start Gas system



Install the supplied gas tank, valves and tubing as shown in the pictures. Optionally the on-board gas tank could be omitted from the installation, but always the gas solenoid should be kept. In no case the engine should be run with the starting gas input open, hot gases from combustion chamber will melt all tubes and fittings in seconds.

Connect the solenoid lead to the "Gas valve" port on the ecu.



The Merlin starting gas system can use any suitable size of easily available gas canister, available from most camping/outdoor stores or DIY outlets. A suitable on/off tap should be secured to the canister, then fed to the inlet side of the gas valve via a suitable length of 4 mm plastic tubing.



Gas Valve

Direction of gas flow is as indicated on gas valve. The optional onboard gas tank should be 25%-50% full, the filling and topping up process is simple: however, please observe usual fire precautions when handling propane/butane gas canisters. Only carry out in well ventilated area and away from any potential sources of ignition.

Filling canister should be inverted to allow flow of LPG into onboard tank via Festo on/off tap.



Engine installation: Fuel system



Install the fuel system components as seen in the picture.

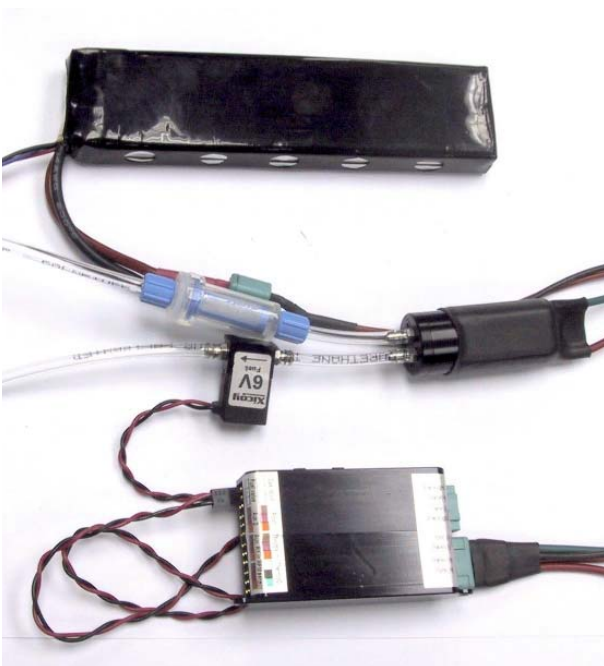
Fuel valve

The fuel valve can be connected to the respective ecu socket in any orientation, polarity will always be correct.



Fuel filter

The fuel filter must be installed close to the input port on the pump to prevent any particle to enter in the pump and to damage it. Use a suitable length of the 4 mm clear tubing supplied and keep the tubing on the suction side as short as possible. Direction of flow inside the filter is not important, but should be always the same after first use. Do not run the engine without the fuel filter.



Finally connect the fuel pump, the fuel valve and the battery to the ecu as shown. It is strongly recommended that, after a new installation or modification on the fuel system, to disconnect the fuel hose from the engine, routing it to a appropriate container, and run the pump few seconds using the “pump test function” on the ecu so that some fuel clean all the possible dirt particles that could have entered in the system.

ECU (Engine Control Unit) Set Up

The ECU supplied is a special software version of the FADEC Autostart made by Xicoy Electronica SL. It is a reliable unit and is supplied programmed for the Merlin 90. The engine has already been set up and tested using the ECU and pump supplied so there is very little to adjust in order to get the engine running. Confirm you have connected the ECU input to the throttle channel of your receiver, the ecu battery is fully charged and connected and the Data Terminal is plugged into the ECU. Remove all rates, mixes and throttle travel settings in the transmitter. The setup assumes the use of a transmitter with manual trims.

If you use a TX with digital trims, is essential to use the switch in the TX programmed for the function “Throttle cut”, or “engine cut” which normally has the effect of producing the “trim-down” function. Check your radio manual for this before you start. DO NOT use the digital trim in any case.

Aligning transmitter with ecu

As the display does not photograph well we have reproduced the display readings as a green box. Turn on the transmitter and receiver. The opening screen should show as below: (If the temp” probe is not connected it will show as 0°C). “T” = ambient temp’.

```
Trim Low      T=020 °C
RPM 00000    PW 000
```

Note there are four buttons on the display, two on the left and two on the right hand side. The left buttons move to the different screens and the right buttons are used to change the values stored. Press the second, left button and scroll through the menus until you find the one showing:

```
Info      Run
Start     Radio
```

Press the (-) button and the ecu will show the “Radio” parameters menus.

```
Transmitter      yes
adjust
```

Press the (right hand button (+)) to confirm that you really want to program the radio. The screen will change to:

```
Stick Up Trim Up
(Full power)
```

On your transmitter, raise the throttle stick and trim to full. Ensure stick is firmly against the stop. Now holding the stick against the stop, press the right button (+) to store the signal from your TX into the ECU. The screen will now change to:

Stick Down
Trim Down (Stop)



Move the trim (or switch the “engine cut” switch to on) and throttle stick back to zero and again press the right hand button (+). The display will now change to:

Stick Down
Trim Up (Idle)



Leaving the throttle stick in the minimum position, raise the throttle trim to the full up position or switch “Engine Cut” switch to off, and again press the “+” button to store the value into the ecu.

If you have done all steps correctly the green LED located directly above the data terminal socket in the ecu will light up in the ECU when the “Idle” command is received, meaning that trim and throttle stick are set to idle position on the transmitter.

Lower your throttle trim and the green LED will go out indicating correct reading of the transmitter engine shut off signal by the Fadec ecu.



When using a Futaba transmitter, the throttle channel sense of movement may require reversing (Servo reverse) and if so reverse and repeat the transmitter alignment. Correct reading of throttle % by the ecu can be verified in the second screen of the HDT, percentage of the throttle position is shown on, 0% in the position of engine stop (trim and stick down), 100% with stick/trim full up and between 10% and 30% at idle.

Pulse=1000uS 0%
Battery: 7,2V

This now completes your radio setup and should only need doing again if the radio settings are changed significantly. There are many more parameters that can be modified in the ECU, but we have specifically programmed your Merlin 90 ecu with the optimum settings, further adjustment should not be required and can only be carried out by Jets Munt SL or your authorized dealer.

Preparing the engine for running

A suitable platform/table/workbench is now required to clamp the test stand onto. Make sure this can be easily transported outside and weight enough to ensure it cannot be blown over by the thrust of the engine.

Select a clear area for running – keep clear of areas with loose leaves, sand or other debris that could be picked up or drawn towards the intake. Ensure the fuel tank is position well clear of the exhaust area and secured. The same applies to the starting gas canister.

First engine runs

- Confirm your test stand is securely fixed to a bench or heavy table. Keep your ear defenders within easy reach and a CO2 fire extinguisher handy.
- Fill the gas and fuel tanks. Do not forget to filter the fuel, and to mix the oil.
- Confirm all batteries are freshly charged and connected up.
- Check there is a temperature reading on the data terminal.
- Ensure the running area is clear of onlookers – especially the prohibited zone of a 10 metre radius 180° arc from engine centre around the rear.
- Verify that the fuel tubes are full of fuel and purged of all air, if not, carry out the fuel prime sequence as described here.

Priming the fuel system

Both fuel and gas lines need purging of all air after initial installation. Take extra care when priming fuel line, ensure fuel line is primed only up 10 cm before to reach the engine; too much fuel inside engine will cause excessive flaming during start sequence.

Priming is achieved by a special menu on the ecu. Set the trim to low and go to “Info” menus and next to “Pump test”. Click on “on” / ”off” to start/stop the pump manually. Please observe fuel line to engine very carefully and push the off button to shutoff as soon as fuel reaches engine.

IMPORTANT: The prime procedure should be done only to fill the fuel tubes and filters in the case of a first installation or in case of disassembling of the tubes. Do not run the prime function so that the engine becomes flooded by fuel, as this will cause an uncontrolled fire at next startup.

Starting the engine

Set the throttle stick down and the trim up. “Idle” - Confirm that the green LED in the ecu is illuminated and the screen shows “Ready” - **!Ready to start!**

Move the stick to 100% and then back to idle again The Ecu will automatically energize and check the glow plug and if OK, wait 2 second then apply power to the starter. After the rotor begin to turn, it will open the gas solenoid. In the screen of the Ecu it will show the word “Ignition”

The gas will ignite. You will hear a “POP” confirming this, the temperature indicator in the screen of the Ecu will begin to raise.

When the Ecu detects an increase in temperature of 50°C from the temperature read at the moment the start is initiated, the screen will change to “preheating”. The fuel pump will begin to operate and power to the glow plug will be disconnected.

Next the screen will change to “Fuel ramp”. In this phase the Ecu will be gradually increasing the starter power and fuel flow.

When 20.000 RPM is reached the Ecu will automatically disconnect power to both the starter and gas solenoid valve.

When the rotor speed reaches idle, the screen will change to “running” and the engine speed is stabilized.

The engine is running!

Control of engine power/rpm is now handed back to the transmitter and controlled by the position of the throttle stick. Increase/decrease the throttle slowly, verifying that the engine accelerates/decelerates. **Take special care around the engine intake, keep your hands at a safe distance along with any other objects as they can be easily ingested.**

Engine shut down procedure

To shut down the engine lower the trim and the stick. Is recommendable that before shutting down the engine please restrain the model then raise the throttle stick to approximately 25%, allowing temperatures to stabilise for around 5 seconds before carrying out the shutdown procedure.

WHAT TO DO IN THE CASE OF AN EMERGENCY

During the start sequence the Ecu will be in charge of everything, controlling temperature and RPM. The only thing the user can do, is to abort the sequence by lowering the trim in the case that something abnormal (excessive flames in the exhaust, etc).

If a problem is detected, first:

MOVE THE TRIM TO THE LOW POSITION TO ABORT THE SEQUENCE.

If there is a fire in the engine and the problem is because the starter has failed or the engine is seized (not turning), **IMMEDIATELY APPLY THE FIRE EXTINGUISHER** through the intake side of the engine, never trough the exhaust.

If there is a fire, but the rotor remains free to spin and the starter is OK, raise the trim and stick to the full power position this will connect the starter manually to ventilate the engine and extinguish the fire. The throttle channel acts as a starter switch if the temperature is over 100°C after an aborted start.

List of ECU message codes

Here is a list of possible messages shown on the data terminal screen and their meaning.

TrimLow:	Indicates that the signal received from the transmitter corresponds to the lowered trim, that is to say, engine OFF.
Ready:	Indicates that the engine is ready for starting, and that the transmitter signal corresponds to IDLE, (green LED lit).
StickLo!:	This indicates that the throttle stick is in a position above IDLE, the engine will not start with the stick in this position.
Glow Test:	Verification of glow plug.
StartOn:	Test of the starter.
Ignition:	Gas ignition phase.
Preheat:	Phase of heating of the combustion chamber after detecting the gas ignition.
FuelRamp:	Phase of acceleration until idle speed.
Running:	Engine working correctly, pilot have full control of engine power.
Stop:	Engine off.
Cooling:	Starter operating to cool the engine.
GlowBad:	Defective or disconnected spark plug.
StartBad:	Defective starter, insufficient RPM reached during start.
Low RPM:	Engine speed below the minimum.
HighTemp:	Excessive temperature.
FlameOut:	Exhaust GAS Temperature below the minimum.

Diagnoses

During engine operation the Ecu measures and stores all the engine operating parameters recorded during the last the 51 minutes of operation. These measures can be downloaded later to a PC to study the behaviour of the engine in flight and to diagnose any possible problems.

Also, after each cycle of operation, the Ecu stores the last cause of shut down and the values of RPM, temperature and pump power. In order to access these measures, it is necessary to shut down and power-up the Ecu. Set the trim down (trim Low) and push the left button on the display. The Ecu will show the cause of shutdown and the parameter values at the moment of shut down. These are as follows:

Diagnosis messages

- UserOff:** The engine has been shut down because it has received the shut down command from the transmitter.
- FailSafe:** The engine has been shut down because of loss of the control signal from the transmitter. After 0,5s of detecting a loss or invalid RC signal, the ecu sets engine power to idle, and if after another 1,5 seconds a valid signal is still not received the engine is shut down.
- LowRPM:** The engine has been shut down because the RPM has dropped below a minimum. Cause could be lack of fuel, air bubbles, problem with the batteries, or defective RPM sensor.
- FlameOut:** The engine has been shutdown because the temperature has dropped below the minimum of (100°C). (Usually a thermocouple failure).
- RCPwFail:** Lack of power from the radio receiver.

Other useful information and installation tips

Fuel System

Always use appropriate containers to store fuel.

It is advisable to install an antibubble system to the fuel supply circuit. The simplest one is a felt filter clunk installed into the fuel tank. This helps maintain consistent fuel flow and greatly reduces the possibility of air getting into the suction side of the pump circuit, which could cause stoppages.

To prevent the felt element sliding out of position a washer is fitted between it and the feed tube – as seen.



A BVM UAT is another contemporary method of reducing the possibility of air bubbles in the engine fuel line. This is a very important aspect of the operation of any turbine engine.

Use a appropriate adapter for the 6 mm tube output of the UAT to the 4 mm in the inlet side of the fuel pump, direction of fuel flow is clearly shown at the top of the pump. The clear 4 mm tubing is used on the pressure side of the pump. Clear tubing helps identify and locate any potential future problems with air leaks.

The fuel pump and ECU can be mounted simply with a pair of tie wraps and/or Velcro. The best orientation for the fuel pump is vertical. It is important to ensure any fuel seepage does not reach the motor brushes. The fuel feed from the pump to the engine should have sufficient length of the clear tubing fitted to allow the fitment of the electronic fuel shutoff valve and the valve should always go on the pressure side.

When making any fuel or gas line cuts use a sharp blade to make and cut squarely. The fuel filter provided should be installed in an accessible place for regular inspection, in line between the pump and the engine.

Fuel and Oil

1. Use **CLEAN** well filtered Jet A1 or kerosene fuel which is available from most airports, or paraffin (K1) used for greenhouses available from most hardware stores.
2. Ensure the fuel is clean and filtered at each stage of mixing and transfer to the model fuel tank.
Please note the importance of using clean fuel. Failure to do so will result in blockages of the fine fuel injectors in the engine or blockage of the engine lubrication system and subsequent bearing damage.
3. Ensure the fuel is free from moisture (water is heavier than fuel and will settle at the bottom of the container).
4. Use good quality aircraft turbine oils e.g. Aeroshell 500, Exxon 2380, Mobil JetOil II, Mobil DTE Light turbine oil or 2T synthetic oil with a specification JASO FC or better.
5. The fuel must be mixed with turbo oil in the ratio of 4% oil to 96% fuel (ratio 1:24). Too little oil will shorten the bearings life. You can use higher content of oil (5-6%) without any problem for the engine to share the same fuel with other engines.
Please remember to always handle fuel and oils with care! Avoid all direct contact with skin – in case of contact wash all affected areas with soap and warm water immediately.

Feed Pipes

All the pipes must be Polyurethane or nylon as provided by Jets Munt or Tygon (like the ones used by gasoline engines). Do not use Tygon on the pressure side of the fuel pump.

Silicone tubing must not be used anywhere in the installation as it is dissolved by fuel and oil. If in doubt, take a small piece of tube and submerge it in kerosene for a few days and verify that it's characteristics have not changed.

Starting Gas

The starting gas is required to provide pre-heating of the combustion chamber in advance of the liquid fuel feed. Once the fuel flow is started the gas is no longer required.

For quick ignition a propane/butane gas mixture works well. In **warm climates over 20°C** a 20% Propane, 80% Butane is a good combination (i.e. Camping Gaz) whilst in **colder climates below 20°C**, a 30% Propane, 70% Butane mix is suggested (i.e. Coleman gas). NEVER use 100% propane, the high pressure of the propane could blow tubes, cause leaks and cause a too high temperature during ignition, damaging the engine.

The gas supply can be from a canister, like the type typically used for camping and plumbing. For filling of the optional onboard tank the canister should be inverted to allow a flow of liquid. Care must be taken not to allow any liquid gas to be introduced during engine starting.

All gas canisters and onboard tanks should sit upright with the gas feeding from the top.

Maintenance

1. Always keep the engine and its accessories clean and dry.
2. Regularly check wires for chafing or insulation breakdown, etc.
3. Regularly check fuel and gas pipelines for chafing and /or leaks at joints.
4. Check the temperature probe is correctly positioned.
5. Check the engine and mounting for loose fittings and secure if required.
6. Ensure the fuel system is kept free from dust and dirt inclusion and that fuel is carefully filtered.

Blown the Glowplug?

Glowplugs do not last forever and you may need to change one at some point due to a blown element. To work correctly the element must be exposed tease it out with a pin to the shape shown.

You can use any type of plug, the cold ones last longer e.g. Rossi R8, Novarrossi CV8S.

Remember to adjust the power to the plug in the ecu after changing the plug type.



Battery charging and care

The engine come with a LiPo (2 cell) batteries. You can use any type and capacity of battery, but only of 7,2 - 7,4V nominal voltage, minimum recommended capacity is 1200mAh 20C type. Never use a 3s (11,1V) battery. Special care should be taken with LiPo technology and they should be charged with a LiPo charger, using a regular NiCad charger could cause the battery exploding or taking fire. Always follow the charger manufacturer recommendations.

The ecu will not start the engine if the batteries show low voltage, but once the engine is running, the ecu will keep it running until the batteries are completely empty, so this can cause the battery to discharge below it's safe voltage.

Running Time Counter

Using the second left hand button, scroll through the menu's to the INFO menu.
This screen contains a timer which shows:

```
Timer:          Tot:0000m  
Last: 000s      Cy:000
```

The total running time of the engine in minutes (Tot).

The time in seconds of the last engine run (Last).

The total number of starts (cycles - CY) .

Use this screen to keep track of your total running time and starts.

Extra ECU functions

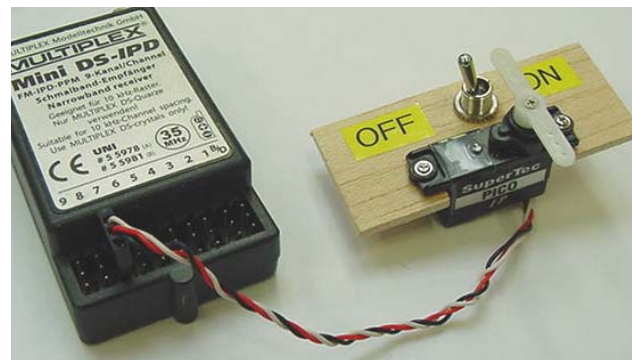
The ecu provide several menus that allow to do some tests and personalize some settings, like:

- Adjust the thrust/throttle curve (Linear, Expo, Intermediate).
- Check the capacity of battery used.
- Test the starter, Glow Plug, valves and Pump.
- Check the failsafe counter (time and pulses of wrong RC signal).
- Check and set the maximum airspeed (if pitot tube and sensor installed).
- Adjust the glow plug power -Adjust the % of starting gas.
- Adjust maximum power.

Please refer to the FADEC manual (<http://www.espiell.com/FAD06.pdf>) for further information.

Engine Kill Switch

It is good practice to have an alternative means of shutting off the engine in emergencies independent of the ecu. A simple method to achieve this is by putting a switch in the battery line to the ECU, operated by a mini servo mounted to a ply plate. The plate is drilled for a miniature toggle switch actuated by the servo arm – position it so it can only be reset by hand. The switch is wired in series with the positive (red) battery wire to the ECU (a cable is available if required). The servo should be connected to a channel which is operated by a switch on your transmitter so it can be operated quickly. The servo travel should be adjusted to ensure it is not stalled at either position.



Merlin 90 Trouble Shooting

PROBLEMS

SOLUTIONS

There is no reading on the screen

1. Disconnected receiver or the ecu/receiver batteries are empty
2. The display is badly connected
3. Problem in the ecu or display

The gas does not ignite

1. The gas canister is empty/low or cold.
2. The gas solenoid valve is not connected properly or installed gas shut off valve is closed.
3. There is too much gas and the setting on the ecu needs adjusting
4. Glow voltage needs adjustment

There is little increase of RPM when the fuel ignites

1. The fuel valve is partially open
2. There is air in the line of fuel
3. The filters are blocked

The engine reduces the power of it is stopped during starting

1. The ecu has detected temperatures over 800°C due to too slow starting
2. There is low battery or air in the tubes- Therefore let it cool and retry

Engine does not accelerate to maximum set rpm

1. There is insufficient fuel or air bubble entering the engine during the initial start up.
2. Low battery capacity

The engine loses power in flight

1. The ECU battery is empty: recharge
2. The filters are dirty

The engine stops in flight

1. The fuel level is low and/or there is air in the pipes
2. There is a poor connection between the battery and pump
3. Interference
4. Check the “last power down” cause on the ecu

There is excessive vibration and unusual noise

1. The engine is unbalanced by the ingestion of a foreign object. Do not use the engine and send it in for service.

Merlin 90 Log

Owner Serial NumberPurchase Date

Start

No. Date Model Place Engine

Time

Flight

Time

Remarks



Jets Munt SL

Torrent d'en Puig, 31

08358 Arenys de Munt

Barcelona (Spain)

Tel/Fax: +34 93 7950113

www.jets-munt.com

info@jets-munt.com