



**PAP**  
since 1989 Team

## **MOSTER USE AND MAINTENANCE PARAMOTOR MANUAL**

*Thank you for purchasing a PAP machine and trusting in our experience. This will let you achieve and experience flight in a very simplistic form and let those childhood dreams of flight become a reality. If you do not want this dream to become a nightmare then please read and understand fully the following recommendations about its operation and use. Enjoy your machine and always respect the flight rules*

## STARTING OF THE ENGINE

If the gasoline circuit is empty we will notice this right away because the knob (Fig. 13) offers little resistance and therefore we will have to pump up the gasoline until the knob hardens. If we pay attention we can hear the gasoline reach the carburetor and as so the gasoline circuit filled.

### STARTING IN COLD WITH THE GASOLINE CIRCUIT FULL:



#### USE THE SECURITY TAPE TO LOCK THE PROPELLER IN THE COLD START

Once checked that it is full we press the Primer of the carburetor (Fig. 14) and while we are pressing this we will act on the knob (Fig. 13) by pressing this just a few millimeters and as a result the flow of enough necessary fuel will fill the carburetor. We can also see the small gasoline filter which is under the carburetor being filled.

**Give full throttle during the first pull of the starter rope. Like this the engine will start immediately without unnecessary drowning.**

If we priming the engine too much, this will down the engine and it will have difficulties too start and having to give several pulls on the starter rope. The same applies if we stay short. As a visual reference to know is when the small petrol filter is full. With practice we will easily know the fair amount (just a few millimeters of pressure on the knob (fig. 13) with the pear of the carburetor (fig. 14) pressed).

### HOT START:

NO action on the supply of fuel is needed.

It is not necessary to use the throttle of the starter; otherwise you will down the propulsion hopelessly.



(fig. 13)



(fig. 14)



**ATTENTION:** before you start, verify that the gas cable is not blocked. To verify this a few gas actions are sufficient.

When starting and accelerating it is very important not letting the engine get too many RPM as it can push you too the sides. Do not forget to use the security tape to block the propeller when the engine has clutch.

If you prime in excess, a drop of fuel can fall on the exhaust. Do not clean until the fuel has evaporated if not the paint of the exhaust will come off (only for painted exhaust).

**NEVER** start without the PROPELLER

During the first seconds the engine can be a bit rich of gasoline while on low revs if you prime in excess.



SEE MANUAL VITTORAZI MOSTER 185.



## ELECTRICAL STARTER -MOSTER DUAL START

The system that we have developed together with Paracell is composed of a plastic box (PLA) which integrates all the components.

### SONY VTCSA BATTERY

The battery is from **Sony** model **VTCSA Li-ion** type.

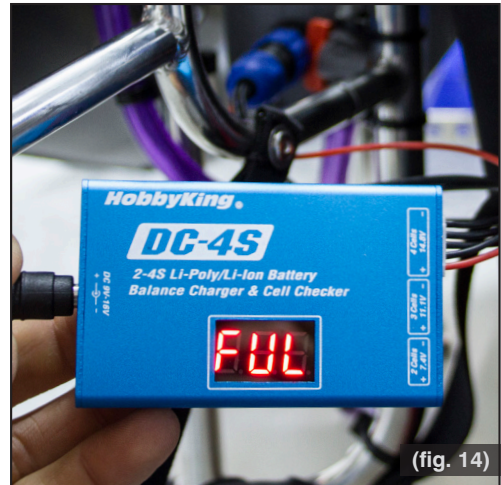
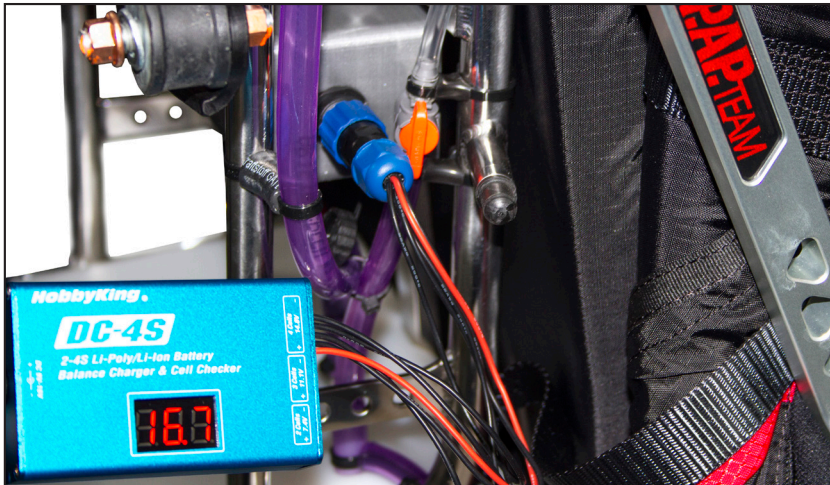
Following the indications it has an approximate autonomy of 40 starts . Remember that you can always start your engine manually, even if your engine is equipped with this electrical starter.



**It does not charge with the engine**

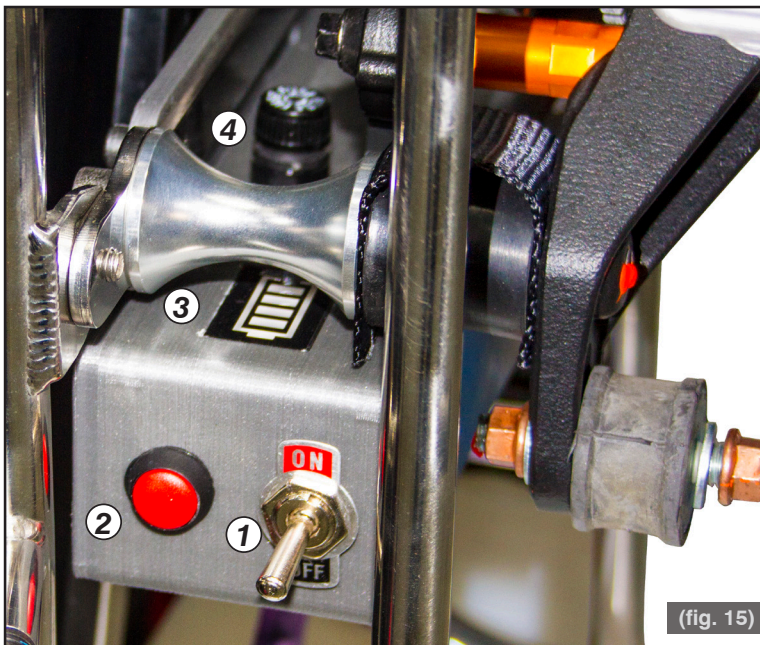
**It is necessary to use the original charger included connected to the domestic electrical network.**

It will be fully charged when the message **FUL** is displayed on the screen of the charger (fig. 14).

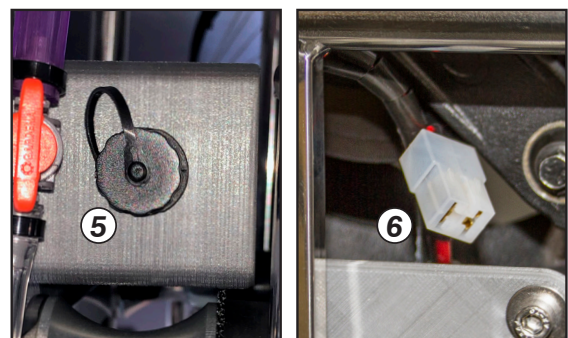
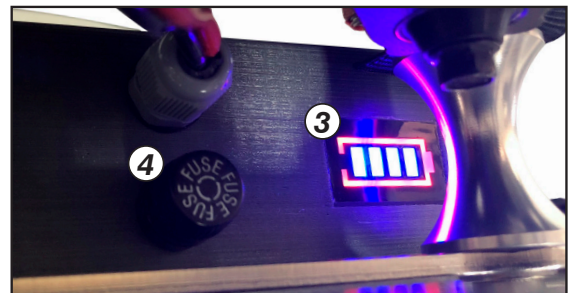


(fig. 14)

For security reasons we have opted not to have the starter button on the gas throttle (fig. 15).



(fig. 15)



- ① **Power switch.** Turn on to start the engine, and keep turned on during flight. Turn off when landed.
- ② **Starter button.** Push to start, keep pushed until engine has started, and let go when engine has started.
- ③ **Battery charge indicator.** Check periodically. It is recommended to put in charge when there are 2 of the 4 levels.
- ④ **System fuse.** Only touch in case of fault.
- ⑤ **Charger plug.** Uncover to connect the charger.
- ⑥ **Throttle connection plug.** With this plug you can connect a throttle which is equipped with a start and stop button. For security reasons we have opted not to have the starter button ② on the gas throttle (fig. 15).