NEW!

Titan ZG 45 PCI

Titan ZG 45PCI ... #4596 € 449,—

Weight with ignition: 1710 g *

Titan ZG 62 PCI

Titan ZG 62PCI ... #6596 € 489,—

Weight with ignition: 1900 g *

5 year Guarantee* for the ignition also!

* guarantee conditions on catalogue page 37.

Engine is supplied with mufflers not shown here.

Please note when comparing weights that the Bosch screening plug cap of 35 g is included, but not the silencer weight.

We have deliberately chosen the robust standard spark plugs instead of the small and fragile CM6 spark plugs. Another reason being with the CM6 plugs the engine will not reach full power, because the electrodes from the smaller plug do not reach far enough into the combustion chamber.

If you so wish we can supply the ignition with the very neat Zenoah rubber spark plug caps. The screening cable is then grounded to the M5 thread on the cylinder head. The radiation with this version is similar to the magneto ignition with screened HT-cable.

Titan ZG 80 PCI

Titan ZG 80PCI #7896 € 849,—

Weight with ignition: 2725 g *

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FALKON PCI 1.3/2.3

Microprocessor controlled Battery Ignition

The Falcon PCI 1.3 and PC 2.3 are microprocessor controlled battery ignition systems, professionally developed to the highest possible standard of quality. These two units are electronically as robust as the legendary Zenoah magneto ignition. If you do not exceed the maximum voltage supply the only possible damage you can possibly experience is mechanical. These Falcon units are also fully protected against incorrect battery polarity.

The Hall sensor triggers the spark even by a very slow turning of the propeller. The engine is thereby child's play to get started. For safety, the Falcon ignition shuts off automatically after one minute without movement of the propeller, thereby preventing an unwanted start.

The ignition advance timing curve is programmed in a memory chip. This has enabled us to choose the optimal timing for the Titan ZG engines from tickover to full throttle. This timing advance curve is far different from previous Falkon and other battery ignition systems. The result of our work on this advance retard curve is a very stable and low speed tickover, especially useful on our Hydro-Mount-System.

The dubious advertising claims to increase power with conversion to battery systems is best ignored, a battery ignition alone cannot increase the power. This fictional power increase is possibly due to slipshod methods of measuring the rpm and small differences between engines of the same type. The magnetic induction force induced drag of the magneto ignition is very small, at 6,000 rpm it causes the minute loss of only 15 rpm. The magneto ignition has the ignition timing advance set as early as possible. To increase this advance would only increase the cylinder temperature, obviously having a negative affect on the power.

Why the battery ignition?

A clear advantage with the battery ignition is that the tickover speed is a great deal lower than with a magneto ignition. The engine will start just as easily as with the Easy-Start-System, with the added advantage you do not need to carry the start box and plug it in.

Not including the battery, and comparing the battery ignition engines with the magneto engines with screened ignition cable and Bosch screened plug cap, there is a weight reduction of 220 grams on the ZG 45PCI, the ZG 62PCI and also on the ZG 80PCI twin cylinder.

However he who would prefer the total maintenance free magneto with unlimited running time without an extra battery with the cable, switch and the installing of the ignition box in a model... then there is nothing better than the Titan ZG engines with the electronic magneto ignition. His models do not need the super low speed tickover. They are rather ruggedly built and vibration proof, would tend to be even heavier with a battery ignition, as it seldom occurs that the battery can be placed in the model so far forward as the magneto flywheel sits on the engine, which can mean a piece of lead will be required to get the CG in the right position.

The conversion set includes special tools and a manual with photo's giving step by step instructions. The conversion from magneto to electronic battery ignition is very simple and can be carried out with ease. The sensor is only screwed into place and is automatically adjusted. The same propeller hubs as with the magneto ignition are used.

We recommend a 4 cell battery of the NiMH type with a 1400 mAh capacity for the single cylinder and 1800 mAh for the ZG 80PCI. Using a 5,5 V linear voltage regulator like the "Digi Switch" from "Modellbau Deutsch" will allow the use of two LiPo cells.

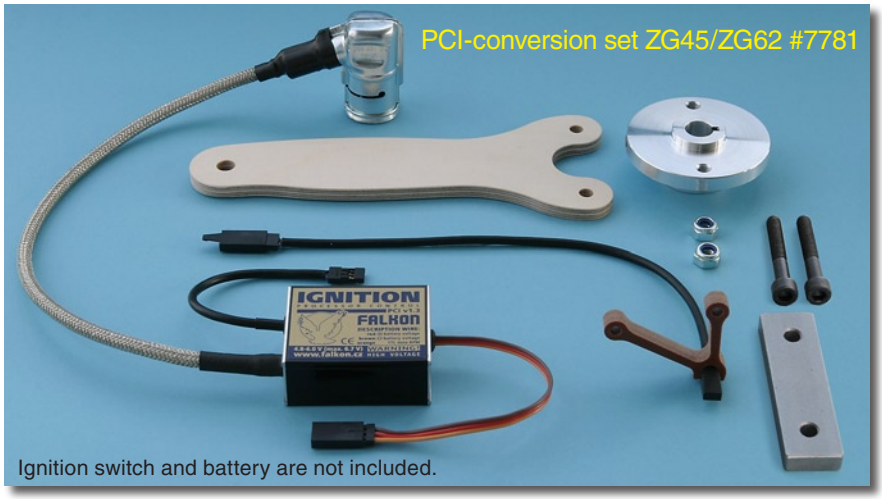
PCI-conversion set ZG45/ZG62 #7781 € 149,90
PCI-conversion set ZG80B ..... #7782 € 189,90

Converting ZG45 / ZG62 to PCI #7786 € 149,90
Converting ZG80B to ZG80PCI #7787 € 189,90

As an introductory offer we convert your engine without charging for the working time.

Spares:

PCI 1.3 ignition unit with sensor #7791 € 119,50
PCI 2.3 ignition unit with sensor #7792 € 159,50
Propeller hub adapter and magnet #7795 € 34,50
Sensor with carrier ..... #7796 € 17,95
Sensor carrier ..... #7797 € 3,70



PCI-conversion set ZG45/ZG62 #7781

Ignition switch and battery are not included.

Technical data

PCI 1.3 = single cylinder,
PCI 2.3 = twin cylinder.

Weight incl. sensor, sensor carrier and Bosch screened plug cap:
PCI 1.3: 138 g / PCI 2.3: 227 g

Hub adapter weight: 70 g

Battery voltage: 4,8 bis 6 volts
min. 3,8V, max. 6,7V

Current consumption at 2000/8000 U/min
PCI 1.3: 220 mA / 680 mA
PCI 2.3: 300 mA / 1100 mA

HT-voltage: 21 kV

Engine speed range: up to 9000 RPM

Working temperature: -10 bis +85 °C
Hall Sensor temp. range: -40 bis +150 °C

CE certificate no.: 1041242

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