

User's Manual

Introduction

Thank you for choosing the paratrike Mustang 503. We would like to invite you to spend some of your time reading and familiarizing yourself with this manual, which will allow you to discover the characteristics of your new engine. Thanks to the maintenance tips found inside, you will always be able to trust your engine and enjoy your purchase for a long time.

We would also like to invite you to hand over this manual along with the engine if you decided to sell; the new owner will find it as useful as you did.

The manufacturer, or, if the case be, the distributor, are at your full disposal to answer any questions and concerns and solve any problem. **YOUR SAFETY AND THE SAFETY OF OTHERS ARE OUR BIGGEST CONCERN.**

We would like to inform you that the contents of this manual will not give you the information necessary to operate the paratrike; this manual contains only the information necessary to assemble and maintain your paratrike. To operate the paratrike you must head to a flight school, where an instructor will teach you to fly.

Please read this manual before operating the paratrike.

Introducción

Gracias por haber elegido el paratrike Mustang 503. Le invitamos a invertir un poco de su tiempo en la lectura de este manual, que le permitirá descubrir las características de su nuevo motor. Gracias a los consejos sobre mantenimiento y la periodicidad de los controles, usted podrá confiar en todo momento en su motor y disfrutar por mucho tiempo de su adquisición.

Le invitamos también a entregar este manual junto con el motor si decidiese venderlo. Al nuevo propietario seguro que le resultará tan útil como a usted.

La empresa fabricante, o en su caso, la distribuidora quedan a su entera disposición para responder a cualquier pregunta y, si se diese el caso, solucionar cualquier problema, puesto que **SU SEGURIDAD Y LA DE LOS DEMÁS SON LO MAS IMPORTANTE PARA NOSOTROS.**

También queremos informarle que el contenido de este manual no le aportará la información necesaria para volar el paratrike; este manual contiene solamente la información necesaria para montar el paratrike y su mantenimiento. Para volar el paratrike usted debe dirigirse a una escuela de vuelo, donde el instructor le enseñará a volar.

Antes de operar el paratrike es imprescindible leer este manual.

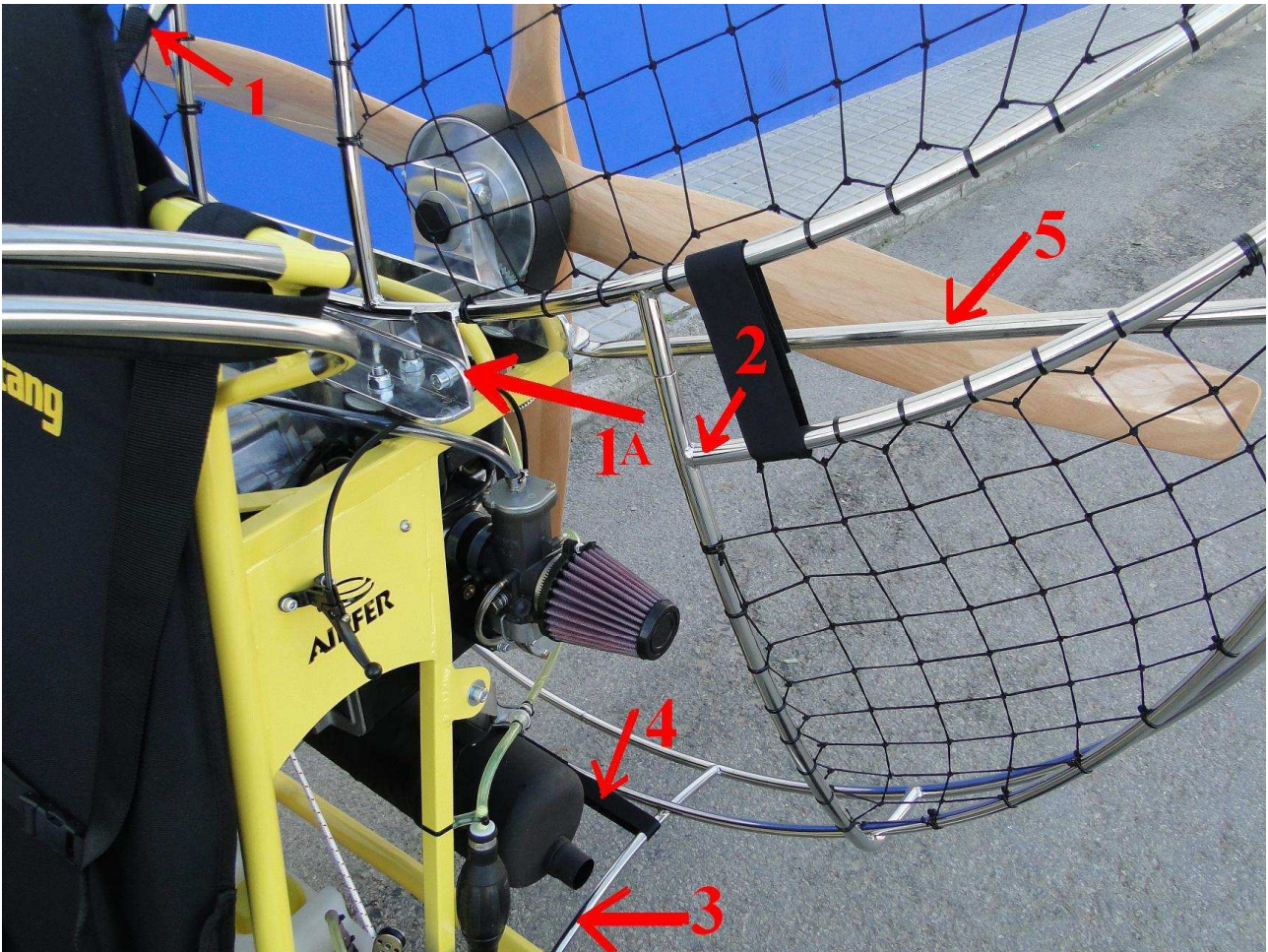


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Propeller Protection Ring Assembly

First: Assemble the top part; to do this, install the screws that appear in Figure 1A, followed by the band in Figure 1. Leave the screws and the band a bit loose so that you are able to install the other pieces with ease.

Second: Assemble the lower part; start with Figure 2, followed by the screw in Figure 3.

Third: Next, install the lower band (Figure 4); finally, install the support (Figure 5).

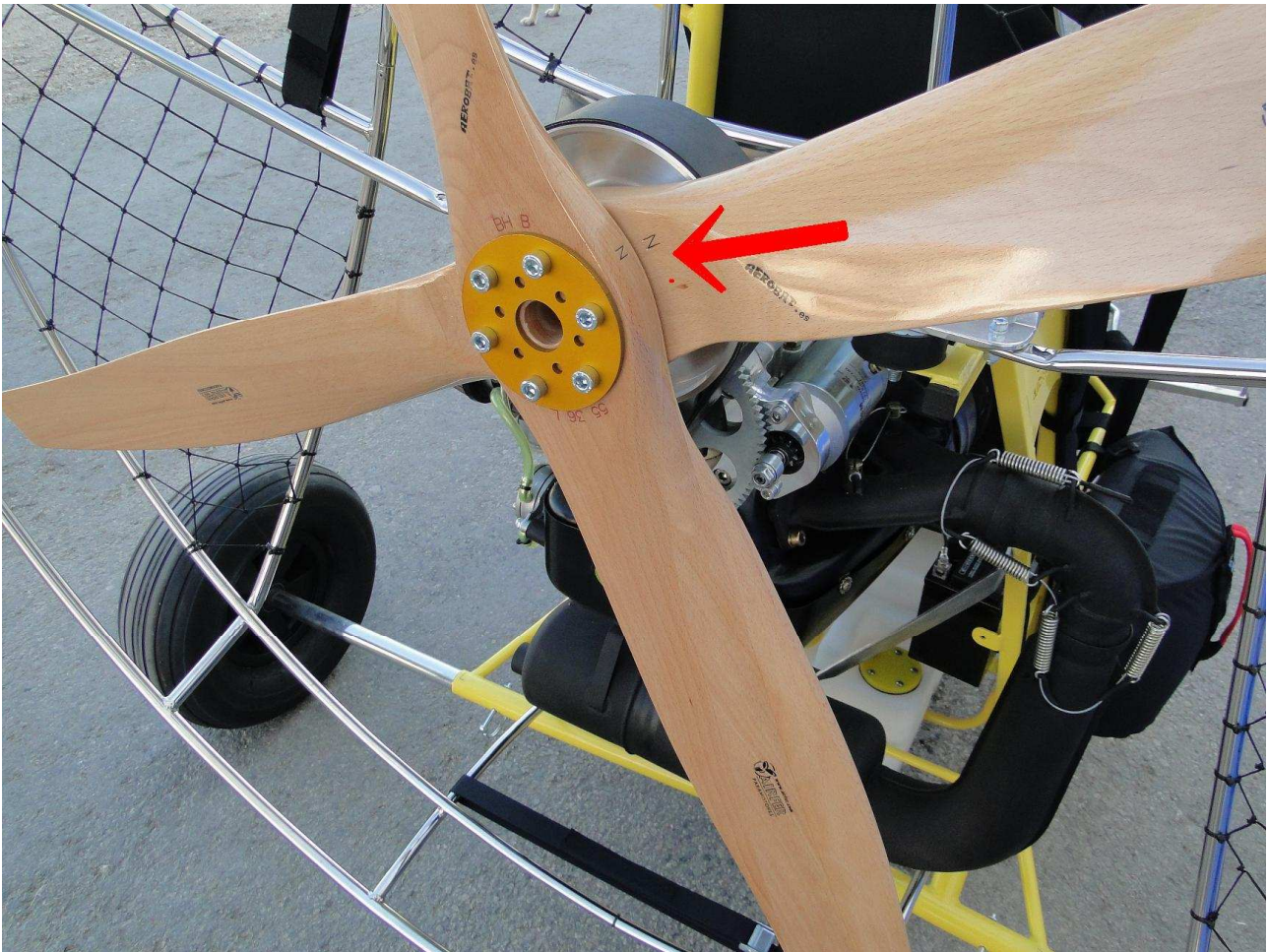
Fourth: Once the equipment is assembled, tighten all screws, bands, and velcros.

Montaje del Aro Protección Hélice

Primero montaremos la parte superior, para esto pondremos los tornillos que aparecen en la Figura 1A y después la cinta en Figura 1. Dejaremos los tornillos y la cinta un poco flojos para así poder montar las demás piezas con comodidad.

Segundo montamos la parte inferior de los aros, empezando por la Figura 2, después el tornillo de la figura 3. A continuación montamos la cinta inferior (Figura 4) y por último el soporte (Figura 5).

Una vez ensamblado todo apretaremos todos los tornillos, cintas y velcros.



Propeller Assembly

As seen in the picture (red arrow), the two letters from each propeller must match (capital N in the picture).

Tighten the Phillips screws (star screws) with a pressure of 12 N/m^2 . Remember to double check the screws periodically because temperature changes might cause them to loosen.

Remember to always keep propellers in perfect condition. Always use original propellers; in the case that you need to replace propellers, purchase them from a specialized distributor that offers a warranty.

Warning: An improperly installed propeller might cause damage to the engine, causing the engine to stop functioning during flight and resulting in an accident. The use of propellers not authorized by **AIRFER** will void the warranty.

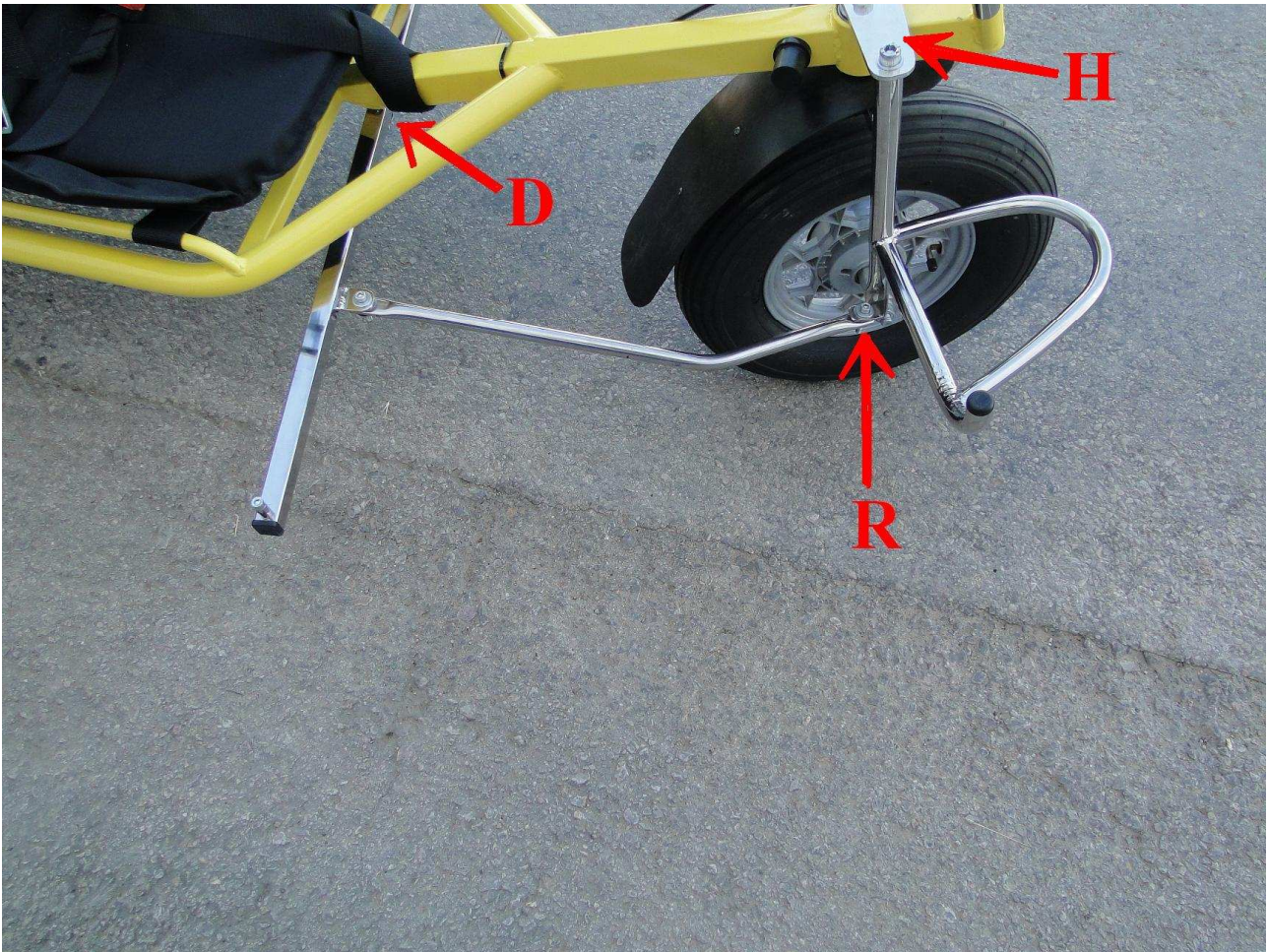
Montaje Hélice

Como se puede ver en la foto y como indica la flecha roja, las dos letras de cada hélice deben coincidir. Así será el montaje correcto.

Apretar los tornillos en forma de estrella con una presión de 12 N/m^2 y recuerda revisarlas periódicamente porque se podrán aflojar con los cambios de temperatura.

También recuerda conservar siempre la hélice en perfectas condiciones. Utiliza siempre hélices originales y en el caso de tener que reponerlas, hazlo en un sitio especializado que te ofrezca garantía.

Recuerda que una hélice mal reparada podrá ocasionar graves averías en el motor, pudiendo este dejar de funcionar durante el vuelo, provocando incluso un accidente. También el uso de hélices no autorizado por **AIRFER** dejará sin validez la garantía.



Front Wheel and Direction Bar Assembly

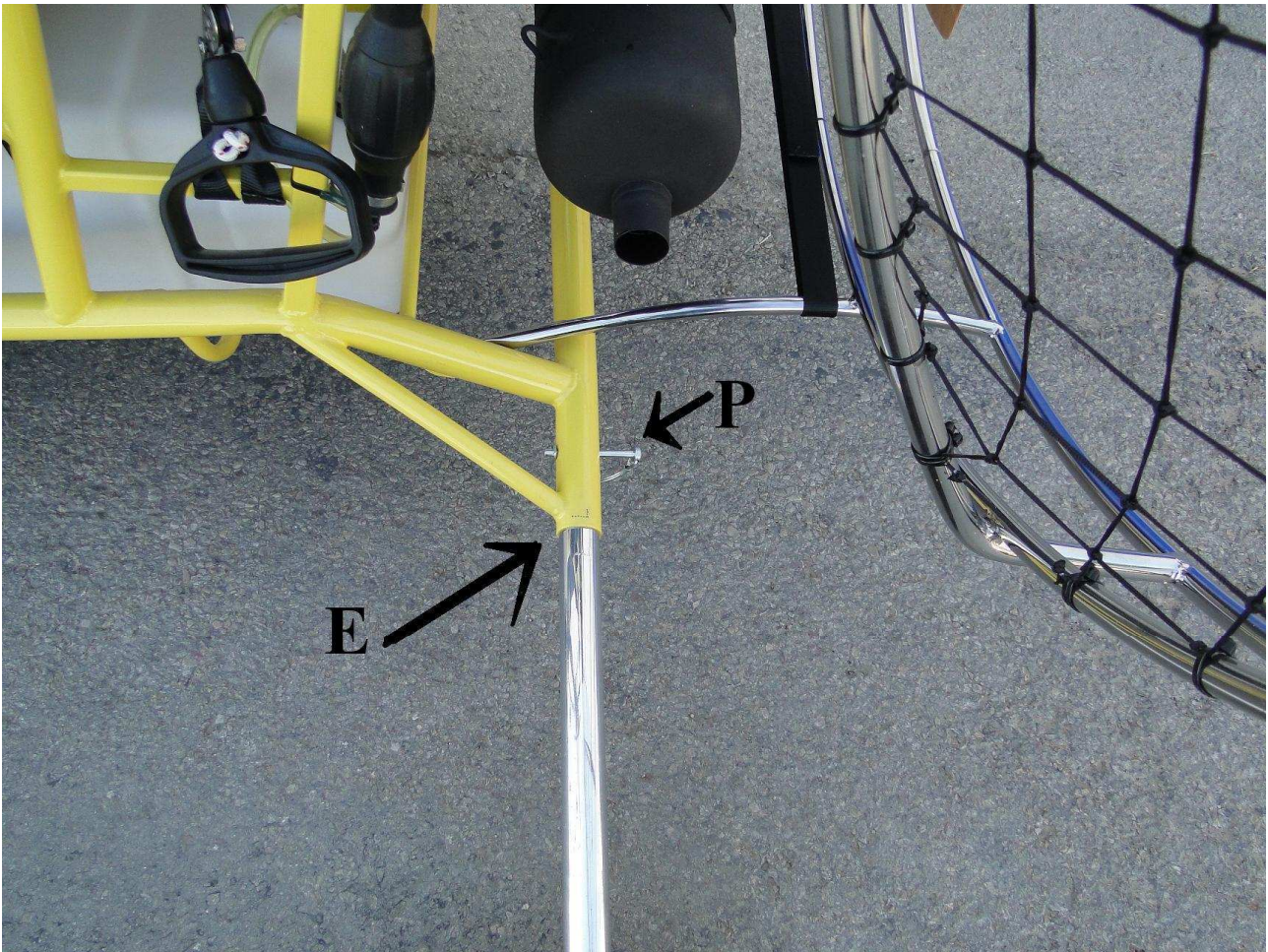
First: Assemble the wheel set and install the top sheet (Figure H) with its three screws.

Second: Install the direction bar with the bolt (Figure D); finally, install the screw in Figure R.

Montaje Rueda Delantera y Dirección

Primero montaremos el conjunto de la rueda y ponemos la chapa superior (Figura H) con sus tres tornillos.

Después ponemos la barra de dirección con la tuerca (Figura D) y a continuación montamos el tornillo (Figura R).



Rear Wheels Assembly

Each axle is marked with **L** (left) or **R** (right). Insert each one in the corresponding slot and fix it with the pin in Figure P.

Montaje Ruedas Traseras

Cada eje tiene las marcas **L** (izquierda) o **R** (derecha). Pondremos cada una donde corresponda y la fijaremos con el pasador de la figura P.



Startup

After making sure that everything is properly assembled and that nothing can enter the propeller, such as seatbelts; slings; etc., proceed to engine startup.

First: Using the fuel pump (Figure FP), make the fuel rise to the carburetor until the carburetor is full.

Second: Put the three switches in the ON position and turn on the red button (lower position) in the accelerator control panel, all while pulling on the air lever (Figure A). This lever will be on for several seconds, until the engine starts up without stopping.

DO NOT accelerate during this process; the engine will drown.

It's important that the trike is well secured; it is best to lean it on a car or wall.

Puesta en Marcha

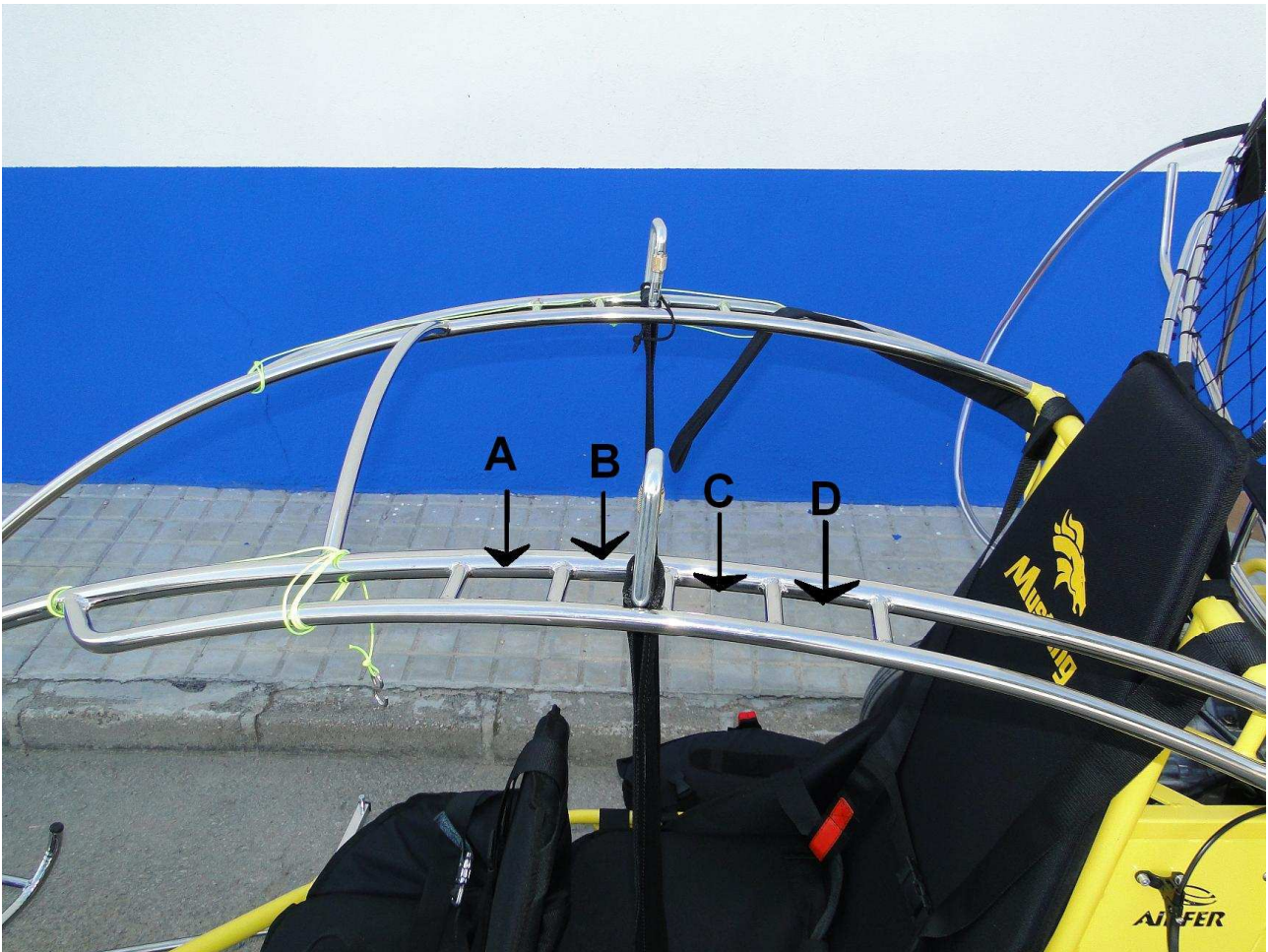
Después de haber comprobado que todo está bien montado y que no pueda entrar nada en la hélice, como los cinturones, eslingas, etc., podemos proceder a poner el motor en marcha.

Primero hacemos subir la gasolina al carburador utilizando la pera (Figura FP) hasta que notemos que el carburador se ha llenado.

Después pondremos los tres interruptores en posición ON y accionaremos el botón rojo (inferior) del mando del acelerador, al mismo tiempo que accionamos la palanca del aire (Figura A). Esta palanca la tendremos accionada varios segundos hasta que el motor consiga arrancar y no se pare.

No debemos acelerar durante este proceso pues el motor se ahogará.

Es importante que el trike esté bien sujeto, lo mejor será apoyarlo contra el coche o la pared.



Positioning the Parachute According to Weight

The parachute band will be placed in one position or another, depending on the weight of the passenger or the pilot. Keep in mind that each position has an oscillation range of between 5 and 10 kg, depending on the weight of the pilot.

Weight Chart

Position A: 90-100 kg

Position B: 70-80 kg

Position C: 50-60 kg

Position D: 40-50 kg

Posición del Parapente Según el Peso

Según el peso del pasajero o del piloto, colocaremos la cinta de carga en una posición o en otra. Hay que tener en cuenta que cada posición tiene una oscilación de entre 5 y 10kg., dependiendo del peso del piloto.

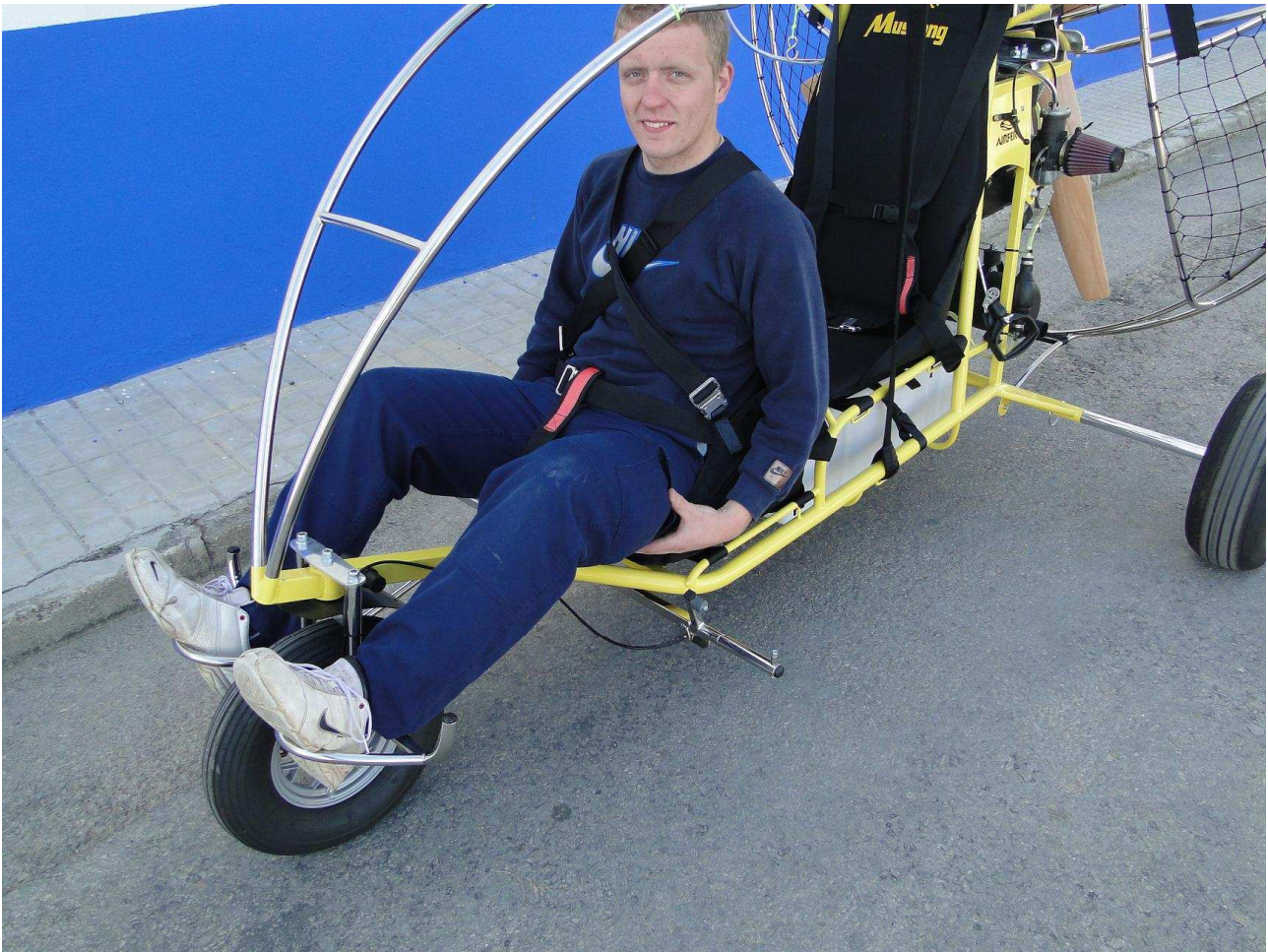
Tabla de Pesos

Posición A: 90-100 kg

Posición B: 70-80 kg

Posición C: 50-60 kg

Posición D: 40-50 kg



Safety Belts for Passenger and Pilot

Position the passenger seatbelt as indicated in the picture, with the top part in cross form. In the case of the pilot seatbelt, position it as in the picture, not in cross form.

Attention

Before starting the engine make sure that the safety belts are fastened in their proper position, otherwise they can be caught by the propeller, causing damage to the propeller or injury to the pilot or passenger.

Cinturones de Seguridad Pasajero y Piloto

Pondremos el cinturón de seguridad del pasajero como se indica en la foto, con la parte superior en forma de cruz.

En el caso del piloto se colocará como en la foto, no en cruz.

Atención

Antes de arrancar el motor deberemos asegurarnos de que los cinturones están abrochados en su posición pues si no fuese así podrían ser aspirados por la hélice, causando la rotura de esta e incluso nosotros podríamos sufrir algún daño.

MAINTENANCE

It is advised that you follow a maintenance and check-up control. We advise that check-ups be given every twenty (20) hours of use; this way you can be sure that the paratrike is ready for operation at any given moment.

- During the twenty (20) hour check-ups, you must double-check the trike's screws (front wheel, direction bar, rear wheels, protection ring, propeller, etc.); above all, you must double-check the anchor screws in the engine, the pinion, exhaust pipe, propeller, etc. It is also necessary to clean the carburetor's air box and examine the state of the spark plugs; replace if needed.
- After 120 hours of use, perform proper examinations of the engine; for this, you will have to consult the manufacturer's manual.
- As a maximum, every two (2) years replace the engine's shock mounting and the gasoline tubes.
- Make sure that the paratrike's textile components, such as the harness and the parachute bands, are not soiled by harmful liquids, such as gasoline, oil, solvents, etc. In this case, the harness can be washed with water and neutral soap. However, if the parachute bands come into contact with the above-mentioned liquids, they must be replaced with clean and original bands.
- The parachute bands must not be manipulated or altered under any circumstance. In any case, it is advised that they be replaced every four (4) years, replacing them sooner if it is necessary.
- In regards to propeller maintenance, the buyer is informed that the propeller is the most important component of the paratrike and that it must always be kept in perfect conditions. It is advised that any and all repairs be performed by a specialized company with labor warranty. Remember that a propeller in a poor state can result in serious damage to the engine, causing it to stop working during flight and causing an accident. The use of propellers not authorized by **PARAMOTORES AIRFER** will void the warranty.
- It is advised that before all flights, a visual examination of every single component of the trike is made. If the trike is not in ideal conditions, abstain from operating and immediately solve the problem.

If you have any questions or concerns, please address them with your distributor or directly with us.



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WARRANTY

Paramotoring is a sport in which no single basic set of rules is regulated in regards to manufacturing, use of materials, engine characteristics, or types of harnesses to be used, among other aspects. For this reason and given that the paramotor's use is commercially unregulated, **PARAMOTORES AIRFER** is not obligated to issue any type of warranty, because the customer is purchasing a good developed for experimental use in motorized parachute flight. The customer is advised via this document of this circumstance of legal exemption of warranty. However, all of our models include a commercial warranty voluntarily issued by the manufacturer for one (1) year from the date of delivery, keeping in mind the following points.

1. The commercial warranty provided by **PARAMOTORES AIRFER** (henceforth **the warranty**) does not cover engine irregularities, given that the causes of such are undetectable (lack of oil in the fuel, improperly lubricated, low quality oil, improper use, etc).
2. The company is not responsible for any imperfection caused by improper use of the engine; the customer agrees to strictly follow the described maintenance, as well as the pre-flight examination. Not following these guidelines will void the warranty.
3. The warranty does not cover the normal wear of parts caused by use or damage caused by the installation of parts not provided by **PARAMOTORES AIRFER**.
4. The warranty does not cover engines used in races, competitions, or for commercial purposes.
5. The warranty does not cover damage caused by use of the engine without propellers or damage caused by altering any part of the paramotor if the alteration has not been authorized in writing by **PARAMOTORES AIRFER**.
6. The warranty does not cover damage caused by the use of propellers not approved by **PARAMOTORES AIRFER**.
7. The warranty does not cover damage caused by oxidation (rust), premature wear due to water exposure, sand infiltrations, or exposure to any foreign objects.
8. The warranty does not cover damage resulting from mechanical manipulation by a service not authorized by **PARAMOTORES AIRFER**.
9. The warranty does not cover damage caused by improper transport.

CUSTOMER SERVICE PROCEDURES

If you have any problems, difficulties, or concerns, please contact the company at:

1. Authorized **PARAMOTORES AIRFER** customer service centers.
2. Authorized **PARAMOTORES AIRFER** distributors.

VALIDITY OF WARRANTY

The warranty will be valid only if the buyer completes the registration card and sends it into the authorized **PARAMOTORES AIRFER** distributor within fifteen (15) natural days of delivery of the paramotor.

NOTICE OF WARNING

This paramotor, due to its design, may be subject to sudden stops. This stop may cause impact upon landing. This type of accident may result in serious injury, including death. For this reason, the paramotor equipment must never be flown in closed spaces, wind currents, inappropriate heights, or under any other circumstances in which it may not be possible to make a smooth landing after a sudden engine stop. This equipment must only be flown in daylight and under visual flight conditions (Visual Flying Rules V.F.R.).

WARNING

This paramotor is not certified by any establishment. It has not passed any security or durability tests or examinations and it does not fall into any patterns of airplane engine standards. It is designed SOLELY for **experimental** use in paramotors, non-certified vehicles and venturous flights, in which engine failure might endanger the safety of any persons involved.

The user or owner assumes all risks of use and recognizes that via its use, the engine might be subject to a sudden stop.

ALL TRANSPORTATION COSTS ARE BUYER'S RESPONSIBILITY.

ATTENTION: THE PROPELLER IS THE MOST IMPORTANT PART OF THE PARAMOTOR. IT SHOULD ALWAYS BE CLEAN AND SMOOTH. IN CASE OF WEAR, IT SHOULD BE REPLACED OR REPAIRED AND BALANCED BY THE MANUFACTURER.

A DAMAGED PROPELLER CAN WRECK THE PARAMOTOR, WITH THE APPROPRIATE CONSEQUENCES.

PARAMOTORES **AIRFER** IS NOT RESPONSIBLE FOR ANY STRUCTURAL IMPERFECTION IN THE PARAMOTOR CAUSED BY AN IMPROPERLY REPAIRED PROPELLER OR A PROPELLER WITH GENERAL IMPROPER UPKEEP.

Our paramotors are delivered as a KIT; therefore, the paramotor's use and maintenance are solely the customer's responsibility. The customer must make a complete examination of all of the paramotor's parts and elements which are detailed in the maintenance and pre-flight examination **BEFORE STARTING THE ENGINE.**

PARAMOTORES **AIRFER** IS NOT RESPONSIBLE FOR ANY INCIDENT RESULTING FROM NOT HEEDING THE PREVIOUS WARNINGS.

EXPLICIT OR IMPLICIT WARRANTIES

In so far as it is allowed by local law, the previous warranties are exclusive and do not include any other warranties or conditions, written or oral, expressed or implied.

PARAMOTORES AIRFER rejects all warranty or condition implied in commerce. This warranty will provide the customer specific legal rights, as well as possibly providing other rights that vary from one country, state, or province to another.

PARAMOTORES AIRFER reserves the right to modify your warranty policy at any moment, it being understood that such changes won't alter the conditions applicable to engines sold while the warranty that appears above is valid. In case of litigation

PARAMOTORES AIRFER recognizes only the courts of Castilla-La Mancha.



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WARRANTY CARD AND CHECK-UP REGISTRY

<p align="center">1st Check-up</p> <p>Date: __ __ __</p> <p>Incidents/Irregularities: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Company Seal and Signature:</p> <p>_____</p>	<p align="center">2nd Check-up</p> <p>Date: __ __ __</p> <p>Incidents/Irregularities: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Company Seal and Signature:</p> <p>_____</p>
<p align="center">3rd Check-up</p> <p>Date: __ __ __</p> <p>Incidents/Irregularities: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Company Seal and Signature:</p> <p>_____</p>	<p align="center">4th Check-up</p> <p>Date: __ __ __</p> <p>Incidents/Irregularities: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Company Seal and Signature:</p> <p>_____</p>

WARNING: If one of the above indicated check-ups is not performed for any reason outside of this company's control, the warranty will be void.

AGREEMENT OF WARRANTY

I, _____,

With D.N.I. _____,

Recognizing in my own name sufficient capacity for the issuance of this document, declare:

That I am solely responsible for my actions and freely purchase a paramotor for experimental and venturous flight, which might merit some risk. In declaration of the fact that I am solely responsible of any and all incidents that might take place during its operation, and freeing the manufacturer of all civil and criminal liability that might arise in case of incident or accident, I sign this document.

DATE:

SIGNATURE:

WARRANTY REGISTRATION CARD

1. In order to comply with the requirements of the warranty, it is necessary that this form be properly and completely filled out by the user and/or owner of the paramotor and returned to **PARAMOTORES AIRFER** by ordinary mail within fifteen (15) days of delivery, to the following address:

Paramotores Air Future SLU
C/ Pedro Muñoz, 22
13630 Socuéllamos (Ciudad Real) España

This requirement not being properly filled, the benefits of the warranty will be denied.

2. No other type of warranty is available, besides the conditions defined in the present warranty.
3. Paramotor Model: C2-Mustang
Distributor: Paramotores Air Future SLU

Company Seal

Engine No: (Not required)

Propeller Model: _____

Date of Purchase (date of delivery): ____ ____ ____

Buyer: _____

I have fully read and understood the user manual and I agree with the procedure and conditions described above.

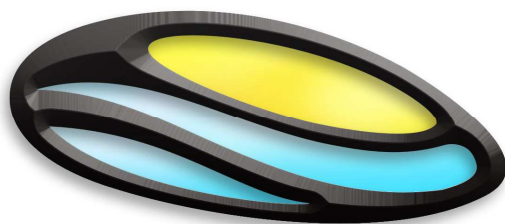
DATE:

SIGNATURE:

MANUAL MUSTANG 2011



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