



Radio Control Aircraft Engines and Accessories



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More Flying—Less Fuss

That's what Evolution® gas and glow model airplane engines are all about—giving you more time in the air and less time on the ground fussing, fuming and tuning. That's why Evolution has pioneered technology like SetRight™ needle valves, CON-JET™ induction systems and the phenomenal Trainer Power System.

Of course, ease of operation is only half the story. Every Evolution engine in the line has been tested against the most popular engines in its class. Each time, Evolution has matched or beaten them all in power and performance.

You started flying RC to be a pilot, not a mechanic. When it comes to a no-fuss flying experience, you simply won't find another engine that comes close to an Evolution.



Evolution Nitro Engines

Evolution's nitro engines are top-of-the-line 2-strokes, guaranteed to start quickly and easily. Each offers our removable, preset SetRight™ needle valve system that takes all the guesswork out of operation, as well as a canted glow plug that tilts the glow driver away from the plane's propeller for safer operation and a ball bearing-supported crankshaft that provides greater power and longer engine life. And for ultimate power, the bore, stroke and timing are carefully engineered for both muffler and tuned-pipe use.

True ABC construction, including a brass liner coated with chrome plating, withstands abuse and provides long-lasting performance.

Only Evolution® offers a low-speed SetRight needle valve with a lever that makes adjustments easy and takes all the guesswork out of operation.



**TRAINER POWER SYSTEM**

Bore: .87 in  
Stroke: .77 in  
Displacement: .45 cu in  
RPM Range: 2000-16,000  
Weight w/o Muffler: 16.3 oz



Trainer Power System EVOE100

A successful first flight doesn't start until the engine does. Yet most engines designed for RC trainer aircraft demand a level of engine-tuning experience many "student" pilots don't have. This often leads to frustrating first-flight experiences with difficult starts and dead stick landings because an engine has temperamental tuning characteristics that only an experienced pilot could understand.

Evolution's extraordinary Trainer Power System was designed to take this kind of fuss out of learning to fly by giving the new pilot an engine that starts easily and runs consistently flight after flight. Every Evolution® TPS is preset at the factory so it starts the first time, right out of the box. Because of our specialized manufacturing techniques, there is no need for a break-in period. No tedious trial and error with the carburetor settings. Just fuel it up and with a few flips of the prop, you're flying.

In addition, the TPS includes a specially designed 3-bladed propeller that limits the maximum speed while providing excellent climb performance and keeping noise limits well within AMA guidelines. The flywheel on the prop shaft keeps the engine idling smoothly at low rpms. And like every other engine in the Evolution line, the TPS comes equipped with a ball bearing-supported crankshaft, canted glow plugs that tilt away from the prop arc, and removable SetRight™ high- and low-speed needle valves that simplify tuning.

Specifications

**.36NT**  
Bore: .81 in  
Stroke: .70 in  
Displacement: .36 cu in  
Prop: 9 x 6 @ 12,000 rpm  
Weight w/o Muffler: 10.3 oz



**.36NT** EVOE0360



The .36NT works well with a wide variety of .20- to .35-size aircraft. It's a great match for .30- to .40-size fun-fly planes like the Hangar 9 Tribute 36 ARF that require a lightweight, reliable power plant.

◀ Hangar 9 Tribute 36 ARF

Specifications

40NT  
Bore: .81 in  
Stroke: .77 in  
Displacement: .39 cu in  
Prop: 10 x 6 @ 13,900 rpm  
Weight w/o Muffler: 14.1 oz



.40NT EVOE0400



The reliability and ease of operation of the .40NT makes flying something like Seagull's Spacewalker II 40 ARF a real joy. And while Evolution's Trainer Power System is the ideal power plant for new pilots looking to outfit their .40-size trainer, this is the next best alternative.

◀ Seagull Spacewalker II 40 ARF

Specifications

46NT  
Bore: .86 in  
Stroke: .80 in  
Displacement: .46 cu in  
Prop: 11 x 6 @ 12,500 rpm  
Weight w/o Muffler: 13.8 oz



.46NT EVOE0460



When pitted against the competition, the .46NT matched or exceeded the performance of every other 2-stroke glow engine in its class. If you're considering a Hangar 9® sport aerobat like the Ultra Stick™ 40, Twist™ 40 or FuntanaX 50, you simply won't find another power plant that offers such a perfect combination of horsepower, ease-of-operation and reliability. It's great for sport scale planes like Seagull's Decathlon too.

◀ Hangar 9 Twist™ 40 PNP

## Specifications

52NX

Bore: .881 in

Stroke: .847 in

Displacement: .52 cu in

Prop: 11 x 6 @ 13,000 rpm

Weight w/o Muffler: 14.5 oz



.52NX EVOE0520



The .52NX is the same size and weight as ordinary .46-size glow engines, but packs more of a punch. Its displacement of .52 cubic inches provides sport models with plenty of get-up-and-go without adding weight. It features true ABC construction that withstands abuse and provides long-lasting performance. It's a great match for just about any sport .40-size plane that you think could use a lot of extra power for extended vertical uplines, 3D fun or simply blasting holes in the sky.

◀ Hangar 9 Pulse XT 40 ARF



## Specifications

### .52NX HELI

Bore: .88 in

Stroke: .85 in

Displacement: .52 cu in

Prop: N/A

Weight w/o Muffler: 15.36 oz



.52NX HELI EVOE0520H



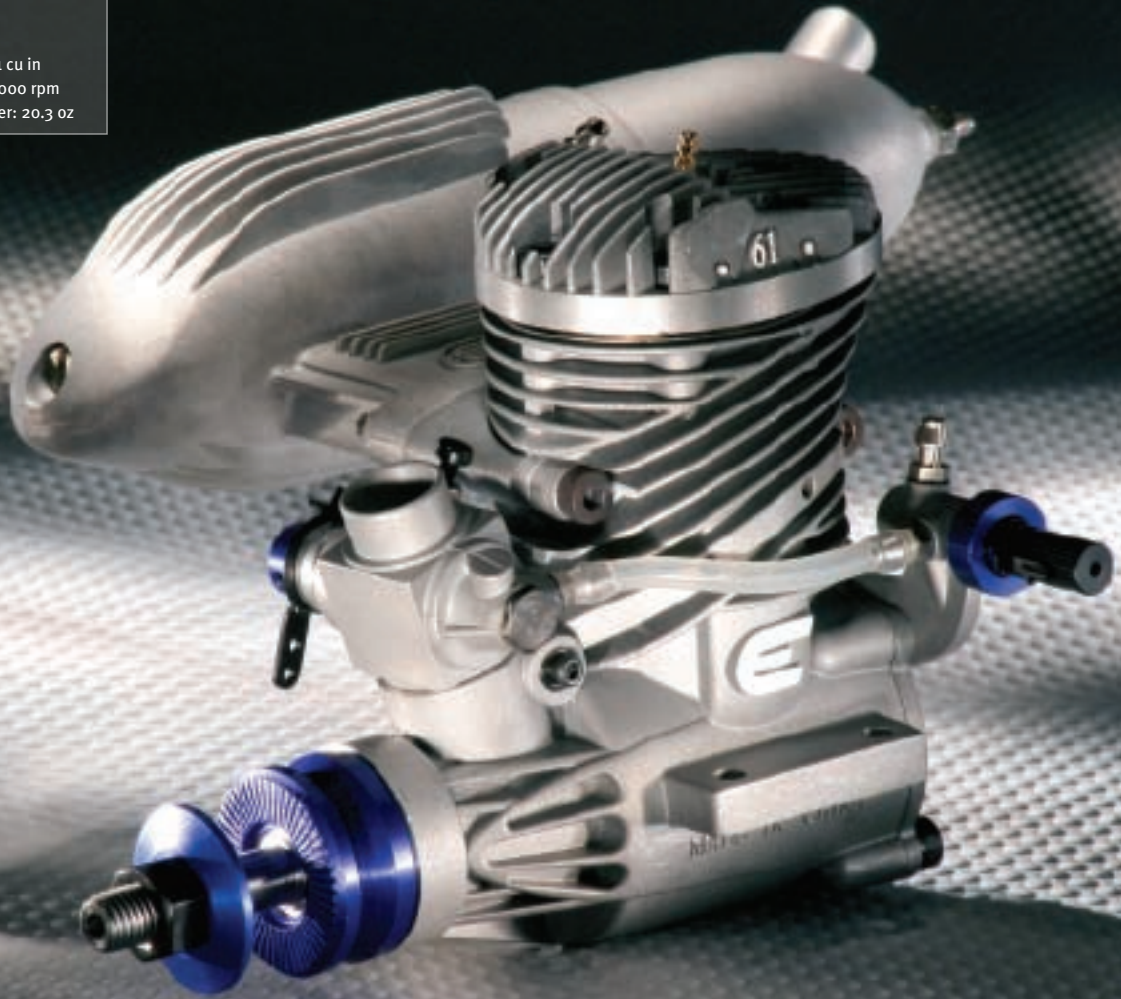
At the heart of the .52NX Heli is an aluminum piston in a brass, chrome-plated sleeve with steel piston ring. Combine that with advanced porting and you get enough power to pull 11 degrees of blade pitch with no drop in rpm. That's more power than most of the engines in its class, and Evolution gives it to you with features other engineers have never even thought of. Features like a removable Set Right™ high-speed needle valve that comes perfectly tuned from the factory for easy starts and that limits travel so the mixture never gets too far from the “sweet-spot.” The .52NX Heli has the same mounting and exhaust dimensions as other engines making it a perfect fit in all of the most popular 50-size helis.

- ◀ Instead of a tiny, impossible-to-reach low-speed needle, Evolution engineers have given the .52NX Heli an easy-to-reach thumb screw that lets you adjust idle settings with your fingertips, just like the high-speed needle—no tools needed.

Specifications

**.61NT**

Bore: .94 in  
Stroke: .86 in  
Displacement: .61 cu in  
Prop: 11 x 7 @ 13,000 rpm  
Weight w/o Muffler: 20.3 oz



**.61NT** EVOE0610



The biggest, most powerful NT in the line, the .61NT is also among the most powerful engines in its class. Capable of turning a 12 x 6 prop, or bigger, at 13,000 rpm, it offers more than enough “oomph” for high-performance .60-size sport planes like Hangar 9’s Ultra Stick 60 and Seagull’s exciting Edge 540 60.

- ◀ Pete Goldsmith’s gorgeous B-17—which weighs in at an impressive 40 pounds—is powered with authority by four Evolution® .61NTs. Read an article all about it at [horizonhobby.com](http://horizonhobby.com)—just search for the article, *Evolution of a B-17*.

## Specifications

### 1.00NX

Bore: 1.14 in  
Stroke: .99 in  
Displacement: 1.00 cu in  
Prop: 14 x 6 @ 11,500 rpm  
Weight w/o Muffler: 23.2 oz



1.00NX EVOE1100



The NX series is designed to give power-hungry pilots a unique combination of exceptional power, advanced engineering and ease of use. The 1.00NX does just that by offering amazing features like an ideal stroke-to-bore ratio that results in higher torque than other engine brands of the same size. Its bigger, stronger crankshaft is a robust 5/8" in diameter, for greater strength and better balance. The large crankshaft also allows for more efficient induction resulting in better torque and power, as well as greater fuel efficiency. And with the upward swooshing heat fins, blue highlights and majestic Evolution® Engines logo, the 1.00NX looks every bit as imposing as its performance.

◀ Hangar 9 FuntanaX 100 ARF

## Evolution Gas Engines

Every Evolution® gas engine is purpose-built for model airplanes. Their superior porting technology, Walbro carburetors, ball bearing-supported crankshafts and modern electronic ignition systems provide the same no-fuss flying that Evolution's glow engines are famous for.



## Specifications

**35GT2**

Bore: 1.39 in  
 Stroke: 1.38 in  
 Displacement: 2.15 cu in  
 Prop: 19x8 @ 8200 rpm  
 Weight w/o Ignition: 52 oz

## Specifications

**26GT2**

Bore: 1.30 in  
 Stroke: 1.17 in  
 Displacement: 1.55 cu in  
 Prop: 18x6 @ 8700 rpm  
 Weight w/o Ignition: 33.6 oz

**26GT2** EVOE26GT2**35GT2** EVOE35GT2

The 26GT2 and 35GT2 engines bring the clean and economical operation of gas engines to 1.20- to 2.20-size airplanes that are usually flown with glow. Both are equipped with Evolution's advanced GT2 Ignition System. The GT2 Ignition System can be powered by a Li-Po battery pack without the need for a regulator. It also includes an optional, remotely-mounted LED tachometer as well as timing software that can be programmed for muffler or tuned pipe exhaust systems.

- ◀ The 26GT2 is ideal for 1.20 sport applications like Hangar 9's Ultra Stick and even packs enough punch to power the 1.80-size Sundowner Formula 1. The 35GT2 is great for those planes too if overpowering a model is your thing, but its additional displacement is even better suited to 1.50- to 2.20-size planes like Hangar 9's big and beautiful P-47D Thunderbolt 150 and P-51 Mustang 150.

## Specifications

### 45GX2

Bore: 1.49 in

Stroke: 1.49 in

Displacement: 2.60 cu in

Prop: 23x8 @ 6,100 rpm

Weight w/o Ignition: 45.5 oz



45GX2 EVOE45GX2



With its lightweight magnesium crankcase and advanced porting, the 45GX2 offers the highest power-to-weight ratio in the Evolution® Gas lineup. Aimed directly at the very popular 50cc class of models, the Evolution 45GX2 will provide that vertical thrust you crave for 25% to 30% scale aerobatic planes like Hangar 9's 27% Extra 260 ARF. The 45GX2 comes equipped with Evolution's new GX2 Ignition System. The GX2 system can be powered by most any 2-cell Li-Po pack without the need of a regulator. It also features a sophisticated auto-choke function, timing that can be programmed for mufflers or tuned pipes, and an optional, remotely-mounted LED tachometer.

◀ The 45GX2 was designed to give 50cc planes like Hangar 9's 27% Extra 260 ARF unlimited 3D performance.

Specifications

**58GX2**

Bore: 1.65 in

Stroke: 1.65 in

Displacement: 3.60 cu in

Prop: 24x10 @ 6,900 rpm

Weight w/o Ignition: 64.2 oz



**58GX2** EVOE58GX2



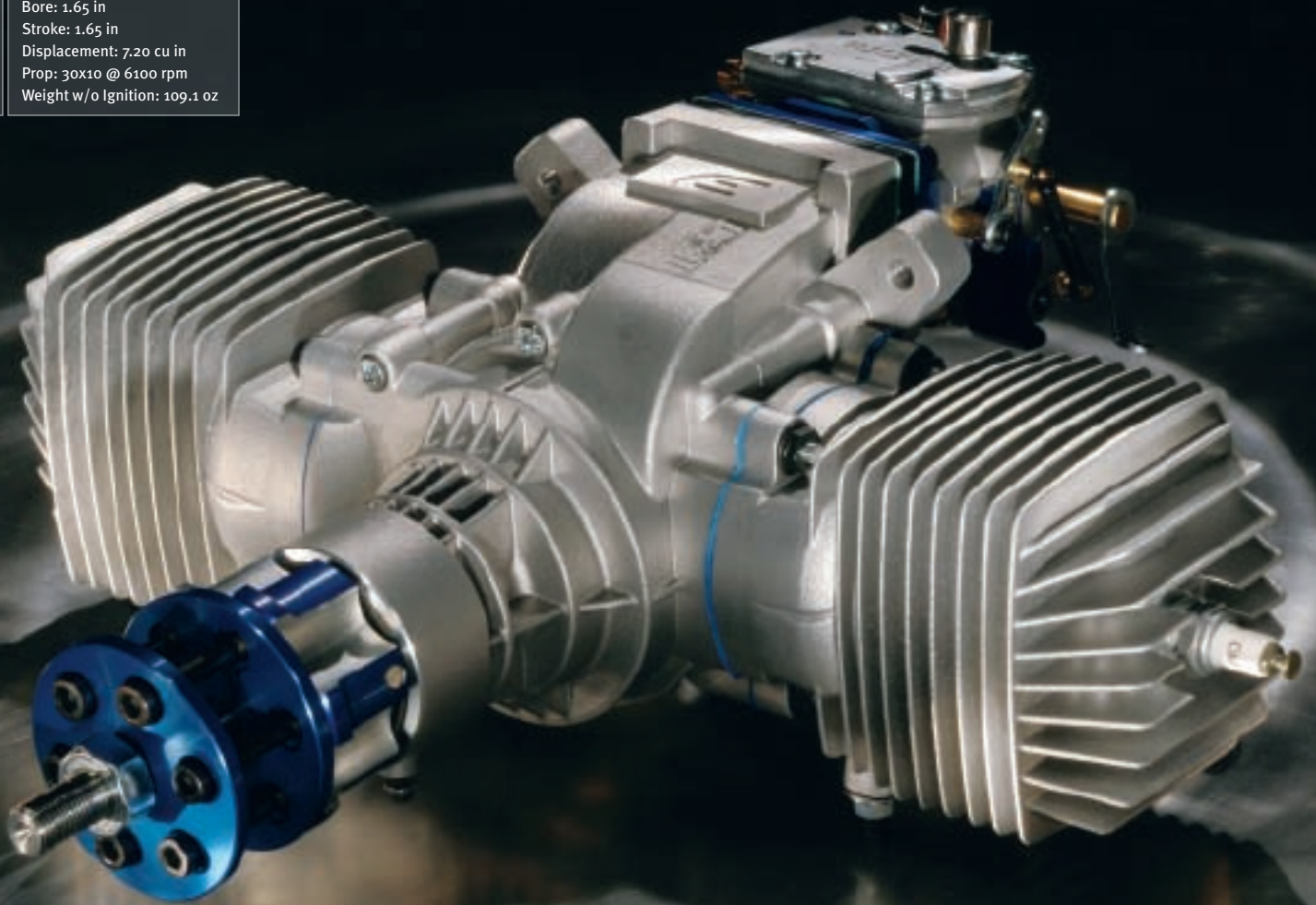
The brute power available from the 58GX2's small displacement is unmatched by any other engine. The 58GX2 will give any 30–33% airplane, like Hangar 9's Edge 540, spirited performance. As with the other engines in the GX2 series, it includes a sophisticated electronic ignition system with an automatic choke that makes every start an easy one.

◀ A good match for Hangar 9's Edge 540 and other 30–33% airplanes.

Specifications

**116GX2**

Bore: 1.65 in  
Stroke: 1.65 in  
Displacement: 7.20 cu in  
Prop: 30x10 @ 6100 rpm  
Weight w/o Ignition: 109.1 oz



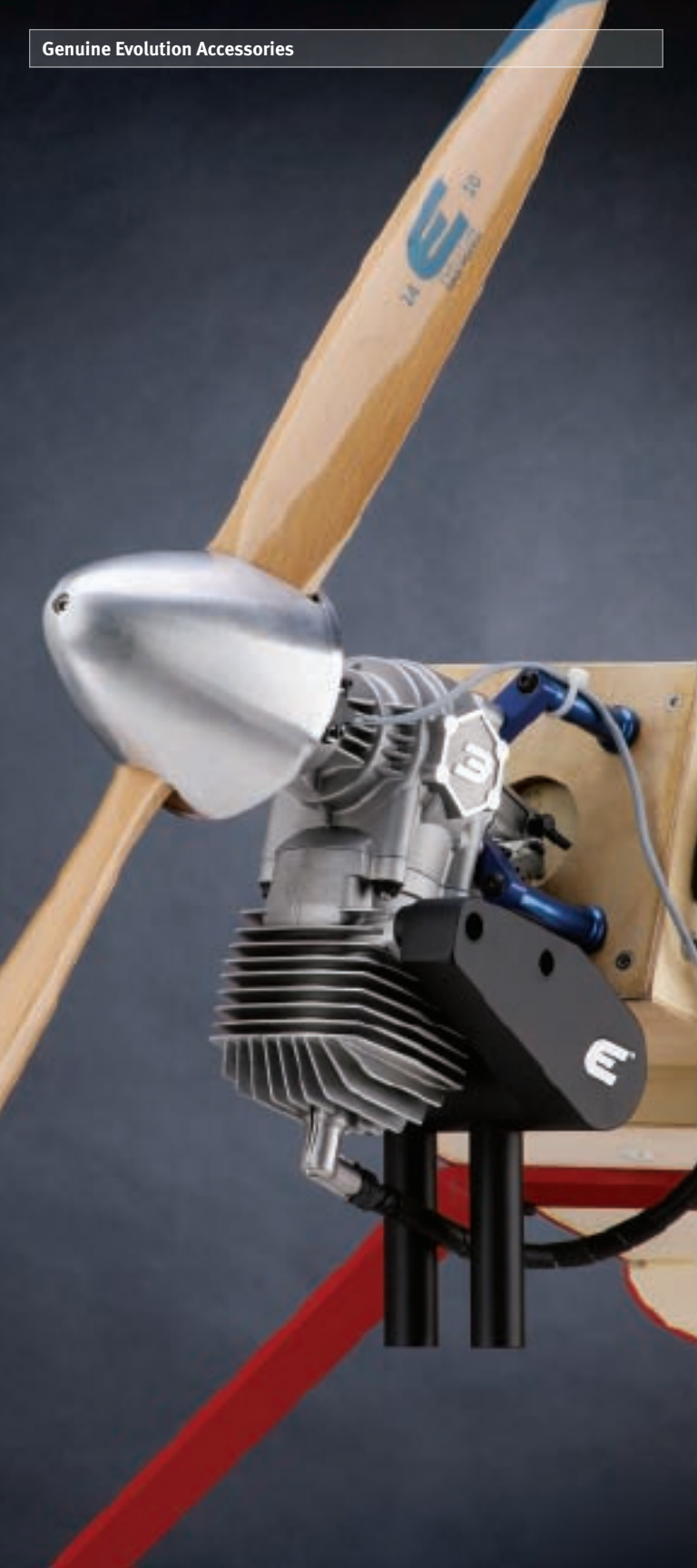
**116GX2** EVOE116GX2



The 116GX2 is also Evolution's first-ever twin-cylinder power plant, and what a power plant it is. In addition to Evolution's proven electronic ignition and advanced porting, the 116GX2 features new CON-JET™ induction technology unavailable on any other gasoline-fired 2-stroke twin. This advanced technology lets the 116GX2 swing a huge 30 x 10 Mejzlik prop at 6,100 rpm, giving any 35% IMAC machine or huge scale replica virtually unlimited power potential.

◀ This big 35% Katana can do it all with a 116GX2 out front.





**Inverted Wraparound Muffler**

26GT/2: EVO30943400  
35GT/2: EVO30983400  
45GX/2: EVO30043400  
58GX/2: EVO30013400



**Complete Silencer System**

26GT/2: EVO30944266E  
35GT/2: EVO30984268E  
45GX/2: EVO30044206E  
58GX/2: EVO30014204E  
116GX/2: EVO30104210E



**Wood Propellers**

18x6: EVO4000  
19x8: EVO4001  
24x10: EVO4002  
26x10: EVO4003



**Mounting Plate**

45/58GX/2, 120mm: EVO30013361  
45/58GX/2, 120mm/Ignition: EVO30013361I  
45/58GX/2, 140mm: EVO30013362  
45/58GX/2, 140mm/Ignition: EVO30013362I



**Standoff Gas Engine Mounts**

7mm (4): EVO3311  
20mm (4): EVO3310  
38mm (4): EVO3307  
45mm (4): EVO3308  
50mm (4): EVO3309



**Synthetic 2-Cycle Engine Oil**

Evolution Oil (quart): EVOX1001Q  
Evolution Oil (gallon): EVOX1001G



**Propeller Drill Guide**

Evolution Propeller Drill Guide: EVO3380



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Visit [www.evolutionengines.com](http://www.evolutionengines.com) for more information.