VIRUS PPG wishes you a nice and safety flight,
without the negative influence of the torque effect :) 

+359 897 88 60 76
www.virus-ppg.com

e-mail: sp.lab6300@gmail.com

sp.lab / Virus PPG

If you don't like torque effect!
Dear pilots, Virus PPG, present to you ATL system (Anti Torque lamellss)

What is ATL system?

The principle of the dynamic torque compensation at FLM & PPG is using aerodynamic surfaces to produce a force close, or identical with that of torque but with the opposite direction. This new product of ours - ATL (Anti Torque Lamells) is radically different engineering solution than those currently produced.

- ATL is set of aerodynamics lamells, who do not participate in the construction of the paramotor.
- ATL can be easily installed on paramotor safety net
- ATL is a multi element system and allows settings in all necessary aspects.
- by adding or removing elements can be achieved optimal compensation of the negative effect of the torque.
- ATL is a system applicable to more than 90% of the paramotors currently on the market.
... and last but not least - ATL is not a costly system.

How to install ATL? - Easy!

1. Verify that you have chosen the right version of ATL depending on the direction of rotation of your prop (clockwise or counter clockwise direction)
2. Select a position for installation (more about "position of installation" - see "Settings and Adjusting")
3. Install the "long side" of the lamell
4. Turn the lamell to lock this net line
5. Turn the lamell to a position suitable for installation of the "short" side of the lamell
6. Lock the "short" side of the lamell
7. Remove, the protective tape
8. Apply pressure for better bonding
... you are ready ... go to the next lamell

ATL Uni (Universal) - If your net is different from that which we use in our paramotors (90 ° x 50 mm) - you need ATL Uni.

How to install ATL Uni? Easy!

1. Mark the locations of the nodes
2. On marked items do half round cutouts (any technology ... we recommend the round key file)
3. Mark the places for mounting channels
4. Cut channels with a width of 3-5 mm (if using model knife - put a pad between the two layers of lamell ... and keep your hands ... they are yours :) )
... of course you can use good scissors

ATL SETTINGS AND ADJUSTING

- Make sure you are using the right ATL version (according to the correct spin of the propeller)
- For maximum efficiency of the ATLs, choose a position that is placed on a maximum distance from the center of thrust. Chek that you have provided sufficient axial distance (50-60 mm) between the lamells and the propeller.
- Install 12-14 Lamells (for the typical engines 25 Ph and prop 125-130 cm)
- Conduct a test flight, add or remove lamells until you reach an optimal compensation in the mostly used speed range.
- We recommend symmetric positioning of the lamells according to the vertical and horizontal axis of the chassis... But of course you can experiment with asymmetrical positions of your own :)
- Do not forget to tighten the net well before flight.
Dear pilots, Virus PPG present to you ATL system (Anti Torque lamellss)

What is ATL system?

The principle of the dynamic torque compensation at FLM & PPG is using aerodynamic surfaces to produce a force close, or identical with that of torque but with the opposite direction. This new product of ours - ATL (Anti Torque Lamell) is radically different engineering solution than those currently produced.

- ATL is set of aerodynamics lamells, who do not participate in the construction of the paramotor.
- ATL can be easily installed on paramotor safety net.
- ATL is a multi element system and allows settings in all necessary aspects.
- by adding or removing elements can be achieved optimal compensation of the negative effect of the torque.
- ATL is a system applicable to more than 90% of the paramotors currently on the market.
... and last but not least - ATL is not a costly system.

How to install ATL? - Easy!
1. Verify that you have chosen the right version of ATL depending on the direction of rotation of your prop (clockwise or counter clockwise direction)
2. Select a position for installation (more about "position of installation" - see "Settings and Adjusting")
3. Install the "long side" of the lamell
4. Turn the lamell to lock this net line
5. Turn the lamell to a position suitable for installation of the "short" side of the lamell
6. Lock the "short" side of the lamell
7. Remove, the protective tape
8. Apply pressure for better bonding
... you are ready ... go to the next lamell

ATL Uni (Universal) - If your net is different from that which we use in our paramotors (90° x 50 mm) - you need ATL Uni.

How to install ATL Uni? Easy!
1. Mark the locations of the nodes
2. On marked items do half round cutouts (any technology ... we recommend the round key file)
3. Mark the places for mounting channels
4. Cut channels with a width of 3-5 mm (if using model knife - put a pad between the two layers of lamell ... and keep your hands ... they are yours :))
... of course you can use good scissors

ATL SETTINGS AND ADJUSTING
- Make sure you are using the right ATL version (according to the correct spin of the propeller)
- For maximum efficiency of the ATLs, choose a position that is placed on a maximum distance from the center of thrust. Chek that you have provided sufficient axial distance (50-60 mm) between the lamell and the propeller.
- Install 12-14 Lamells (for the typical engines 25 Ph and prop 125-130 cm)
- Conduct a test flight, add or remove lamell until you reach an optimal compensation in the mostly used speed range.
- We recommend symmetric positioning of the lamells according to the vertical and horizontal axis of the chassis... But of course you can experiment with asymmetrical positions of your own :) 
- Do not forget to tighten the net well before flight.
VIRUS PPG wishes you a nice and safety flight, without the negative influence of the torque effect :) 

+359 897 88 60 76  
www.virus-ppg.com  
e-mail: sp.lab6300@gmail.com  
facebook: sp.lab / Virus PPG

ATL  
If you don't like torque effect!