

Rotary Engine Construction

To trim your parts off the parts sheet start sanding the back of the engine halves with 180-grit sandpaper. Once the paper starts breaking through switch to a finer grit, 280 will do nicely. Sand in a circular motion applying even pressure over the part. Counting the strokes then rotating the part will help keep things even. A little special attention will be needed at the tops of the cylinder heads near the end.



Note: wet sanding will prevent the paper from becoming “clogged” and holding the parts sheet up to a bright light will help you monitor your progress. As for the other parts, you need to decide which model you intend to build and trim those parts from the sheet in the same manor with the exception of the push rods. A razor should be used to remove the pushrods.

Assemble the motor halves by dropping the alignment ring in one of the halves. Place the other half in place with out cement. Find the cylinders with a dimple near it’s base on the engine case. These cylinders are mated for the best fit.

Apply modelers cement with the edge of a knife along the edges of the cylinders. Work one cylinder at a time until complete. After the motor has dried completely sand the seam to remove any flashing that remains. Note: a strip of sandpaper stretched between a bent coat hanger will help you to reach in between the cylinders.



Attach the parts that belong to the engine that you intend to build then prime. Painting before the final assembly is done will ease the assembly process. But keep in mind that if you want to continue using the modelers cement you will have to scrape the paint away.

Le Rhone



Gnome



Clerget

