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EVOCATALOG



EVOLUTION
ENGINES



MORE FLYING

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. Also, every Evolution engine is test-run at the factory so there's no setup or break-in necessary when you pull it out of the box—you just install it and fly.

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.

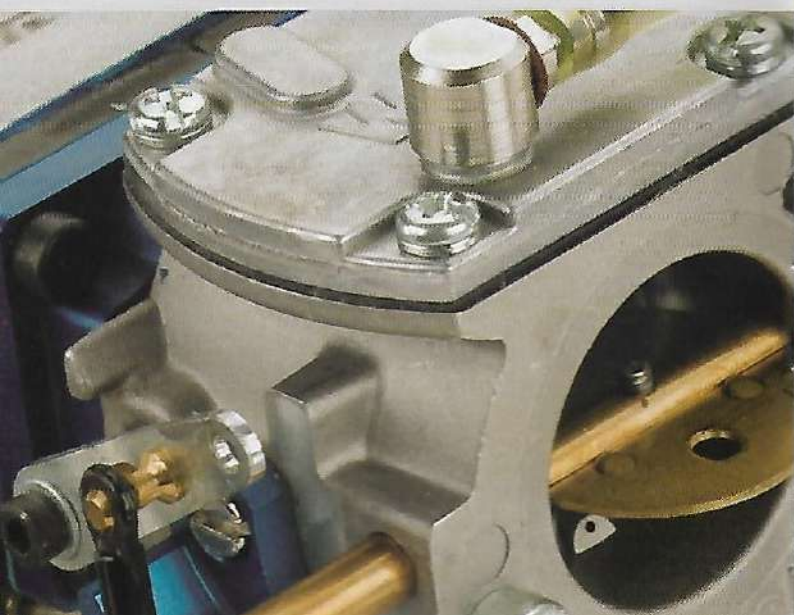
You started flying RC to be a pilot, not a mechanic. When it comes to a no-fuss flying experience, you simply won't find another engine that comes close to an Evolution.

LESS FUSS

EVOLUTION GAS

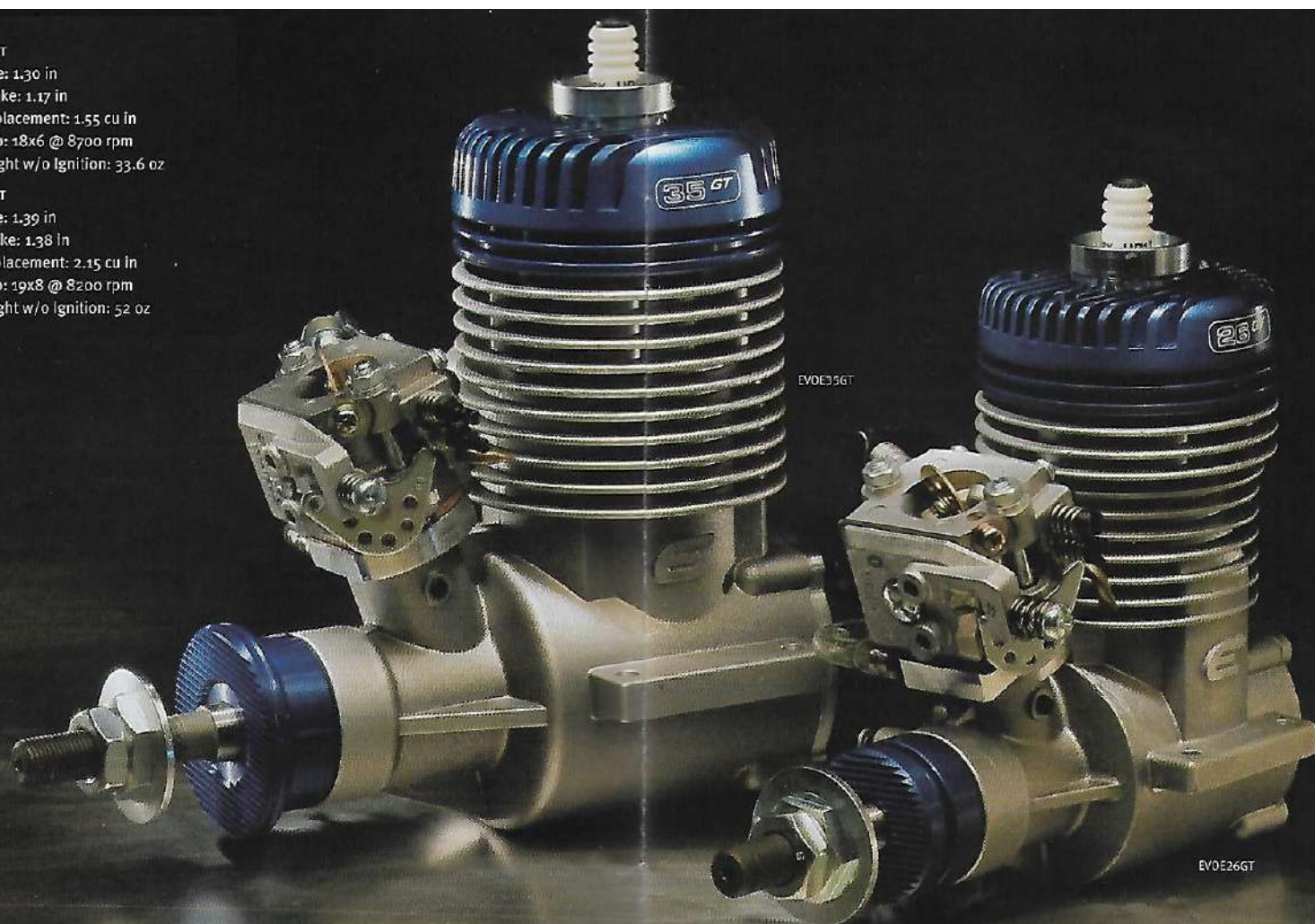
ENGINEERED FOR EASE AND PURPOSE-BUILT

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.



26GT
Bore: 1.30 in
Stroke: 1.17 in
Displacement: 1.55 cu in
Prop: 18x6 @ 8700 rpm
Weight w/o Ignition: 33.6 oz

35GT
Bore: 1.39 in
Stroke: 1.38 in
Displacement: 2.15 cu in
Prop: 19x8 @ 8200 rpm
Weight w/o Ignition: 52 oz



26GT 35GT

The GT series of Evolution® Gas engines brings the clean, economical advantages of gas to 1.20- to 2.20-size airplanes that are usually flown with glow. Both are equipped with an advanced 4.8v ignition system that features a unique flashing LED you can mount well behind the prop to take accurate measurements of the current rpm as well as peak rpm after a flight.

The 26GT is ideal for 1.20 sport applications like Hangar 9's Ultra Stick™ Lite and Seagull's Laser 120 ARF. The 35GT will also work well with these planes if overpowering a model is your thing, but its additional displacement is even better suited to 1.50- to 1.80-size planes like Hangar 9's big, beautiful P-47D Thunderbolt 150.

Bore: 1.49 in
Stroke: 1.49 in
Displacement: 2.60 cu in
Prop: 24x10 @ 6,100 rpm
Weight w/o Ignition: 45.5 oz



45GX



With its lightweight magnesium crankcase and advanced porting, the 45GX offers the highest power-to-weight ratio in the Evolution Gas lineup. Aimed directly at the very popular 50cc class of models, the Evolution® 45GX will provide that vertical thrust you crave for 25% to 30% scale aerobatic planes like Hangar 9's 27% Extra 260 ARF. The electronic ignition that comes with the 45GX offers advanced fail-safe features like auto-shutoff after 90 seconds of inactivity and a rev-limiter that kicks in when voltage drops below 4.4v, alerting you it's time to land and recharge.

- ◀ The 45GX was designed to give 50cc planes like Hangar 9's 27% Extra 260 unlimited performance.

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



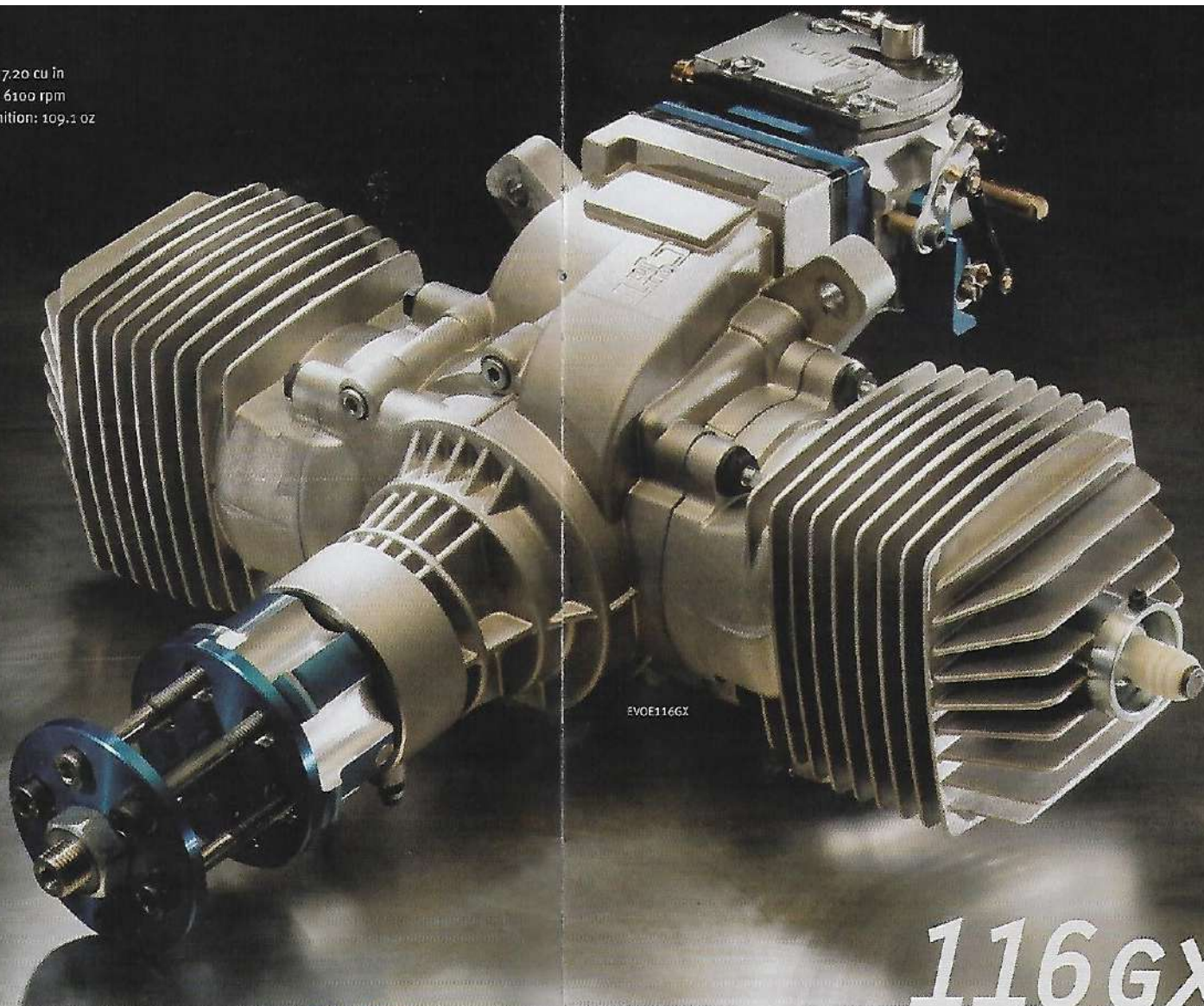
EVOE58GX

58GX

The 58GX will give any 30% airplane, like Hangar 9's Edge 540, spirited performance. It's also great for daredevils looking to overpower a 27% plane like the Hangar 9 Extra 260. As with the other engines in the GX series, it includes a sophisticated electronic ignition system that offers advanced fail-safe features like auto-shutoff after 90 seconds of inactivity and a rev-limiter that kicks in when voltage drops below 4.4v, alerting you it's time to land and recharge.

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

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



EVOE116GX

116GX



The 116GX 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 116GX features new CON-JET™ induction technology unavailable on any other gasoline fired 2-stroke twin. This advanced technology lets the 116GX 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 116GX out front.

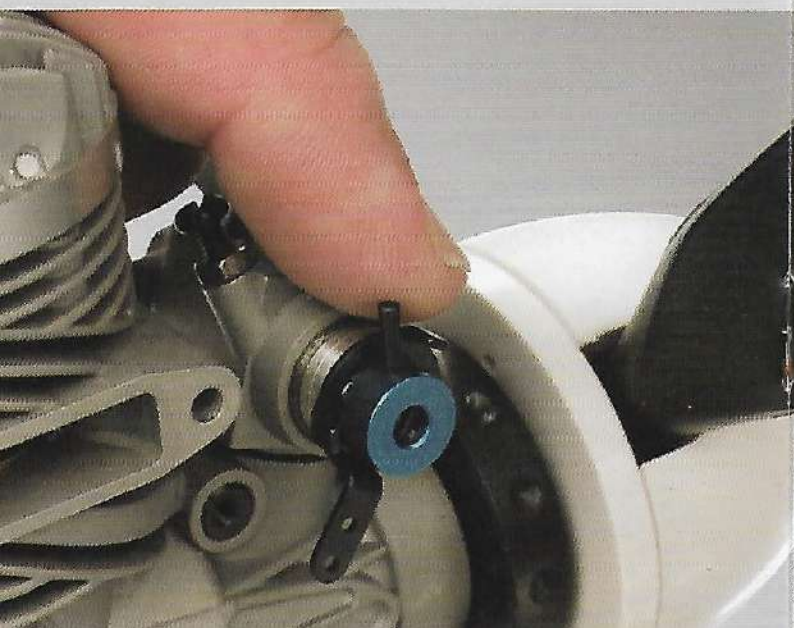
NT SERIES

THE ULTIMATE IN NO-FUSS SPORT FLYING POWER

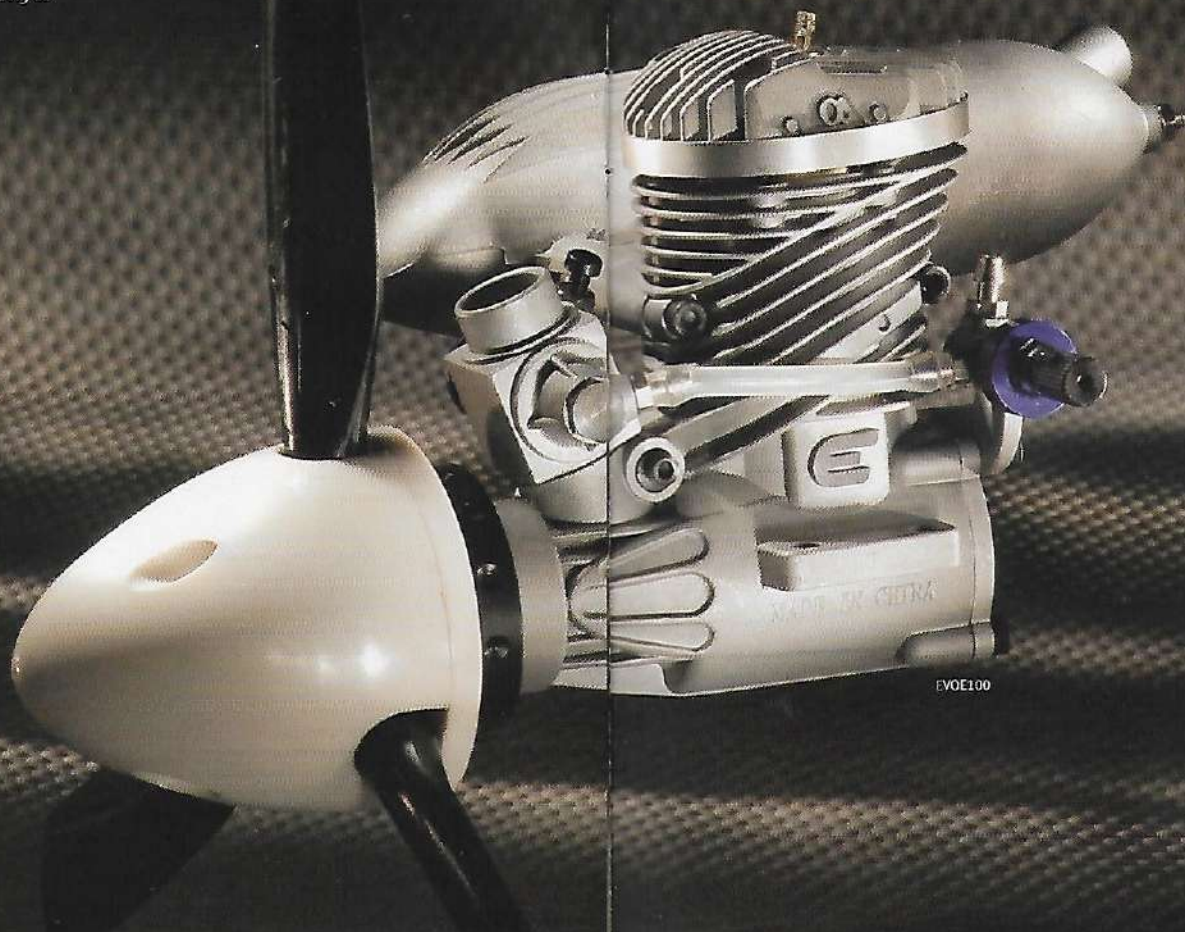
Evolution's NT series of glow engines are top-of-the-line 2-strokes, guaranteed to start quickly and easily. Each offers preset SetRight™ needle valves that take all the guesswork out of operation, as well as a canted glow plug that tilts the glow driver away from the plane's propeller for safer operation 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.



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

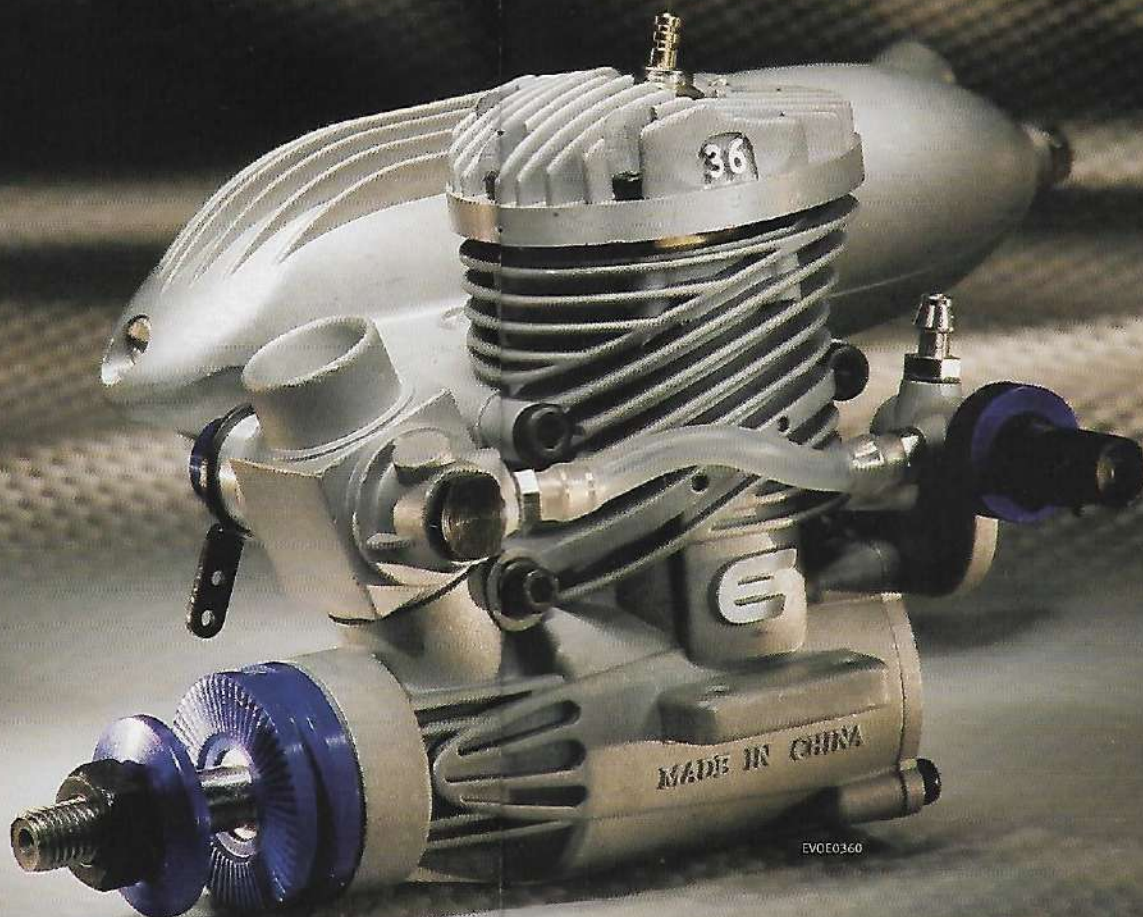
THE ONLY ENGINE AND PROP SYSTEM ENGINEERED EXCLUSIVELY FOR .40- TO .50-SIZE TRAINERS

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 test-run and tuned at the factory so it starts the first time, right out of the box. No 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 SetRight™ low-speed needle valves that simplify tuning.

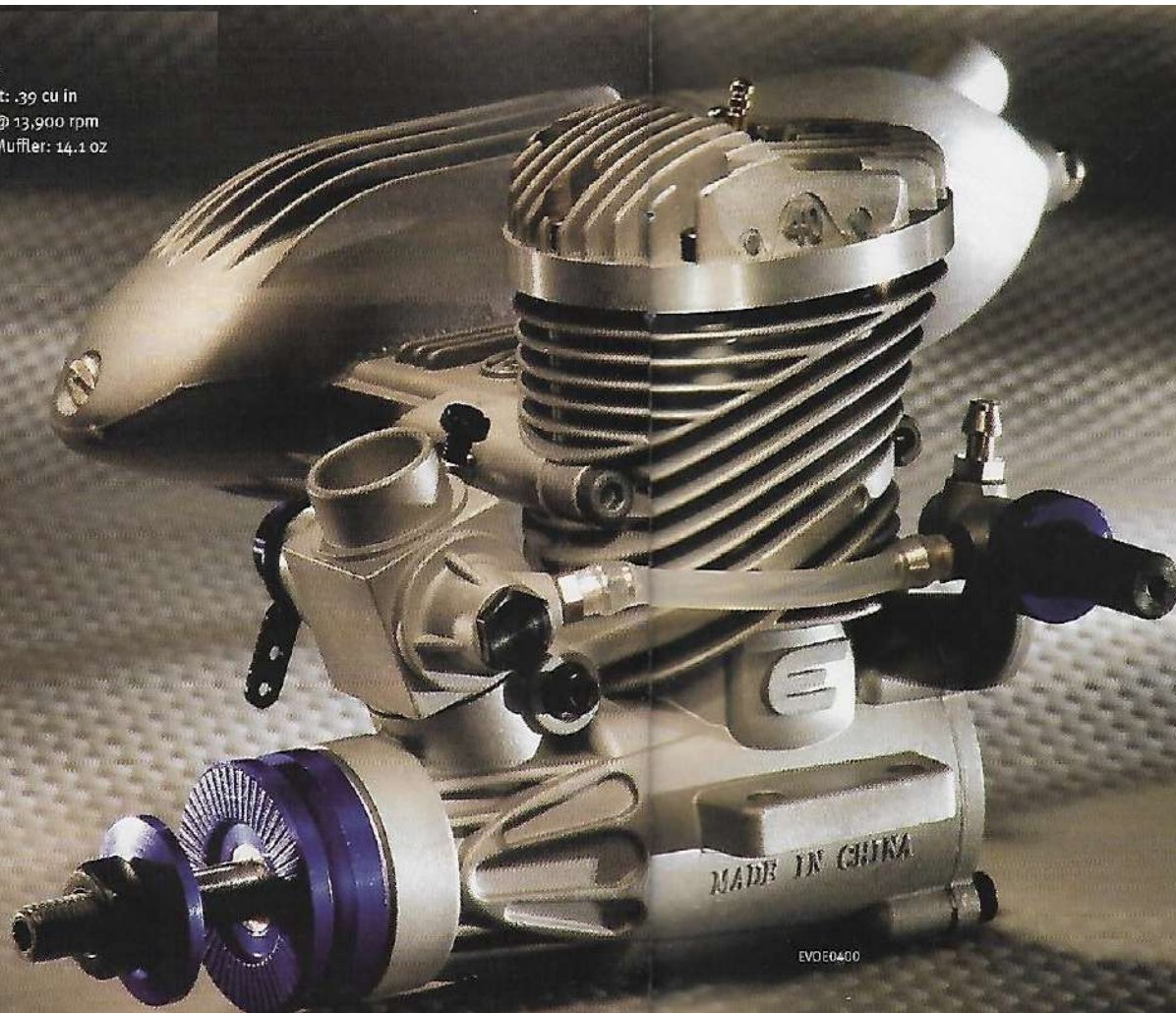
Bore: .81 in
Stroke: .70 in
Displacement: .35 cu in
Prop: 9 x 6 @ 12,000 rpm
Weight w/o Muffler: 10.3 oz



.36 NT

The .36NT works well with a wide variety of .20- to .35-size aircraft. Bolted to something like a Model Tech .25-size Extra, it provides excellent aerobatic performance. It's also a great match for .30-to .40-size fun-fly planes like Lanier profile kits that need a light-weight, reliable powerplant.

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



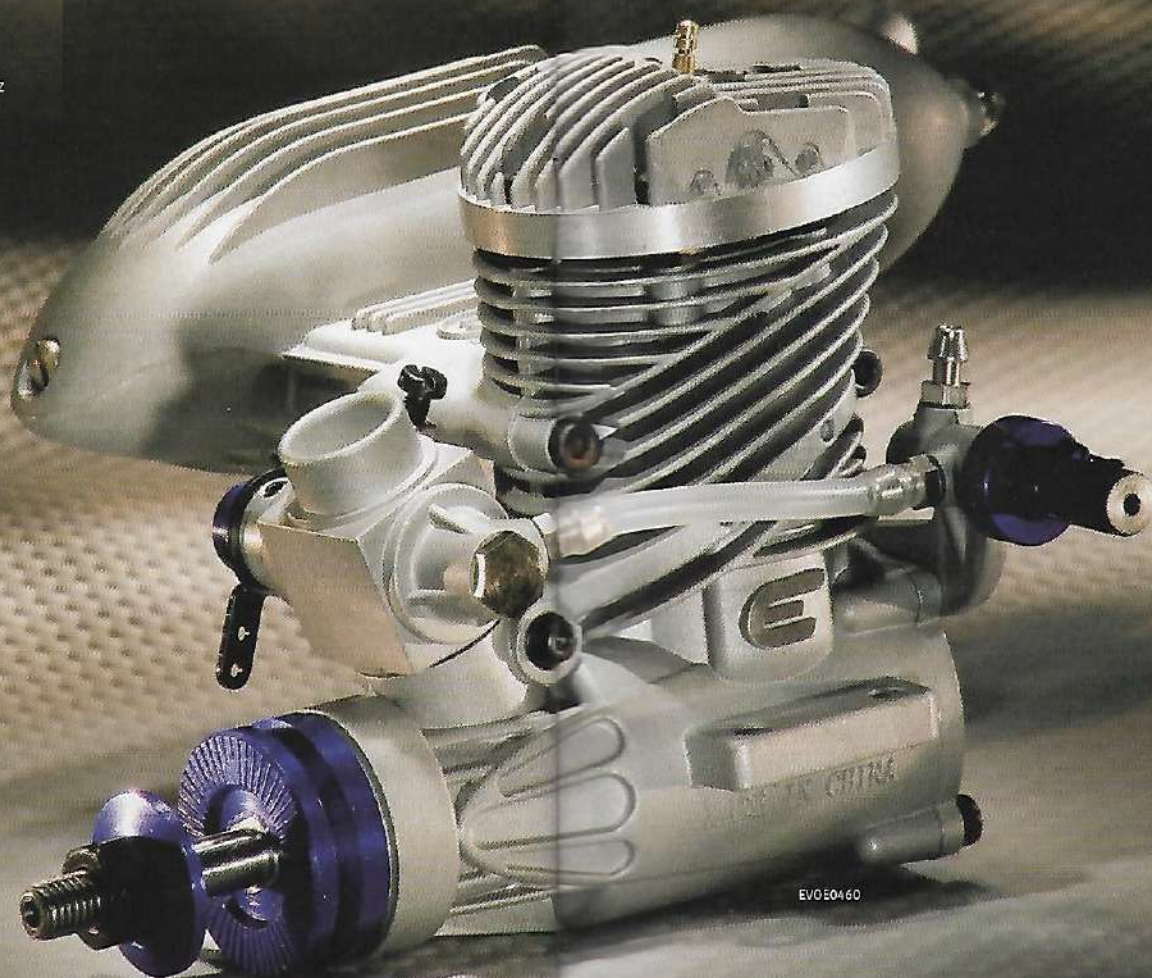
.40NT



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 powerplant for new pilots looking to outfit their .40-size trainer, this is the next best alternative.

◀ Seagull Spacewalker II 40 ARF

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

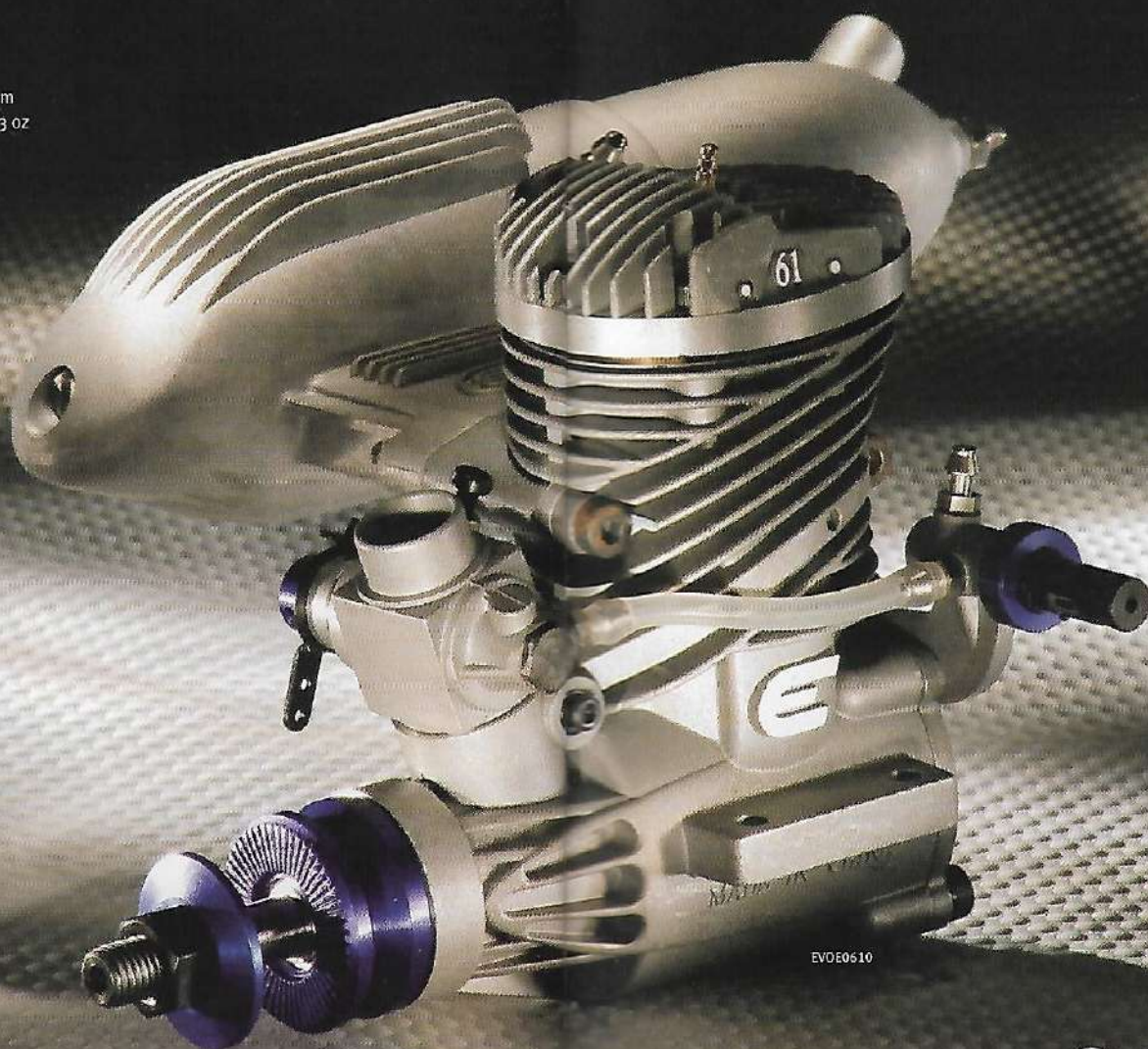


EVO 50460

.46NT

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 Funtana 40, you simply won't find another powerplant that offers such a perfect combination of horsepower, ease-of-operation and reliability. It's great for sport scale planes like Lanier's F-4 Phantom and Seagull's Decathlon, too.

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



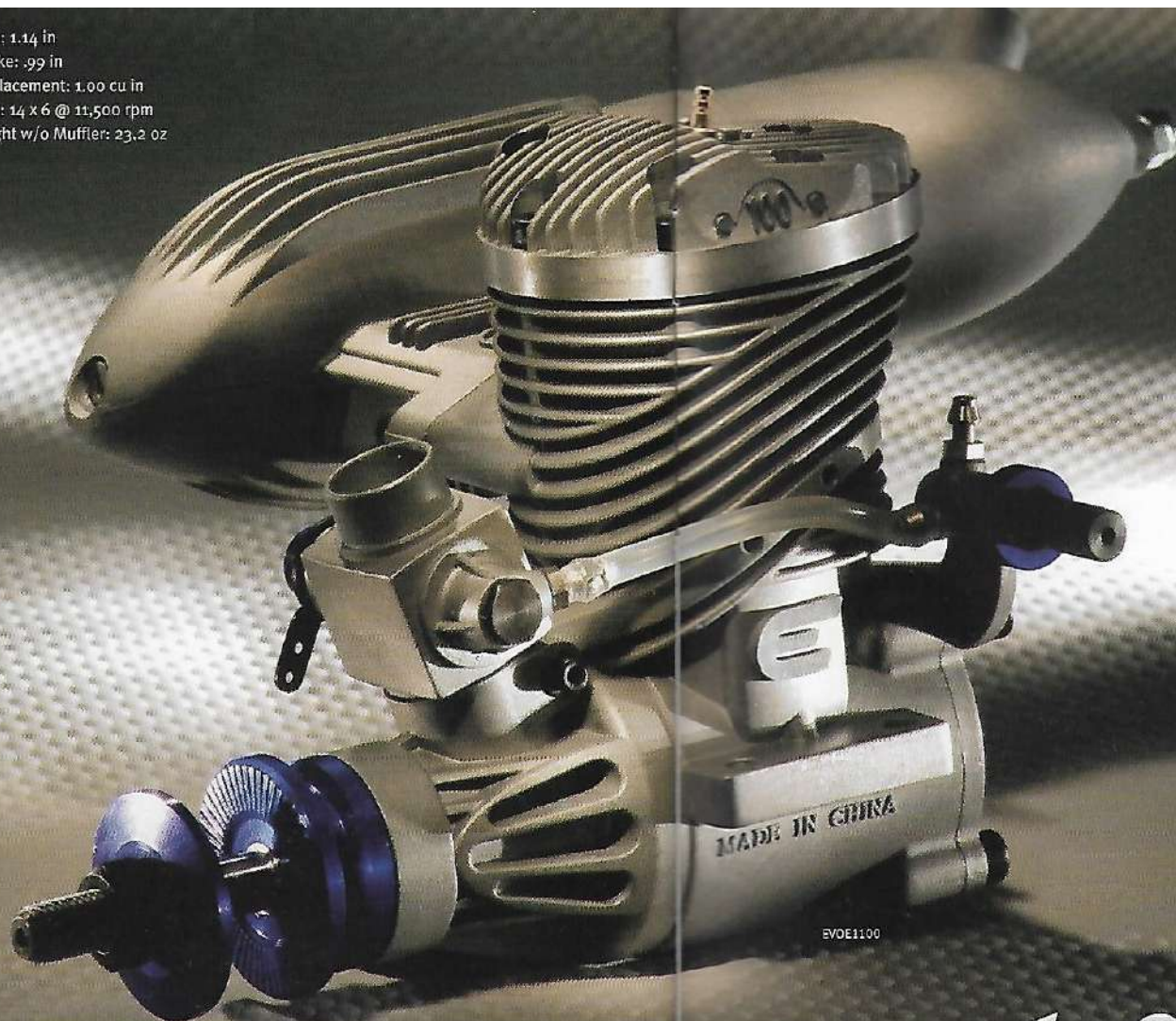
.61NT



The biggest, most powerful NT in the line, the .61NT is also among the most powerful engines in its class. Capable of turning an 11x7 prop 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—just type in the keyword: Evolution.

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

MORE POWER—MORE PERFORMANCE—SAME RELIABILITY

The nx series is designed to give large-scale pilots a unique combination of exceptional power, advanced engineering and ease of use. The first in this series, 1.00nx offers 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 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.