

HIGH-POWER RMS™ Assembly and Operation Instructions

READ THIS BEFORE YOU BEGIN:

• Study the illustrations and sequence of assembly. **THE SEQUENCE OF ASSEMBLY IS EXTREMELY IMPORTANT. READ ALL INSTRUCTIONS BEFORE USE. USE RMS™ MOTORS AND RELOAD KITS ONLY IN ACCORDANCE WITH ALL INSTRUCTIONS.** Review the parts list and become familiar with all parts before assembly. **IF ANY PARTS ARE MISSING OR DAMAGED, CONTACT RCS AT 1-435-865-7100 or email at warranty@aerotech-rocketry.com.**

• **DO NOT USE ANY PARTS OF THE RMS™ SYSTEM THAT ARE DAMAGED IN ANY WAY.** If in doubt, contact RCS at the number above for assistance.

• **DO NOT MODIFY THE MOTOR IN ANY WAY.** Modification of the motor or the reload kit parts could result in motor failure, lead to the destruction of both your rocket and motor and may cause personal injury, death and/or property damage. Modification of the motor or reload kit in any way will invalidate your motor warranty.

• **USE ONLY AEROTECH/RCS RMS™ RELOAD KITS AND MOTOR PARTS TO REFURBISH YOUR RMS™ MOTOR.** The AeroTech/RCS reload kits have been designed specifically for use in your particular AeroTech/RCS RMS™ motor. Use of imitation components may destroy your motor, rocket and payload and will invalidate your motor warranty. Only use AeroTech/RCS RMS™ reload kits intended for your specific AeroTech/RCS RMS™ motor. **DO NOT INTERCHANGE PARTS!** Do not use AeroTech/RCS RMS™ reload kits or motor components for any other purpose than to refurbish an AeroTech/RCS RMS™ motor.

• **DO NOT REUSE ANY OF THE DISPOSABLE PARTS OF THE RMS™ RELOAD KIT.** This includes the liner, nozzle and o-rings. These components have been designed for one use only and must be discarded after firing. Reuse can result in motor failure during subsequent operation and will invalidate your motor warranty.

• Motors are hot after firing. Although the RMS™ operates at a lower temperature than most disposable motors, the higher thermal conductivity of the aluminum motor parts may make it seem otherwise. If necessary to handle a motor before it has cooled down, use a rag or similar article.

• Read and follow the safety code of the Tripoli Rocketry Association (TRA) and comply with all federal, state and local laws in all activities involving high power rockets.

DO NOT OPEN RELOAD KIT UNTIL READY TO USE.

PARTS:

RMS™-75 HARDWARE

75mm aft closure	1
75/5120 case	1
75mm plugged forward closure	1
75mm forward seal disk	1

RELOAD PARTS KIT

Nozzle (large black plastic part)	1
Liner (2-3/4" O.D. black plastic tube)	1
Propellant grains (1" core)	4
Fwd & aft o-rings (1/8" thick X 2-3/4" O.D.)	2
Forward seal disk o-ring (3/32" thick x 2-9/16" O.D.)	1
Smoke charge (short solid part)	1
Smoke charge insulator (1-1/2" O.D. tube)	1
Nozzle Cap (2-1/4" dia. red cap)	1

ITEMS NEEDED FOR USE:

- Synco™ Super Lube™ or other grease
- Hobby knife
- Electric match w/thermalite, Firestar™ or other igniter
- Masking tape
- Wet wipes or damp paper towels
- Disposable rubber gloves

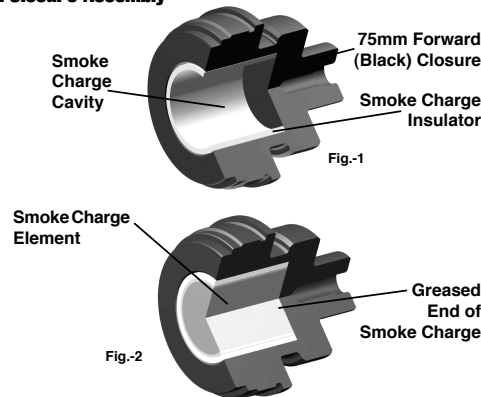
SAVE THE RELOAD KIT PLASTIC BAG FOR THE USED RELOAD PARTS. DISPOSE OF BAG AND PARTS PROPERLY.

Chapter 1. Forward Closure Assembly

1-1. Apply a light coat of Synco™ Super Lube™ or other grease to all threads and all three o-rings. This will facilitate assembly and prevents the threads from seizing.

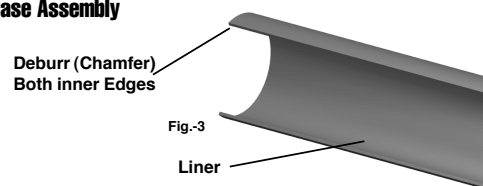
1-2. **Fig.-1:** Hold the forward (black) closure in a vertical position, smoke charge cavity facing up. Insert the smoke charge insulator into the smoke charge cavity until it is seated against the forward end of the cavity.

1-3. **Fig.-2:** Apply a liberal amount of grease to one end of the smoke charge element. Insert the greased end of the smoke charge element into the smoke charge cavity until it is seated against the end of the cavity. Set the completed forward closure assembly aside.



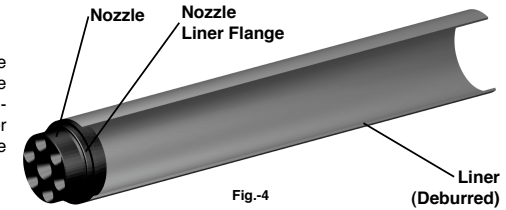
Chapter 2. Case Assembly

2-1. **Fig.-3:** Using a hobby knife or similar tool, carefully deburr (chamfer) both inside edges of the liner tube (2-3/4" O.D. black plastic tube).

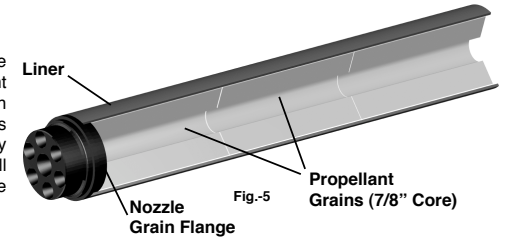


Chapter 2. Case Assembly (Cont'd)

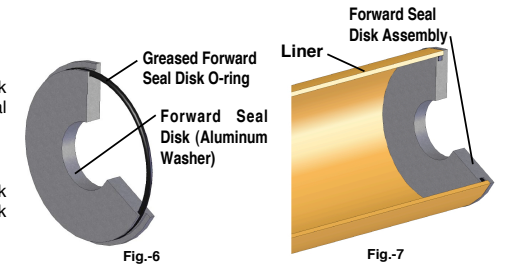
2-2. **Fig.-4:** Insert the larger diameter portion of the nozzle into one end of the liner, with the nozzle liner flange seated against the liner. **NOTE:** Mojave Green RMS-75/5120 motors use a single large throat nozzle rather than the multiple-throat "Medusa" nozzle shown in the illustrations.



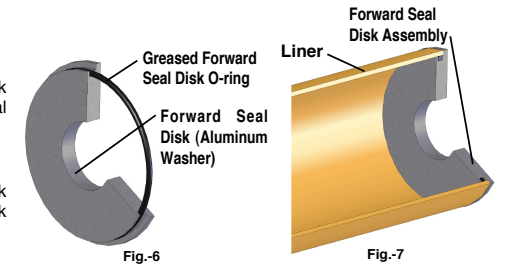
2-3. **Fig.-5:** Perform the remaining assembly steps with the liner held in a horizontal position. Install the propellant grains into the liner, seated against the nozzle grain flange. **NOTE:** The use of disposable rubber gloves when handling Mojave Green propellant grains is strongly recommended. Three propellant grains are shown in all illustrations for simplicity. RMS-75/5120 motors use four (4) grains.



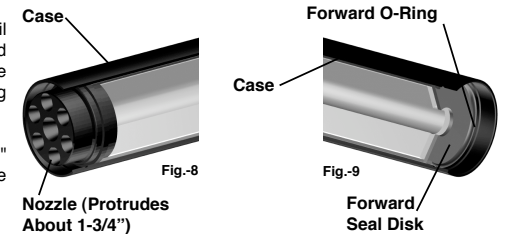
2-4. **Fig.-6:** Place the greased forward seal disk (3/32" thick X 2-9/16" O.D.) o-ring into the groove in the forward seal disk.



2-5. **Fig.-7:** Insert the smaller (o-ring) end of the seal disk into the open end of the liner tube until the seal disk flange is seated against the end of the liner.

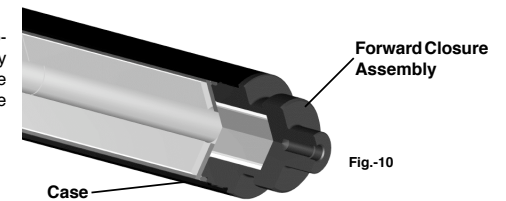


2-6. **Fig.-8:** Push the liner assembly into the motor case until the nozzle protrudes approximately 1-3/4" from the end of the case. **NOTE:** A coating of grease on the outside surface of the liner will facilitate installation and casing cleanup after motor firing.



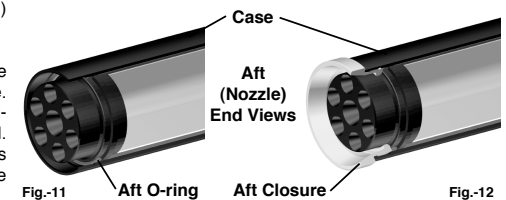
2-6. **Fig.-9:** Place the greased forward (1/8" thick X 2-3/4" O.D.) o-ring into the forward (bulkhead) end of the case until it is seated against the forward seal disk.

2-7. **Fig.-10:** Thread the previously-completed forward closure assembly into the forward end of the motor case by hand until it is seated against the case. **NOTE:** There will be considerable resistance to threading in the closure during the last 1/8" to 3/16" of travel.



2-8. **Fig.-11:** Place the greased aft (1/8" thick X 2-3/4" O.D.) o-ring into the groove in the nozzle.

2-9. **Fig.-12:** Thread the aft closure into the aft end of the motor case by hand until it is seated against the case. **NOTE:** There will be considerable resistance to threading in the closure during the last 1/8" to 1/16" of travel. It is normal if a slight (1/32" to 1/16") gap remains between the closure and the case, and the grains rattle slightly in the liner after tightening.



Chapter 3. Preparation For Flight

Install Igniter Against Smoke Charge

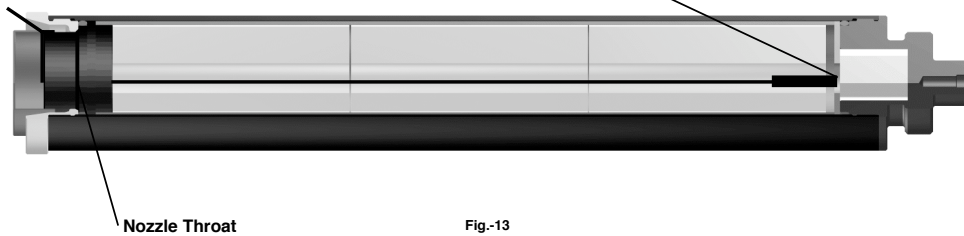


Fig.-13

- 3-1. **Fig.-13:** Insert the coated end of a Firestar™ or other igniter through the nozzle throat until it stops against the smoke charge element.
- 3-2. Secure the igniter to the nozzle with a piece of masking tape or the 2-1/4" dia. red nozzle cap supplied with the reload kit. **NOTE:** Cut a 1/8"-1/4" wide slot in the corner of the cap to allow for igniter venting.
- 3-3. Install the motor into the rocket's motor mount tube. Ensure that the motor is securely retained in the rocket by using positive mechanical means to prevent it from being ejected during recovery system deployment.
- 3-4. Prepare the rocket's recovery system and then launch the rocket in accordance with the Tripoli Rocketry Association (TRA) Safety Code and National Fire Protection Association (NFPA) Code 1127.

Chapter 4. Post-Recovery Cleanup

NOTE: Perform motor clean-up as soon as possible after motor firing. Propellant and smoke charge residues become difficult to remove after 24 hours and can lead to corrosion of the metal parts. Place the spent motor components in the reload kit plastic bags and boxes and dispose of properly.

- 4-1. After the motor has cooled down, unthread and remove the forward and aft closures.
- 4-2. Remove the smoke charge insulator from the forward closure and discard. Using wet wipes or damp paper towels, remove all smoke charge and propellant residues from the closures.
- 4-3. Remove and discard the forward and aft o-rings from the motor case. Remove the liner, forward seal disk and nozzle from the casing by pushing on the nozzle end. Remove the forward seal disk from the liner, and remove and discard the forward seal disk o-ring. **DO NOT DISCARD THE FORWARD SEAL DISK!** Discard the nozzle and liner. Using wet wipes or damp paper towels, wipe the inside of the casing and the forward seal disk to remove all propellant residue.
- 4-4. Apply a light coat of grease to all threads and the inside of the motor case. Reassemble metal parts and store motor in a dry place.

Chapter 5. First Aid

DANGER: DO NOT INGEST PROPELLANT OR BREATHE EXHAUST FUMES! WASH HANDS AFTER HANDLING MOJAVE GREEN PROPELLANT AND BEFORE EATING. For a minor burn, apply a burn ointment. For a severe burn, immerse the burned area in ice water at once and see a physician as quickly as possible. In the unlikely event of oral ingestion of the propellant, induce vomiting and see a physician as quickly as possible. Mojave Green composite propellant consists primarily of Ammonium Perchlorate, Barium Nitrate and a rubber-like plastic elastomer.

Chapter 6. Disposal

Damaged or defective reload kits should be returned to RCS.

Chapter 7. Fire Safety

Tests show that the pyrotechnic components of RMS™ reload kits will not explode in fires and normally will not ignite unless subjected to direct flame and then will burn slowly. Use water to fight any fires in which AeroTech/RCS RMS™ reload kit pyrotechnic components may become involved: Direct the water at the AeroTech/RCS RMS™ reload kit pyrotechnic components to keep them below their 550 deg. F autoignition temperature. Foam and carbon dioxide fire extinguishers will NOT extinguish burning propellants of the type used in RMS™ reload kit pyrotechnic components. Keep reload kit pyrotechnic components away from flames, sources of heat and flammable materials.

Disclaimer and Warranty

NOTICE: As we cannot control the storage and use of our products, once sold we cannot assume any responsibility for product storage, transportation or usage. RCS shall not be held responsible for any personal injury or property damage resulting from the handling, storage or use of our product. The buyer assumes all risks and liabilities therefrom and accepts and uses AeroTech/RCS products on these conditions. No warranty either expressed or implied is made regarding AeroTech/RCS products, except for replacement or repair, at RCS's option, of those products which are proven to be defective in manufacture within one year from the date of original purchase. For repair or replacement under this warranty, please contact RCS. Proof of purchase will be required. Note: Your state may provide additional rights not covered by this warranty.

Division of RCS Rocket Motor Components, Inc.

HIGH-POWER RMS™

Reloadable Motor System™

RMS™ 75/5120 Mojave Green™

This Package Contains One Reload Kit:

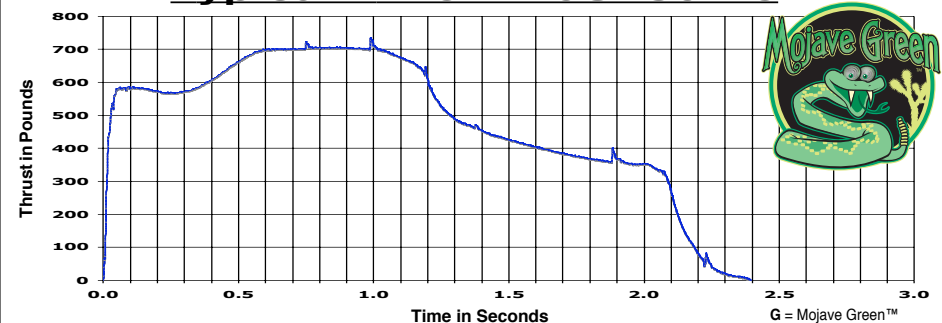
L2200G-P (75/5120)

NOTE: This reload kit **MUST** be used with separately packaged Mojave Green™ propellant grains (P/N 03G046) and motor liner tube (03035-4). RMS™-75 reload kits do not include an ejection charge. RMS-75 motors must be used in conjunction with a timer, altimeter or radio-actuated recovery system.

NOTE: This reload kit is **ONLY** for use in AeroTech/RCS, Rouse-Tech™ or Dr. Rocket™ RMS™ 75/5120 high-power motors. Certified by the Tripoli Rocketry Association (TRA).

DO NOT OPEN RELOAD KIT UNTIL READY TO USE

Typical Time-Thrust Curve:



RMS™ 75MM MOJAVE GREEN RELOAD KIT DATA

Hardware Designation	Performance Designation	Total Impulse (Typical)	Propellant Weight	Loaded Motor Weight
RMS™-75/5120	L2200G-P	5,104 N-sec	2,516 g (5.54 lb)	4,751 g (10.46 lb)

NOTE: Total impulse shown is typical.

RMS™ 75MM HARDWARE DATA

Hardware Designation	Motor Diameter	Motor Length	Hardware Weight	Reload(s) Used
RMS™-75/5120	2.965" (75mm)	26.20"	1,408 g (3.10 lb)	L2200G-P

NOTE: Motor lengths are measured from end of aft closure to end of forward closure.

NOTE: SALE TO PERSONS UNDER 21 YEARS OF AGE PROHIBITED BY FEDERAL LAW. DANGER-POISON: Contains Barium Nitrate. DO NOT INGEST PROPELLANT OR BREATHE EXHAUST FUMES. WARNING-FLAMMABLE: Read Instructions Before Use. KEEP OUT OF REACH OF CHILDREN. FOR USE ONLY BY CERTIFIED HIGH-POWER USERS 21 YEARS OF AGE OR OLDER. DO NOT SMOKE when loading these motors or use in the vicinity of open flames.