

For over 50 years SuperTigre has given engine buyers exactly what they want: Good performance at a good price. SuperTigre enforces such strict manufacturing quality controls that they also proudly back each engine with a generous 3-year warranty — equal to the very best available anywhere in the R/C hobby!



For the location of the dealer nearest you, please visit our website at www.supertigre.com or call 1-800-682-8948 and mention code number 99V27.



Brochure No. SUPZ0093 © Copyright 2004 — 3033134

Distributed Exclusively Through Great Planes Model Distributors Company,
P.O. Box 9021, Champaign, IL 61826-9021



Committed to Quality —
Generation After Generation



WWW.SUPERTIGRE.COM

A NEW BREED OF POWER.

Since first appearing on the R/C glow engine scene in 1948, SuperTigre has remained committed to what matters most: improvement through innovation, unyielding quality standards, and continuing excellence in design.

SuperTigre led in the use of “ABC” construction — lightweight aluminum pistons traveling in true chrome-plated brass cylinders for exceptional compression and wear-resistance. They were among the first to take advantage of state-of-the-art production equipment like CNC (computerized, numerically controlled) machinery and diamond-tipped cutters.

But most importantly, SuperTigre has always given pilots exactly what they want. Hassle-free starts. Easy adjustments. Affordability. Longevity. Durability. Reliability. POWER.

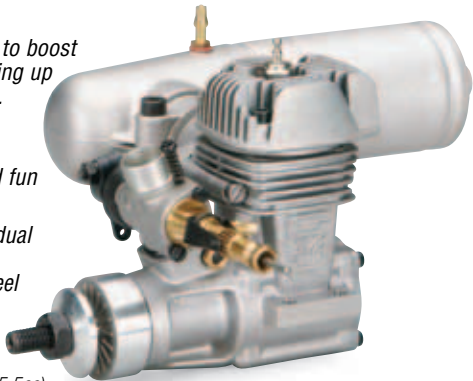
*That's why **generations** of SuperTigre engine owners keep coming back for more.*



G-34 RINGED

HIGHER OUTPUT FOR SMALL PLANES — WITHOUT ADDED SIZE AND WEIGHT.

- *Specially bored-out to boost power without moving up to a .40-size engine.*
- *Adds maneuvering muscle for thrilling touch-and-goes and fun fly aerobatics.*
- *Schnuerle porting, dual ball bearings, and friction-reducing steel cylinder sleeve.*



SUPG0105

Displacement: 0.34 cu in (5.5cc)

Bore: 0.787 in (20mm)

Stroke: 0.669 in (17.5mm)

RPM Range: 2,500-17,000

Output: 0.98 bhp @ 16,500 rpm

Weight (without muffler): 9.65 oz (275g)

Includes: muffler, glow plug

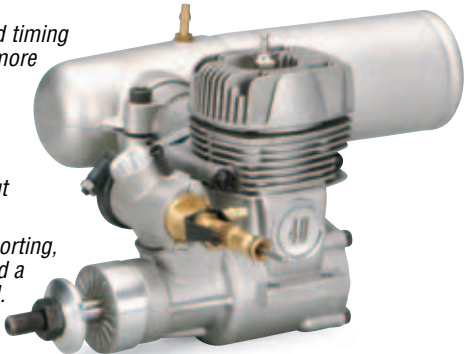
Recommended Props: 9x5, 9x6 (with included muffler)



GS-40 RINGED

MORE POWER THAN TYPICAL SPORT .40 ENGINES!

- *Improved porting and timing produce up to 25% more power than typical sport .40 engines.*
- *Bolt-through silent muffler substantially reduces noise without power loss.*
- *Features Schnuerle porting, dual ball bearings and a lightweight cast head.*



SUPG0122

Displacement: 0.39 cu in (6.46cc)

Bore: 0.846 in (21.5mm)

Stroke: 0.701 in (17.8mm)

RPM Range: 3,000-17,000 rpm

Output: 1.15 bhp @ 15,500 rpm

Weight (without muffler): 13.05 oz (372g)

Includes: muffler

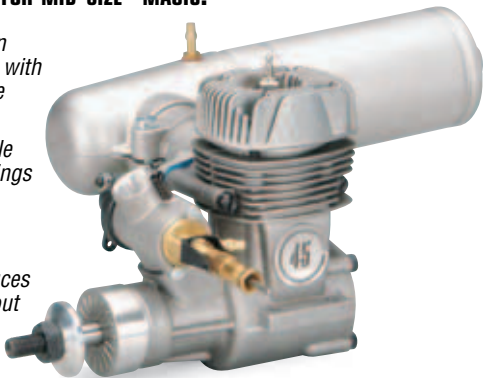
Recommended Props: 9x5, 9x6, 10x5, 10x6



GS-45 ABC

INNOVATIVE DESIGN FOR MID-SIZE “MAGIC.”

- *High-compression ABC construction with true, hard-chrome plated cylinder.*
- *Features Schnuerle porting, ball bearings and a lightweight cast head.*
- *Silent muffler substantially reduces noise levels without power loss.*



SUPG0150

Displacement: 0.46 cu in (7.5cc)

Bore: 0.860 in (21.85mm)

Stroke: 0.787 in (20.0mm)

RPM Range: 2,500-16,000

Output: 1.45 bhp @ 16,000 rpm

Weight (without muffler): 13.22 oz (377g)

Includes: muffler, glow plug

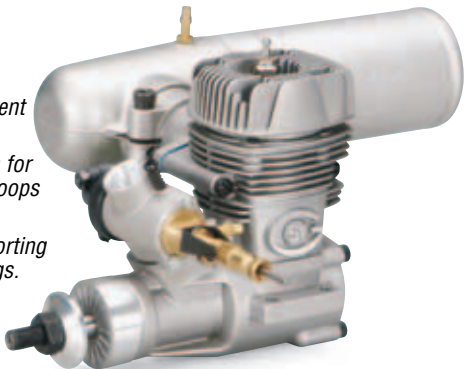
Recommended Props: 9.5x6, 10x6 (w/incl. muffler)



G-51 RINGED

BORED-OUT TO GIVE .40-SIZE MODELS MORE MUSCLE.

- *Lowers weight and increases displacement for greater output.*
- *Delivers extra punch for impressive climbs, loops and snaps.*
- *Features Schuerle porting and dual ball bearings.*



SUPG0154

Displacement: 0.51 cu in (8.3cc)

Bore: 0.905 in (23mm)

Stroke: 0.787 in (20mm)

Output: 1.48 bhp @ 15,500 rpm

RPM Range: 2,500-15,500

Weight (without muffer): 12.73 oz (363g)

Includes: muffer and glow plug

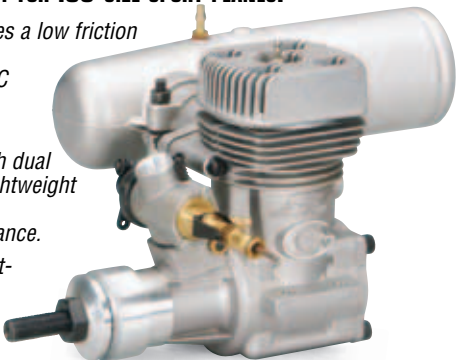
Recommended Props: 9.5x6, 10x6, 11x5



G-61 RINGED & G-61 ABC

OUTSTANDING RELIABILITY FOR .60-SIZE SPORT PLANES.

- *Ringed version features a low friction steel sleeve — high-compression ABC engine offers extra power for aerobatics.*
- *Schnuerle-ported, with dual ball bearings and a lightweight cast head for smooth, cool-running performance.*
- *Exhaust stack and bolt-through muffler allow more muffler positioning options.*



SUPG0161 (G-61 Ring) • SUPG0181 (G-61 ABC)

Displacement: 0.61 cu in (9.95cc)

Bore: 0.945 in (24.0mm)

Stroke: 0.866 in (22.0mm)

RPM Range: 2,500-16,500 rpm

Output: 1.75 bhp @ 16,000 rpm

Weight (without muffler): 19.96 oz (567g)

Includes: muffler and glow plug

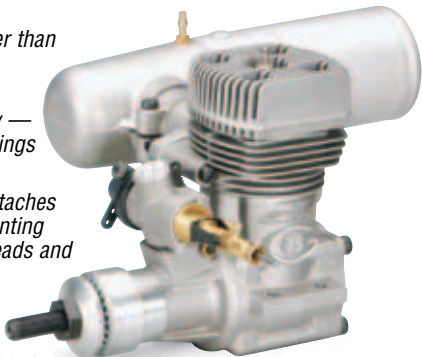
Recommended props: 11x7, 11x7.5



G-75 RINGED

SIZED LIKE A .60, BUT ENGINEERED FOR EXTRA POWER!

- *Nearly 25% more power than .60-size engines.*
- *TST Schnuerle porting improves fuel economy — front and rear ball bearings minimize friction.*
- *Bolt-through muffler attaches to exhaust stack, preventing stripped crankcase threads and aiding in positioning.*



SUPG0205

Displacement: 0.75 cu in (12.21cc)

Bore: 1.024 in (26mm)

Stroke: 0.906 in (23mm)

RPM Range: 2,500 – 16,000

Output: 2.18 bhp @ 15,600 rpm

Weight (without muffler): 20.63 oz (588g)

Includes: muffler, exhaust stack and glow plug

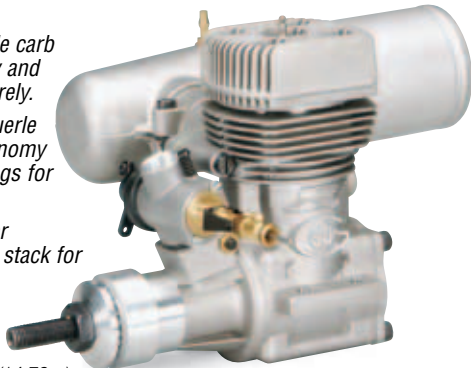
Recommended props: 12x6, 13x6 (w/included muffler)



G-90 RINGED

MASSIVE .90-SIZE POWER IN A .60-SIZE FRAME.

- *Smooth, twin-needle carb makes set-ups easy and holds settings securely.*
- *Includes TST Schnuerle porting for fuel economy and dual ball bearings for smooth running.*
- *Bolt-through muffler attaches to exhaust stack for easy positioning.*



SUPG0235

Displacement: 0.90 cu in (14.73cc)

Bore: 1.083 in (27.5mm)

Stroke: 0.976 in (24.8mm)

RPM Range: 2,500 – 16,000

Output: 2.5 bhp @ 14,800 rpm

Weight (without muffler): 20.66 oz (589g)

Includes: muffler, exhaust stack and glow plug

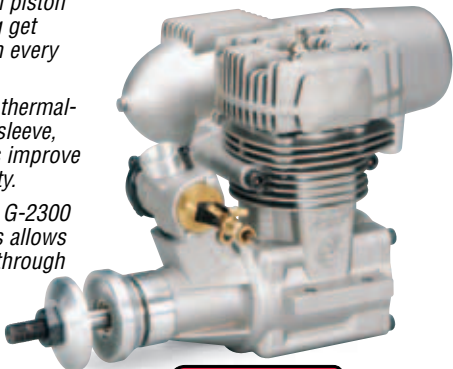
Recommended props: 12x8, 13x6 (w/included muffler)



G-2300 RINGED GIANT-SCALE

REDUCE WEIGHT AND VIBRATION — INCREASE POWER!

- *Lightweight aluminum piston and Schnuerle porting get maximum power from every drop of fuel.*
- *One-piece crankcase, thermal-treated steel cylinder sleeve, and dual ball bearings improve durability and reliability.*
- *New barrel design for G-2300 and larger carburetors allows smooth linear power through the entire RPM range*



SUPG0248

Displacement: 1.418 cu (23.21cc)

Bore: 1.280 in (32.5mm)

Stroke: 1.102 in (28.0mm)

Output: 3.7bhp @ 12,600rpm

Weight (without muffler): 30.77 oz (877g)

Includes: muffler and glow plug

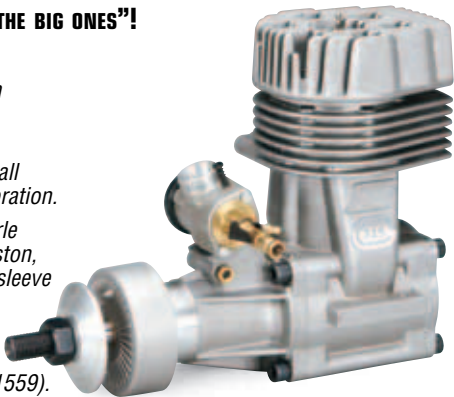
Recommended props: 18x8, 18x10



G-3250 RINGED GIANT-SCALE

POWER TO SPARE FOR "THE BIG ONES"!

- *More power with less weight and noise than "chainsaw" engines.*
- *Precision-balanced crankshaft and dual ball bearings minimize vibration.*
- *Includes TST Schnuerle porting, aluminum piston, double steel cylinder sleeve and large cast heat sink head.*
- *Available separately: Silent Muffler (SUPG1559).*



SUPG0268

Displacement: 1.989 cu in (32.61cc)

Bore: 1.417 in (36.0mm)

Stroke: 1.128 in (32.0mm)

Output: 3.2 bhp @ 7,700 rpm

Weight (without muffler): 42.98 oz (1225g)

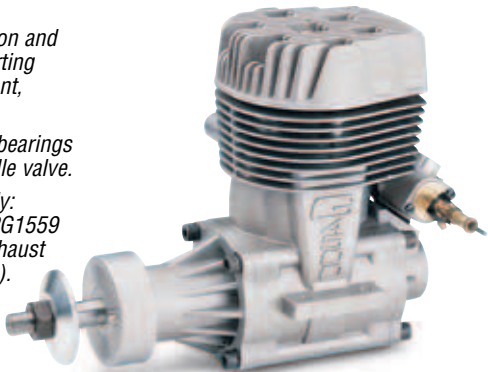
Recommended props: 18x8, 20x8



G-4500 RINGED GIANT-SCALE

MUSCLE FOR 15-25 LB. PLANES WITH 8-12' WINGSPANS!

- *Rear drum induction and TST Schnuerle porting provide fuel-efficient, brute power.*
- *Includes four ball bearings and a remote needle valve.*
- *Available separately: Silent Muffler SUPG1559 (requires using exhaust header SUPG1631).*



SUPG0270

Displacement: 2.76 cu in (45.24cc)

Bore: 1.57 in (40mm)

Stroke: 1.42 in (36mm)

RPM: 1,500-8,000

Output: 4.5 bhp @ 8,000 rpm

Weight (without muffler): 66.56 oz (1897g)

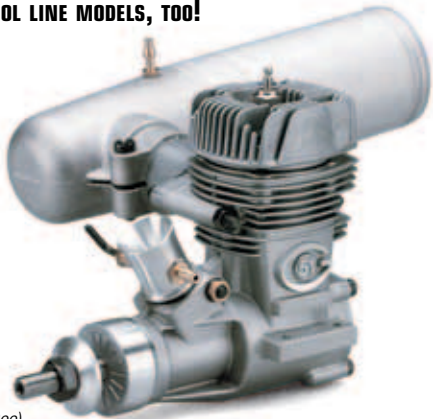
Recommended props: 22x8-10



G-51 RINGED C/L

EXTRA PUNCH FOR CONTROL LINE MODELS, TOO!

- *Includes fuel-efficient venturi and extra-long needle.*
- *Bored-out for more punch and less weight than .40-size engines.*
- *Features Schnuerle porting and two ball bearings.*



SUPG0829

Displacement: .51 cu in (8.30cc)

Bore: .905 in (23mm)

Stroke: .787 in (20mm)

RPM: 2,000-12,000

Output: 0.95 bhp @ 12,000 rpm

Weight (without muffler): 10.98 oz (313 g)

Includes: Muffler and glow plug

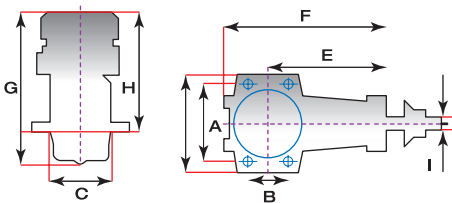
Recommended props: 11x6



ENGINE DIMENSIONS

STANDARD (INCHES)

ENGINE	A	B	C	D	E	F	G	H	I
G-34 RING R/C	1.50	0.59	1.18	1.77	2.13	2.87	2.99	2.40	UNF 1/4" x 28
GS-40 RING R/C	1.65	0.75	1.34	1.97	2.28	3.15	3.31	2.65	UNF 1/4" x 28
GS-45 ABC R/C	1.65	0.75	1.34	1.97	2.28	3.15	3.35	2.67	UNF 1/4" x 28
G-51 RING CL	1.65	0.75	1.34	1.97	2.28	3.15	3.43	2.75	UNF 1/4" x 28
G-51 RING R/C	1.65	0.75	1.34	1.97	2.28	3.15	3.43	2.75	UNF 1/4" x 28
G-61 RING	1.97	0.79	1.65	2.36	2.72	3.82	4.09	3.19	UNF 5/16 X 24
G-61 ABC R/C	1.97	0.79	1.65	2.36	2.72	3.82	4.09	3.19	UNF 5/16 X 24
G-75 RING R/C	1.97	0.79	1.65	2.36	2.72	3.82	4.13	3.22	UNF 5/16 X 24
G-90 RING R/C	1.97	0.79	1.65	2.36	2.72	3.82	4.24	3.34	UNF 5/16 X 24
G-2300 Ring	2.36	0.98	1.93	2.78	3.29	4.63	4.63	3.68	UNF 5/16 X 24
G-3250 R/C	2.52	0.91	2.13	2.87	3.82	5.59	5.39	4.32	UNF 5/16 x 24
G-4500 R/C	2.91	1.18	2.44	3.39	3.74	6.50	5.90	4.72	M10 X 1.25



METRIC (MILLIMETERS)

ENGINE	A	B	C	D	E	F	G	H	I
G-34 RING R/C	38	15	30	45	54	73	76	61	UNF 1/4 x 28
GS-40 RING R/C	42	19	34	50	58	80	84	67.5	UNF 1/4 x 28
GS-45 ABC R/C	42	19	34	50	58	83	85	68	UNF 1/4 x 28
G-51 RING CL	42	19	34	50	58	80	87	70	UNF 1/4 x 28
G-51 RING R/C	42	19	34	50	58	80	87	70	UNF 1/4 x 28
G-61 RING	50	20	42	60	69	97	104	81	UNF 5/16 X 24
G-61 ABC R/C	50	20	42	60	69	97	104	81	UNF 5/16 X 24
G-75 RING R/C	50	20	42	60	69	97	105	82	UNF 5/16 X 24
G-90 RING R/C	50	20	42	60	69	97	108	85	UNF 5/16 X 24
G-2300 Ring	60	25	49	70	83.5	117.5	117.5	93.5	UNF 5/16 x 24
G-3250 R/C	64	23	54	73	97	142	137	110	UNF 5/16 x 24
G-4500 R/C	74	30	62	86	95	165	152	120	M10 X 1.25

