

Safety Instructions

order to use the engine, please read through this instruction manual carefully. This is a complex high-performance engine. If you have any difficulties to understand any part of this instruction manual, please contact the hobby shop from whom you purchased the engine, or contact us directly.

- 1. The propeller double locknut assembly supplied with the engine
- must be used when mounting the propeller.

 Always use a good quality propeller and follow the manufacturer's instructions.
- Choose a propeller size that will not allow the engine to exceed the maximum practical RPM in flight.

 Always ensure that no people are in front of or beside the propeller
- while the engine is running
- To start the engine, set the throttle to the idle position and use an electric starter.

 After starting the engine, always move behind the propeller to adjust
- the needle settings. The engine becomes extremely hot both during and after engine
- The origine decorates exceeding to both outing and after engine truns. Do not both the engine, whatest header, multifler, or any past attached to the engine while it runs or before it has cooled down. If the engine runs incorrectly, DON'T FLY.

 Do not use this engine for anything other than radio controlled air planes. Do not use it for radio controlled helicopters.

- 10. You have full responsibility while you operate the engine. Please be extra careful for your safety and the safety of others whenever you operate the engine

Connect the engine to the tank and CDI system as in "Fig.1". The battery and switch for the CDI unit is not supplied with the engine.

The soft mount and fuel filter are optional.

e sort mount and use inter also policion. Remove tube B from the filter: remove tube A from the check valve then fill the tank, (CAUTION: It tank is filled or under pressure remove tube A first, then tube B. Fuel will eject if tube B is removed while the tank is pressurized.

- Always use a fuel filter. We recommend YS filter (6720). With this filter, you must remove the cloth portion of the filter and leave both the metal filter screens in place.
- 3. Because of the engine's pump system, the tank may be placed near the aircraft's C.G positrion. The fuel level in the tank will not influence
- 4. Please pay consideration to avoid chaling of the ignition box's wires from vibration. Use the plastic "spiral wrap" supplied with the engine to wrap the shielded plug with.

 5. Please place the ignition box about 15cm away from the receiver.
- Some radio components may need to be over 30cm away from ignition components to avoid interference. Wrap the ignition box in regiment components to a world intertestruct. What are gritten took in foam rubber or other vibration assorbing material(in the same man-ner as the receiver is mounted), and fasten (e.g. using Velcro straps Do not use the bracket holes to directly mount the ignition box to the aircraft.

Fuel

- 1. Use a good quality alcohol based model engine fuel containing 10%
- Use a good quanty aiconol based model engine fuel containing 1 to 25% nitro, and oil content 10% to 25%. Do not use gasoline fur When filling the tank, disconnect Tube A or Fuel Tube B (Fig.1) for filling, use a stopper on the Fuel Tube B to avoid flooding the engine.

Propeller

- 1. Due to the high power coulput of the FZ80 engine, it is supplied with a double locknut system for added safety. Mount the propeler and tighten the rear nut, followed by the front nut. The rear nut has an offset shoulder that the recess of the front nut will secure itself
- egeniss.

 2. Please of beck and retighten propeller lockrut periodically.

 3. Select a propeller that will allow the engine to run at a maximum of between 8,000 to 12,000 RPM.

 4. We recommend sizes 13x7, 13x8, 14x6,14x7, 15x6. Other propelle
- sizes may be used as long as the correct RPM range is maintained.

High Speed Needle Valve Adjustment

- An electric starter is mandatory for this engine.

 Turning the needle valve dockwise leans the mixture. Turning it couner-clockwise richens the mixture. A good starting position for the high speed needle valve is 2 turns open from the fully closed postion.
- 3. To prime the engle, check that the ignition is switched OFF before turning the engine over with an electric starter (throttle fully open)
- Close the caburelor to the idle position, turn ignition ON and start the engine with an electric starter. Run the engine at a high idle RPM to warm it up.
 Brake-in the engine with one or two tanks of fuel on the ground, with
- good rich mixture setting adjusting for the best high speed needle
- To achieve best high speed needle valve position, run the engine To achieve best right speech receive valve possions, not the vrighter with the throttle fully opened. Gradually turn the needle valve clockwise untill the RPM beginns to drop. The position of the needle valve corresponding to the maximum engine RPM is referred to as the peak position. Turn the needle valve counter-clockwose approximately 1/4 turns from the peak position

Break in

To maximize engine performance and increase durability, please follow this break-in procedure:

- Use the same size (or slightly smaller) propeller than you intend to use in flying.
- The needle valve should be set so that the engine is running at a rich setting. Run the engine approximately 20 minutes with this setting.
- Mount the engine to the model and fly ten times with this setting. This concludes the break-in procedure, it is advisable to always use a slightly rich setting to keep the moving parts lubricated, even after the break-in period.

Battery for CDI Unit

Use 4.8-8.4V Ni-Cd ,Ni-MH or Li-Po battery with a capacity of around 700mAh. This will be sufficient for 5-10 minutes flights.

Idling adjustment

This engine is equipped with a new low speed needle valve to adjust the mixture from low to mid throttle. This needle valve is located on the side of the throttle barrel opposite the throttle arm (Fig.1).

- Open the low speed needle to 1 turns from fully closed position
- The low speed needle valve should be set after the high speed nee die valve has been adjusted. Close the throttle gradually to a idle (approximately 2500pm). Lot it idle for 20 to 30 seconds and then slowly advance the throttle. The adjustment is satisfactory at low speed if transition is smooth at this trine.
- If the engine is running rough on Idle, the low speed mixture is rich. If the engine starts to speed up and dies on idle or starts to detonate, when advancing the throttle, the mixture is lean. Turn the low speed needle valve clockwise to richen and counterclockwise for a leaner mixture (note that the direction of the low speed needle valve is opposite the high speed needle valve). Adjustments to the low speed needle valve is needle valve should be 1/8 to 1/4 of a turn increment at a time to achieve smooth throttle response.

se spark plug supplied with the engine. The plug gap should be 0.30mm (0.013") - 0.45mm (0.018"). If plug gap become over 0.5mm (0.020") the engine will misfire. If the gap exceeds 0.45mm, tap the element with a hammer reduce to the gap.

Tappets Adjustment

- Tappet clearance is pre-set at the factory.

 Clearance adjustment may need after one hour of running time due to initial wear. After adjustment, tappet clearance should be checked during normal maintenance after every 10 hours of running to main tain maximum performance.

 - can maximum performance. Clearance adjustment should be done when the engine is cool. The proper clearance setting is between 0mm (0.000*) and 0.1mm (0.004*). The adjustment is achieved by lossening the locknut ('Fig.2') and turning the adjustment screw. The engine must be at top dead center on the compression stroke before any adjustments are made. This engine runs best with the valves set at a tight setting. If the valves are set too loose, power will be affe



Cam Gear Timing

Fig2

- If for some reason you have to disassemble your engine, please follow these important steps on reassembling the cam gear. I. Remove the carburetor and back plate assembly, Notice the impres-sion mark or dot opposite the rod journal on the crankshaft.
- This mark is to point straight down or lined up with the outer case saam line at the bottom and hold crankshaft securely.

 Relinstall he cam with the dot facing you. After you fully installing cam and then check dot should be pointing straight down will give you right timing.

Cleaning

Cleaning
This engine uses silicon rubber in many parts. Please use methanol or model engine fuel for cleaning. Do not use Kerosene, Gasoline, Machine oil, Automobile parts cleaner or house hold lubricants to clean. It will harm silicon parts

Do not leave fuel in the engine after the final flight of the day. When you store the engine long period of time, a few drops (about 1cc) of lubricant oil must be put into the engine from carburetor and clank several times. Do not use Automobile engine oil.

Parts and Repair Service

If you can not find repair parts from hobby shops, you can order parts directly to our factory. We also do repair your engine at our factory.

If you need repair service, please make detailed of states and send it together with the engine.

Warranty

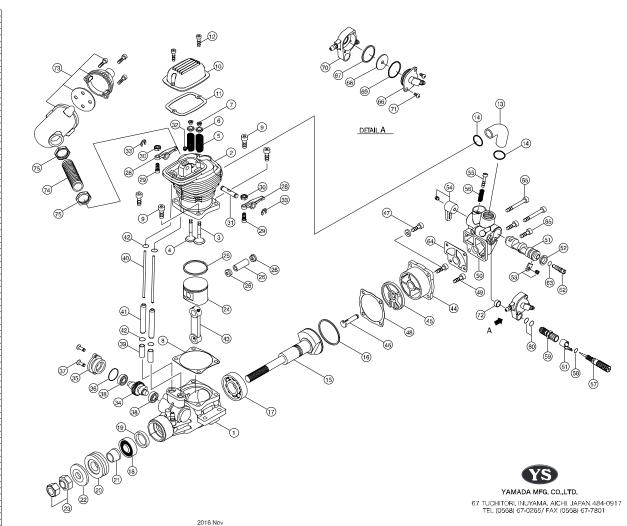
Strict quality control is implemented by our factory in all phases, from

parts manufacturing to final assembly.

If performance deteriorates or a part fails due to a manufacturing error, 75 engine will repeir or replace the engine at no charge in the period of one year from date of purchase. Warranty does not cover normal main-

Incorrectly assembled or abused, under improper usage, any modifica-tion will void this warranty and there will be a normal charge for parts and labor.

	Item No. GBD01	NAME Crank case	QT 1
	G8002S	Cylinder head assembly	
2	G8002	Cylinder head with liner	- 1
3	F5103	intake valve	1
-4	15104	_xhaust valve	1
5	F5105	Valve spring set	2
6	F9106	Spring retainer set	2
7	19107	Valve spring clips	- 4
8	G7008	Cylinder head Oiring	1
9	F5110	Head polt set	4
10	F5111	Valve cover	1
11	F5112	Valve cover gasket	1
12	F5113	Valve cover screws	2
13	F5114	Intake pipe	- 1
14	F5115	Intake Orings	2
15	GB015 G1016	Crankshaft	- 1
16	G1016	Crankshaft ring	- 1
17	G1016 G1017	Rear bearing	- 1
18	15118	I ront pearing	- 1
19	F5119	Front bearing seal	- 1
20	F5120	Drive washer	- 1
21	15121	Drive washer retainer	- 1
22	F1266	Prop washer	1
23	F2267	Prop rui set	- 2
24	GB024	Piston	1
25	G1025	Piston ring	1
26	G7028	Wrist pin	
28	F5128	Rocker arm set	2
29	F1213	Valve adjuster se:	2
30	F1214	Ad'uster nut set	2
31	F5131	Rocker arm shaft	1
32	F5132	Rocker arm screw	-i
33	11217	Liring clip set	2
34	F5134	Cam goar	1
35	F5135	Cam cover	-
36	15136	Cam cover 0-ring	÷
37	F5137	Com more course consum	2
38	F5138	Cam gear cover scrows Cam bearing set	2
39	F5139	Cam follower set	2
40	F5140	Push rixt set	2
41	G104I	Push rod cover set	2
42	F5142		4
43	G8043	Push rod cover O ring	1
4.5	G4044A	Con rod Back piste assembly	
44	G4044A	Back plate	1
45	G4044	Sauk plate	
46	G1046	Disc valve Disc valve pin	-
47	G1047	Disc valve set screw	
48	F5149	Back plate gasket	<u> </u>
		Dack plate gasket	
40			- 2
49 E0	15150	Contractor leads	2
50	GB050	Dack plate screws Carburetor body	- 1
50 51	G8050 G8051	Throttle barrel	1
50	G8050 G8051 15153	Throttle barrel Throttle barrel seal	- 1
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