Thank you for purchasing a DuraTrax engine – designed to provide easy starts and all the power you'll need for thrilling R/C action.

The following instructions contain information you'll need to break-in, operate and maintain your new engine like a pro. Read and follow them carefully, and your engine will provide a long life of strong, dependable performance.

FOR YOUR SAFETY

- Model engine fuel is poisonous and must be kept in a clearly marked container, stored away from the reach of children. Avoid getting fuel into your eyes or mouth.

- Because model engine fuel is highly flammable, it should also be kept away from anything that might cause it to ignite (including open flames, excessive heat, or any objects and materials which could produce a spark). Smoking must not be permitted near the fuel.

- R/C model engine exhaust, like that of automobile engines, contains deadly carbon monoxide. Do not run the engine in enclosed spaces – operate it only in open, well-ventilated areas.

- Your engine will become very hot as it runs. Touching any part – particularly the muffler (silencer), cylinder head or exhaust header pipe – could result in a serious burn. Avoid contact with the engine until it has cooled.

- Protect onlookers – especially small children – by making sure that they remain at least 60 feet (20 meters) away while you start the engine.

WARRANTY

- DuraTrax will warranty this engine for 90 days after the purchase date from defects in materials or workmanship. DuraTrax will either repair or replace, at no charge, the incorrectly made part.

- Make sure you save the receipt or invoice you were given when you bought your engine! It is your proof of purchase and we must see it before we can honor the warranty.

- To return your Velocity 17 for repairs covered under warranty you should send your engine to:

  Hobby Services
  1610 Interstate Drive
  Champaign, Illinois 61822
  Attn: Service Department
  Phone: (217) 398-0007 9:00 am - 5:00 pm Central Time M-F
  E-mail: hobbyservices@hobbico.com

Repair service is available anytime.

- After the 90 day warranty, you can still have your Velocity 17 repaired for a small charge by the experts at DuraTrax’s authorized repair facility, Hobby Services, listed above.

To speed up the repair process, please follow these instructions:
Send written instructions which include: a list of all items returned, a THOROUGH explanation of the problem, the service needed and your phone number during the day. If you expect the repair to be covered under warranty, be sure to include a proof of date of purchase (your store receipt or purchase invoice). Also be sure to include your full return address.

ADDITIONAL PRECAUTIONS

- This engine was designed only to power R/C model vehicles and should not be used for any other purpose.

- Never pull the starter cord out more than 10 inches (25cm). To rewind the cord, continue holding the handle and let the recoil action pull it smoothly back into the starter unit. Do not abruptly release the handle.

CARBURETOR SETTINGS

The High-Speed Needle
The “high-speed” needle is sticking up from the side of the carb. It is located in the brass housing, just above the fuel inlet. It controls the fuel-to-air mixture of the carb. The needle is pre-set for break-in from
the factory at 2-3/4 turns out from the fully closed position of the carb. Once the engine is broken-in, the high-speed needle would typically run from 2-1/4 to 2-1/2 turns out from closed, depending on the weather, humidity and altitude above sea level. To richen the needle counterclockwise, to lean turn the needle clockwise.

The Low-Speed Needle
The “low-speed” needle is the screw in the carb body, opposite the throttle arm (see picture on previous page). It controls the fuel to air mixture at low throttle settings. There is a simple way of adjusting the low-speed needle correctly called the “pinch test.” With the engine at idle, pinch the fuel line and listen to how the engine speeds up or slows down. If the engine increases its speed for about 2 or 3 seconds and then loses RPM, the needle is set correctly. If the engine loses RPM quickly, it is set too lean and the low-speed needle needs to be opened (counterclockwise) to richen the mixture. Pinch again to check the mixture. If the engine takes longer than 4 seconds to slow down, lean (clockwise) the low-speed needle and then pinch again to check the mixture. Use small adjustments when setting the low speed needle. Start with 1/16 turn increments.

The Throttle Stop Screw
On the front of the carburetor, there is a black screw (see picture on previous page). This is called the throttle stop screw. This increases or decreases the idle RPM without changing the fuel to air mixture. You should see an opening of approximately 1.5mm (between 1/32” and 1/16”) between the carb body and the carb barrel when the throttle is pushed closed.

**Make sure you tighten the glow plug after the engine starts.** If the recoil starter is still difficult to pull, the engine is flooded – there is too much fuel inside the engine. Remove the glow plug and air cleaner, then turn the engine upside down and pull the recoil 5 or 6 times. This will clear the engine of fuel, and you will notice the recoil pulls easier. Replace the glow plug and repeat the starting procedure.

Fuels
Use fuels that are specially formulated for car and truck engines. DuraTrax Red Alert fuel is specially formulated for R/C engines like the Velocity .17.

How To Stop Your Engine
You may have been wondering how to stop the engine. All you have to do is pinch the fuel line that runs to the carburetor and from the bottom of the fuel tank. Pinching this will restrict the fuel flow and the engine will quit within a few seconds. You can also touch the flywheel with the tip of your shoe through the hole in the bottom of the chassis.

**To insure long life and good performance from your Velocity .17 engine, you MUST break-in the engine. The break-in period is critical for long life of the internal parts of the engine. This should be done over the first 5 or 6 tanks of fuel.**

Some Things To Remember During Break-In:
1. Run with the body off. This will keep the engine cooler.
2. Keep the air cleaner on at ALL times.
3. Run on a smooth, hard surface. An empty parking lot is perfect.
4. Use the same fuel that you will use for normal running.
5. Resist the urge to accelerate and decelerate the vehicle quickly.
6. Break-in puts stress on the glow plug and you can burn it out during break-in. Make sure you have an extra plug or two on hand.
7. Do NOT overheat the engine. You can check the head temperature by using one of the temperature gauges that are available.

**The First Tank**
Your first tank of fuel should be running the engine at a very rich high-speed needle valve setting. This allows the fuel to carry as much oil as possible into the engine to lubricate the internal parts during the break-in.

1. Open the needle valve 2-3/4 turns from fully closed (counterclockwise). This is factory set already, but check it to make sure. When closing the high-speed needle, close the needle until you feel some resistance. **DO NOT** overtighten or you will damage the engine.
2. Start the engine.
3. Once the engine is started, open the high-speed needle valve around 1/8 turn at a time, finding the setting where the engine just barely runs. This may take a few times adjusting the needle, removing the vehicle away from you and back, then adjusting the needle. The engine will perform sluggishly and stall from time to time - that is normal.
4. Run the vehicle back and forth at medium speeds, slowly accelerating and decelerating the vehicle, until the tank is almost out of fuel. Do not allow the tank to run out of fuel. This leans out the engine and can cause overheating.
5. Stop the engine and allow the engine to cool before the second tank. This normally takes around 10 minutes (See **How To Stop Your Engine**).

**Tanks 2-6**
Turn in the needle valve (clockwise) around 1/12 turn from the previous setting. Run the vehicle back and forth. You should notice that the engine will perform better during each run. Stop the vehicle periodicaly to check for overheating. If it is too hot, stop the engine. Wait for it to cool, then open up the needle valve 1/4 turn and restart. After the 6th tank, you should be near to the peak performance of the engine.
**ENGINE MAINTENANCE**

**Ten Ways To Ensure A Long Life From Your Engine:**

1. Keep your engine clean. Dirt will act as insulation on an engine. It will not be able to shed heat as easily. Use a good air filter to keep dirt out of your engine and clean it often.
2. Do not over-lean your engine.
3. Do not run your engine with little or no load. Don’t throttle up the engine to full throttle when the wheels are not in contact with the ground.
4. Do not overheat the engine. This goes along with keeping it clean and not over-leaning the engine.
5. Do not use a fuel with a low oil content. Make sure you use a fuel from a reputable manufacturer, such as DuraTrax Red Alert.
6. Avoid using old fuels in the engine. Always run all of the fuel out of the engine by turning the flywheel or pulling the engine recoil slowly.
7. Do not do a fuel with a nitromethane (often called nitro) content over 20%.
8. Do not scratch the piston or cylinder sleeve. Avoid jamming something into the exhaust port when removing or re-installing the clutch or flywheel. Use a special tool called a crankshaft locking tool (not included), which is installed in the glow plug hole.
9. Do not use silicone sealer on the engine joints. Silicone sealer contains acetic acid, which is corrosive if it gets inside your engine.
10. Do not allow any water inside the engine. This sounds easy, but temperature changes can cause condensation inside the engine. This is a good reason to use an after-run oil. Store your engine inside the house, not in a garage or shed where there will be temperature extremes.

**If you are having problems with your engine consult the engine troubleshooting on the back page. The following are some potential problems.**

### Glow Plug

The glow plug is an item that will wear out and need replacement from time to time. It is a good idea to remove the glow plug before your first run, heat it and see how well it glows. You should see a bright orange glow from the filament. If a coil or two will not glow or the plug will not glow at all, replace the plug. If the engine quits when you remove the glow starter, the plug might need to be changed, although this may be because you are running too rich and need to screw in your high-speed needle some. Look at the glow plug when you are running the engine. If you see some bubbles coming from around the plug, replace the glow plug (copper) gasket, or both the plug and gasket. The only real way to test a glow plug is to replace it. Make sure you have a spare plug or two on hand when you run the engine.

### Fuel

Fuel can go bad. The main ingredient in model fuel is methanol, which is basically an alcohol. Alcohols can absorb water out of the air, so keep your fuel jug capped at all times. Store your fuel out of the sunlight and in a cool place. Bad fuel is one of the most difficult problems to diagnose in engines. If you have tried everything you can think of to remedy an engine that is not running correctly, try using some fresh fuel.

Fuel line is susceptible to pinhole leaks. You cannot see the hole in the fuel line, but if you see air bubbles in the line going to the carburetor, replace the fuel line. Another symptom of a leak in the fuel line is a surging engine. The properly tuned engine will surge when the air bubbles hit the carb. It is basically leaning out the mixture.

To keep dirt out of the engine, use an inline fuel filter on the fuel line running from the fuel tank to the carburetor. Dirt can get caught in the needle seat and cause an inconsistent running engine. If you suspect that some dirt has lodged itself in the carb, remove the needles and clean the carb with denatured alcohol or fuel. It can help to use compressed air to blow out the fuel passages as well. Dirt can get into your carburetor and engine through the air filter. Ensure that your air cleaner has a good seal to the top of the carb. Periodically wash the air cleaner foam element and re-oil the filter. Any air cleaner that has a torn element or a bad seal should be replaced immediately.

### Overheating

One of the worst things you can do to your engine is overheat it. The oils that lubricate the engine are carried in the fuel. If your engine is set too lean, there will not be enough oil in the engine to lubricate the internal parts. This will cause premature wear in the engine and cause damage. We have talked about overheating in other parts of this manual, but we want to stress the proper techniques to check for overheating. The easiest way of checking the temperature of the cylinder head is using one of the available temperature gauges. This will give you a direct reading of the cylinder head temperature. Do not let the head temperature exceed 240° Fahrenheit (115° Celsius). Another way of checking the head temperature is to put a drop of water on the cylinder head. If it boils away within 10 seconds, the high-speed needle is set too lean. If the water boils away in around 15 seconds, the engine is within proper operating temperatures. If the water boils away longer than 15 seconds, the mixture is set rich which is preferable when breaking in the engine. Otherwise lean the mixture some and retest after a minute of running.

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**Exploded View and Parts List**

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<td>Carburetor Boot / Dust Cover</td>
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<td>Carb Retainer &amp; Nut 34,35,36,37 x 1pc</td>
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<tr>
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<td>Throttle Stop Screw</td>
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Optional:

- DTX0442 Carburetor Slide Valve......Not Shown
- DTX0497 Coverplate Standard........Not Shown
- DTX0557 Heatsink Head Purple.......Not Shown
ENGINE TROUBLE SHOOTING

The engine starts

Does it run continuously?

NO

Is fuel getting to the engine?

NO

Check for clogging in the carburetor or fuel line. Press the primer pump and check for fuel spraying out of the fuel line. If so, replace the fuel line.

YES

Does the engine quit when the glow plug clip is removed?

YES

Replace the glow plug.

NO

Reset the high speed needle.

The engine does not start

Does the engine turn over easily?

NO

Does the engine turn over easily with the glow plug removed?

NO

Check that nothing is caught in the engine. Check that the pull starter operates smoothly.

YES

Check that the pressure line is connected to the muffler. The fuel may be bad.

NO

Check the high speed needle setting and prime the engine.

Try starting the engine again.

NO

Is the high speed needle setting 2 to 2-1/2 turns out from closed (if the engine is broken-in?)

YES

Clear the engine of fuel.

NO

Is fuel in the fuel line?

NO

Is foreign matter clogging the fuel tank or fuel line?

NO

Press the primer pump and check for fuel spraying out of the fuel line through a small hole. If so, replace the fuel line.

YES

Remove the obstruction from the fuel tank or fuel line.

NO

Does the engine start when the glow plug clip is removed?

YES

Charge or replace the batteries.

NO

Is the glow plug red hot?

NO

Replace the glow plug.

YES

Replace the glow plug.

YES

Check the high speed needle setting and prime the engine.

Try starting the engine again.