SAFETY INSTRUCTIONS AND WARNINGS ABOUT YOUR O.S. ENGINE

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Finally, beyond the normal break-in period, a slight side of the best rpm setting, as a safety measure, unevenly. As with all engines, it is advisable to set both mixture slightly too lean, it will overheat and run quickly and positively to the throttle control.

1. Needle Valve Adjustment

Run the vehicle with throttle fully open over the longest available straight course as a fine time to observe the model’s speed. Return the vehicle to the starting point and close the Needle valve 10~25° and repeat the run, taking note of the improvement in performance. Continue with further runs, gradually reduce the Needle-valve setting aiming to achieve the highest straight-line speed (optimum position).

Remember, however, if the Needle valve is closed too far, the engine will overheat, accompanied by visibly diminished exhaust smoke and the model will lose speed. At this point, throttle down immediately, stop the vehicle and reopen the Needle-valve 30°.

2. Metering Needle Adjustment

After setting the Needle-valve at optimum position, run the vehicle a few times at the straightway, and stop the vehicle. With the engine still running, close the throttle and allow it to idle for about five seconds, then reopen the throttle fully.

If, at this point, the engine pulls an excessive amount of smoke and the vehicle does not accelerate smoothly and rapidly or even stops, it is probable that the idle mixture is too rich. In this case, turn the Metering needle clockwise 30~45°.

If, on the other hand, the engine tends to speed up momentarily with little smoke and then cuts out abruptly when the throttle is opened, the idle mixture is too lean. In this case, the Metering needle counter-clockwise 30~45°.

3. Throttle Stop Screw Adjustment

If the engine runs too fast with the throttle closed, the throttle stop screw should be turned counter-clockwise to allow the throttle opening to be reduced.

**Optimum Mixture Control Position**

With the optimum mixture control position, 95% smoke is visible during high speed running and the engine rpm increase smoothly during acceleration. Carry out adjustment 1~3 patiently until the engine responds positively to the throttle control.

Remember that, if the engine is operated with the fuel mixture slightly too lean, it will overheat, accompanied by visibly diminished exhaust smoke and the model will lose speed. At this point, a little fuel must be added to the engine.

**Removing DIRT/STAIN**

Dirt and dust stuck on the engine and silencer/muffler cause lowering heat dissipation effect. When dirt and dust are detected, remove the engine from the chassis and clean it with alcohol, or for washing and drying it dry completely.

**Rattling DUST CAPS**

When storing the engine, install the cap on the exhaust port, carburetor, etc. to prevent dust from entering the engine.

**Checking the ENGINE**

If the engine will not develop normal performance after long time running due to wearing of parts. It is suggested to replace necessary parts when the following symptoms occur.

- Engine sound changes and easily overheats.
- Power has dropped extremely.
- Idle is unstable and/or engine tends to stop at idle.
- In most cases, ball bearings, cylinder & piston assembly, connecting rod and crankcase have become worn. Check the parts carefully and replace them if necessary.

**O.S. Genuine Parts & Accessories**

O.S. GLOW PLUG

- (71042055) + RPR (71042070)

T-2080S TUNED SILENCE COMPLETE SET (72008000)

- Tuned Silencer Assembly (72008001) + Joint Spring (3pcs.) (72106042)
- Exhaust Seal Ring (2pcs.) (22826140)

O.S. 2080SC Exhaust Header Pipe Assembly (71740080)

- Exhaust Pipe Spring (3pcs.) (72102172)
- Exhaust Seal Ring (2pcs.) (22826140)

OUTER HEAD 85 O.S.SPEED R2101 (2A240401)