**SAFETY INSTRUCTIONS AND WARNINGS ABOUT YOUR O.S. ENGINE**

Remember that your engine is not a "toy", but a highly efficient internal-combustion machine whose power is capable of harming you, or others, if it is misused. As owner, you, alone, are responsible for the safe operation of your engine, so act with discretion and care at all times. If at some future date your O.S. engine is legally acquired by another person, we would respectfully request that these pages be passed on to the new owner.

The advice which follows is grouped under two headings according to the degree of danger or damage which might arise through misuse or neglect.

**NOTES**

These cover events which might involve serious or severe danger, in addition to those which might arise through misuse or neglect.

**NOTES**

These cover the many possibilities, generally less obvious sources of danger, but which, under certain circumstances, may also cause damage or injury.

### STANDARD ACCESSORIES

- Glow Plug Type
- O.S. Super Filter Assembly (Silencer) (For Fuel Container)
- Exhaust Header Pipe (WNM11 Lock Nut)

**HIGH-TECH ELECTRIC STARTER**

- Propeller "variable pitch" or "prop pitch"
- Electric starter, "variable pitch" or "prop pitch"
- "Prop pitch" or "prop pitch" starter

NOTE: please note that this engine is supplied without any tools (e.g. Allen keys, wrenches, etc.).

### ABOUT THE ENGINE

Model engine generates considerable heat. Do not touch any part of your engine until it has cooled. Contact with the muffer (exhaust) cylinder head or exhaust pipe, in particular, may result in a serious burn.

A weakened or loose propeller may disintegrate or be thrown off, and even with propeller tips wobbled or 'loose', excessive roughness. Never attempt to repair a loose propeller.

Do not modify a propeller in any way, unless you are highly experienced in turning propellers for specialized purposes. Manufacturers' specifications must be adhered to.

Take care that the glow plug clip or battery leads do not touch any part of the engine during mounting or linkage to the throttle arm. A disconnected clip, or a loose battery lead, can cause a short circuit on the battery and may result in a fire.

After starting the engine, carry out any needle-valve readjustments from a safe position behind the operator. Stop the engine before attempting to make any other adjustments to the carburetor.

Adjust the throttle linkage so that the engine stops when the stick and throttle lever are in the full off position. Failure to try to stop the engine physically.

Take care that the glow plug clip or battery leads do not touch any part of the engine during mounting or linkage to the throttle arm. A disconnected clip, or a loose battery lead, can cause a short circuit on the battery and may result in a fire.

Do not start your engine in an area containing loose gravel or sand. The propeller may throw such material in your face and eyes and cause injury.

For safety, keep all petro-diesel (especially small children) well back (at least 20 feet or 6 meters) when propeller are in motion. If the propeller is used against the wind, the risk of injury is increased.

Always keep the assembly out of the propeller's reach if it is not firmly replaced into the carburetor. Also, the propeller may be thrown off and, since propeller tip speeds with a gas engine are high, considerable body contact may result.

If you remove the glowplug from the engine and check its condition by connecting the battery leads to it, do not hold the plug with bare fingers. Use an appropriate tool or a folded piece of cloth.

Install the propeller of the diameter and pitch specified for the engine and aircraft. Locate the propeller on the shaft so that the center of the blades faces forward in the direction of flight. A blade facing backward or reversed, using the wrong prop configuration, can affect the safety of the radio-controlled system.

Do not use a propeller, make sure that it is precisely marked for its engine. Do not use a propeller. Do not cut into the blade roots and weaken them.

**NOTES WHEN APPLYING AN ELECTRIC STARTER**

Do not overprime. This could cause a hydraulic lock and damage the engine application of the spark plug. This allows air to flow freely into the engine, or to "explode" in the cylinder head due to vibration.

Before starting, always check the compression of the cylinder head due to vibration. The distance between silencer and cylinder head can be adjusted by approximately 7mm by turning the silencer mounting screw(s) on or out of the header pipe. Adjust the silencer position by rotating the silencer. Apply silicone sealant to the threads to prevent the silencer and header pipe from leaking and loosing.

**INSTALLING SILENCER**

1. Loosen the locknut and assembly with the locknut and assembly screw.
2. The exhaust outlet of the silencer can be rotated to any desired position in the following manner.
3. Tighten the locknut and assembly screw. Make sure the assembly screw is not too loose.

**ENGINE INSTALLATION**

1. Install the propeller so that it is firmly seated with a cap screw (not supplied) while tightening it. Do not overtighten.
2. Loosen the locknut and assembly screw.
3. Adjust the silencer position by rotating the silencer. Apply silicone sealant to the threads to prevent the silencer and header pipe from leaking and loosing.

**INSTRUCTION MANUAL**

**O.S. 721FL** is a single-cylinder overhead valve four cycle model engine fuel is also highly flammable. Do not cut into the blade roots and weaken them. Do not use a propeller, make sure that it is precisely marked for its engine. Do not use a propeller. Do not cut into the blade roots and weaken them.

**PROPELLER**

There is a risk, particularly with power-loser engine-stroke, of the propeller "splitting" in the event of a "hard" landing, or "knocking" in the combustion chamber when two engines are operated too close, or an unnecessarily heavy load. Obviously, this can be very hazardous. To eliminate any such danger, check to make sure that the propeller is not damaged. Desist at once.

Install the propeller so that it is firmly seated with a cap screw (not supplied) while tightening it. Do not overtighten.

Add the special tapered and slofted screw and secure with a 10mm wrench while turning it. Do not overtighten the screw. Mount the engine in your model securely, following the manufacturers' recommendations, using appropriate screws and locknuts.

Make sure to use the screw which is the correct size wrench. Before restarting the engine, carefully readjust the propeller position from a safe position behind the operator. Stop the engine before attempting to make any other adjustments to the carburetor.

**INSTALLATION**

1. Align the throttle linkage so that the engine stops when the stick and throttle lever are in the full off position. Failure to stop the engine physically.

2. Take care that the glow plug clip or battery leads do not touch any part of the engine during mounting or linkage to the throttle arm. A disconnected clip, or a loose battery lead, can cause a short circuit on the battery and may result in a fire.

3. Always keep the assembly out of the propeller's reach if it is not firmly replaced into the carburetor. Also, the propeller may be thrown off and, since propeller tip speeds with a gas engine are high, considerable body contact may result.

4. If you remove the glowplug from the engine and check its condition by connecting the battery leads to it, do not hold the plug with bare fingers. Use an appropriate tool or a folded piece of cloth.

5. Install the propeller of the diameter and pitch specified for the engine and aircraft. Locate the propeller on the shaft so that the center of the blades faces forward in the direction of flight. A blade facing backward or reversed, using the wrong prop configuration, can affect the safety of the radio-controlled system.
Open the throttle very slowly. Do not open the throttle all the way at once. The engine will easily be damaged if the throttle is opened too quickly. By opening the throttle slowly, you may start the engine without any problems.

CARBURETOR CARE & MAINTENANCE

If you experience difficulty in obtaining a consistent mixture setting, it could be due to foreign material or debris that has entered the mixture control valve. Carefully disassemble the carburetor and wash in methanol. Do not use gasoline or kerosene that can affect the silicone rubber "O" rings.

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