FACTORY TUNED ENGINE
O.S. SPEED R2102

It is of vital importance, before attempting to operate your engine, to read the general SAFETY INSTRUCTIONS AND WARNINGS in the following section and to strictly adhere to the advice contained therein.

Also, please study the entire contents of this instruction manual, so as to familiarize yourself with the controls and other features of the engine.

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 or abused. 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 acquired by another person, we would respectfully request that these instructions are also passed on to its new owner.

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

⚠️ WARNINGS

These cover events which might involve serious (in extreme circumstances, even fatal) injury.

⚠️ NOTES

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

ENGINE CONSTRUCTION

With this engine, the piston will feel tight at the top of its stroke (TDC) when the engine is cold. This is normal. The cylinder bore has a slight taper. The piston and cylinder are designed to achieve a perfect running clearance when they reach operating temperature.

- Near TDC
- Piston
- Crankshaft
- Slight taper

When the engine is cold, when the engine is hot.

NOTES WHEN APPLYING AN ELECTRIC STARTER

Do not over-prime. This could cause a hydraulic lock and damage the engine on application of the electric starter.

If over-primed, remove glowplug, close needle-valve and apply starter to pump out surplus fuel. Cover the head with a rag to prevent any pumped out fuel from getting into your eyes.

⚠️ WARNINGS

Model engine fuel is poisonous. Do not allow it to come into contact with the eyes or mouth. Always store it in a clearly marked container and out of the reach of children.

Model engine fuel is also highly flammable. Keep it away from open flame, excessive heat, sources of sparks, or anything else which might ignite it. Do not smoke or allow anyone else to smoke, near to it.

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

Never operate your engine in an enclosed space. Model engines, like automobile engines, exhaust deadly carbon-monoxide. Run your engine only in an open area.

⚠️ NOTES

- This engine is intended for model cars. Do not attempt to use it for any other purpose.
- Mount the engine in your model securely, following the manufacturer's recommendations, using appropriate screws and locknuts.

ABOUT THE WARRANTY

Since this is a special SPEED version, individual special parts are available only for limited period (one year after finishing the production). Also, the engine is free of warranty due to damage and/or wear occurred during running.

While Operating
- Please do not run on a public street, this could cause serious accidents, personal injuries and/or property damage.
- Please do not run near pedestrians or small children.
- Please do not run in small or confined areas.
- Please do not run where loud noises can disturb others, such as hospitals and residential areas.

NOTE

As delivered, the engine has the carburetor lightly fit into its intake. Secure it changing its angle according to the car chassis.

ABOUT THE ENGINE

O.S. SPEED R2102 is a 1/8 ON-ROAD racing engine for competitions. A newly designed outer head has made total engine height 3mm shorter than the previous model, and is contributing to low center of gravity without sacrificing its cooling performance. A rear bearing is a ceramic ball bearing. An extra inner head, which is different from the one built in the engine, can be used when you need more torque at low-middle range.

• Install an effective silencer (muffler). Frequent close exposure to a noisy exhaust (especially in the case of the more powerful highspeed engines) may eventually impair your hearing and such noise is also likely to cause annoyance to others over a wide area.
• The wearing of safety glasses is also strongly recommended.
• Take care that the glowplug clip or battery leads do not come into contact with rotating parts. Also check that the linkage to the throttle arm is secure.
• For their safety, keep all onlookers (especially small children) well back (at least 20 feet or 6 meters) when preparing your model for running.
• Before starting the engine, always check the tightness of all the screws and nuts especially those of joint and movable parts such as throttle arm. Missing rightening the loose screws and nuts often causes the parts breakage that is capable of harming you.
• To stop the engine, fully retract the throttle stick and trim lever on the trans-mitter, or, in an emergency, cut off the fuel supply by pinching the fuel delivery line from the tank.

WARNING Immediately after a glowplug-ignition engine has been run and is still warm, conditions sometimes exist whereby it is just possible for the engine to abruptly restart if it is rotated over compression WITHOUT the glowplug battery being reconnected.

TOOLS, ACCESSORIES, etc.

The following items are necessary for operating the engine.
- Items necessary for starting
  • FUEL
    Generally, it is suggested that the user selects a fuel that is commercially available for model two-stroke engines. When the brand of fuel is changed, or the nitro content increased, it is advisable to repeat the running-in procedure referred to in the RUNNING-IN paragraphs. Please note that with high-nitro fuels, although power may be increased for competition purposes, glowplug elements do not last as long and engine life will be shortened.
  • FUEL FILTER
    To installed in the fuel line between fuel tank and carburetor to prevent foreign matter from entering the carburetor.
  • GLOWPLUG IGNITER
    Commercially available handy glowplug heater in which the glowplug battery and battery leads are integrated.
  • STARTER BOX
    For starting the engine.
  • FUEL PUMP
    For filling the fuel tank, a simple, polyethylene "squeeze" bottle, with a suitable spout, is required.
  • O.S. SPEED SILICONE FUEL LINE (optional extra)
    The connection between the fuel tank and the engine. 2.5mm ID
• TOOLS (optional extra)
  • O.S. SPEED DRIVER TOOLS
  • O.S. SPEED FLYWHEEL KEY
  • O.S. SPEED CLUTCH WRENCH & ADJUSTER
  • O.S. SPEED FLYWHEEL PULLER
  • O.S. SPEED PLUG WRENCH

Standard accessories
- Glow Plug RP7
- T-type head (Turbo head) 1piece
- Inner Head 1piece
- O.S. SPEED Flywheel Collet 1piece
- Exhaust Seal Ring 1piece
- O.S. SPEED Dust Cap Set For 12-30 Class 3mm,16mm,18mm 1piece each
**BASIC ENGINE PARTS**

- Carburetor Type 21M2(3)
- Exhaust
- Cover Plate
- Crankshaft
- Mounting Lugs
- Crankshaft Bearing (Front)

**INSTALLATION OF THE STANDARD ACCESSORIES**

1. **INSTALLATION OF THE TAPER COLLET**
   - Insert the taper collet on the crankshaft, taking care not to push the crankshaft back so that it contacts the coverplate face.

2. **ABOUT THE HEAD GASKET**
   - The engine is installed with a 0.1mm thick and a 0.15mm thick gasket for 25% nitro-methane fuel when it leaves the factory. Adjust the total thickness according to atmospheric temperature, humidity and blowup usage.

3. **CARBURETOR CONTROLS • STANDARD POSITIONS (POSITIONS WHEN THE ENGINE LEAVES THE FACTORY)**
   - Four adjustable controls are provided on this carburetor:
     - Ball Link
     - Mixture Control Valve
     - Throttle Stop Screw
     - Needle Valve

4. **The Needle Valve**
   - For adjusting airfuel ratio (air-fuel mixture) at maximum rpm (fully opened throttle).

5. **The Mixture Control Valve**
   - For adjusting acceleration feeling. (Adjusting range should be within ±1 turn.)

6. **The Metering Needle**
   - For adjusting idle and acceleration feeling.

7. **The Throttle Stop Screw**
   - For setting the minimum idle speed:

   **NOTE:** While the Mixture Control Valve and the Metering Valve are set at the standard position when the engine leaves the factory, readjustment may be necessary, occasionally to allow for changes in fuel formula and climatic conditions. Readjust the controls only when satisfactory results cannot be obtained with the standard positions following the instructions mentioned in the "CARBURETOR ADJUSTMENT" section.

**INSTALLATION OF THE CARBURETOR**

As delivered, the engine has its carburetor tightly installed in the intake boss. Secure it as follows:

1. Loosen the retainer screw, rotate the carburetor to its correct position and make sure that it is pressed well down into the intake boss, compressing the rubber gasket, before tightening the screw.
2. Rotate the retaining screw gently until it stops, then tighten a further 120-180°, and no more. Do not overtighten the screw as this will damage the carburetor body.

**ENGINE INSTALLATION**

Make sure that the vehicle's engine mounting surfaces are level and in the same plane. Poor installation may cause distortion of the crankcase, bearings, etc., resulting in erratic running and loss of performance. The recommended screws for securing the engine are 3mm or 4-40 steel Allen hexagon socket type. If existing holes in the engine mount do not align perfectly with engine mounting lugs, enlarge them slightly with a needle file then so that screws are in alignment with the mounting holes.

**STARTING THE ENGINE & RUNNING-IN ("Breaking-in")**

Running-in is a procedure for an engine to come close to actual running conditions (fuel, r.p.m., engine temperature, etc.). Excessively rich running and prolonged low speed running should be avoided. Prolonged low speed running and low temperature running may result in the oil in the fuel becoming gelled and the piston/liner becoming stuck together.

**PRESSURIZED FUEL SYSTEM**

- It is recommended that a muffler pressurized fuel feed system be used so that the fuel may be stably fed to the carburetor.

The following procedure is suitable when a fuel containing 25% nitro-methane is used.

1. Set the carburetor controls at the standard positions (positions when the engine leaves the factory).
2. Switch the transmitter and make sure that each linkage moves correctly.
3. Make sure rotating direction of the starter box is correct (counter-clockwise seen from the front edge of the crankshaft), and turn the engine with the starter box to draw fuel into the engine.
4. Connect glowplug battery lead to heat the plug and start the engine with the starter box.
5. When the engine does not start or stops right after being started, try the followings:
   - Close the needle valve approx. 90° from the standard position.
   - Set the throttle opening a little wider (approx. 1mm) than the standard setting by adjusting the Throttle Stop Screw.
6. When the engine starts, warm it up by repeatedly increasing the rpm to medium speed and back again to a fast idle with the mixture set very rich, glowplug connected, and the driving wheels clear of the ground. The rich mixture will provide adequate lubrication and cooling, indicating by profuse exhaust smoke.

**Attention:**

It is vitally important to set the throttle at the correct position before starting the engine. If the engine is allowed to run with the throttle too far open under "no load" conditions (i.e. with the driving wheels not in contact with the ground) it will rapidly over-heat and may be seriously damaged.

6. When the engine is warmed up, disconnect the glowplug battery and try running the car on the track. If the engine stops soon after running at around mid speed, the mixture is too rich. Close the needle valve 30°.
7. If the engine still stalls, close the metering needle 30°. Run the car on the track until one tank of fuel has been consumed, then close the needle valve very little (within 10°).
8. Repeat this procedure (close needle-valve very little after one tank of fuel has been consumed) until approx. 2 liters of fuel have been consumed, extending gradually the full throttle running time at the straight. Carefully observe the exhaust smoke.
   - Be sure to run the engine with visible white smoke at all times. If the smoke is not visible, the needle valve is closed too far.

Now the RUNNING-IN ("Breaking-in") is completed.

**Note:**

In the event of any major working parts (e.g. piston/cylinder liner assembly) being replaced or the fuel being changed, especially to high nitro fuel, the complete running-in should be repeated.

**How to stop the engine**

To stop the engine, close the throttle to idle speed and shut it off completely with the trim lever on the transmitter then cut off the fuel supply by pinching the fuel delivery tube to the carburetor.

**Warning:**

Do not touch rotating parts, engine and silencer when stopping the engine as they become very hot, and contact with them may result in a serious burn.
1. NEEDLE VALVE ADJUSTMENT
Run the vehicle (with throttle fully open) over the longest available straight course a few times to observe the model’s speed. Return the vehicle to the starting point and close the Needle-valve 10°-15° and repeat the run, taking note of the improvement in performance. Continue with further runs, gradually reducing 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 straightaway, and stop the vehicle. With the engine still running, close the throttle and allow it idle for about five seconds, then reopen the throttle fully. If, at this point, the engine puffs out an excessive amount of smoke and the vehicle does not accelerate smoothly and rapidly or even stops, it is probably 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 cut out abruptly when the throttle is opened, the idle mixture is too lean. In this case, turn the Metering needle counterclockwise 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.

4. OPTIMUM MIXTURE CONTROL POSITION
With the optimum mixture control position, light 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 quickly and positively to the throttle control. Remember that, if the engine is operated with the fuel/air mixture slightly too lean, it will overheat and run unevenly. As with all engines, it is advisable to set both the needle valves and metering needle slightly on the rich side of the best rpm setting, as a safety measure. Finally, beyond the normal break-in period, a slight readjustment toward a leaner needle setting may be required to maintain maximum performance.

Note: Please regard the standard positions in the instruction manual as a guide. Positions will vary due to the fuel and silencer used. In general, if a fuel containing less nitromethane is used, the needlevalve will need to be closed further. Remember, closing the needlevalve too far can cause rusting and damage to the engine.

5. CARE AND MAINTENANCE
1. The minute particles of foreign matter, that are present in any fuel may, by accumulating and partially obstructing fuel flow, cause engine performance to become erratic and unreliable. O.S. “Steel-Filter” (large and small) are available, as optional extras, to deal with this problem. One of these filters installed to the pickup tube inside your fueling container, will prevent the entry of foreign material into the fuel tank. It is also recommended that a good in-line filter be installed between the tank and carburetor.
2. Do not forget to clean the filters regularly to remove dirt and lint that accumulate on the filter screens. Also, clean the carburetor itself occasionally.

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**Removing Dirt/Grime**
Dirt and grime stuck on the engine and silencer/muffler can cause lowering heat dissipation effect. When dirt and grime are detected, remove the engine from the chassis and clean it with alcohol.

**Installing Dust Caps**
When storing the engine, install the caps 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 are detected:
- 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/or crankcase have become worn. Check the parts carefully and replace them if necessary.

**O.S. Genuine Parts & Accessories**
- O.S. Glow Plug
  - RP6 (71642060) + RP7 (71642070)
  - RP8 (71642080)
- Outer Head 85 O.S. Speed R2101 (22040001)
- T-2008SC Tuned Silencer Complete Set (77104686)
  - T-2008SC Tuned Silencer Assembly (77106881)
    - Joint Spring (3pcs.) (77106942)
    - Exhast Seal Ring (2pcs.) (22828140)
  - M2001SC Exhaust Head Pipe Assembly (77106870)
    - Head Pipe Spring (2pcs.) (72101272)
    - Exhaust Seal Ring (2pcs.) (22828140)
- Super Air Cleaner 202 Assembly
  - 202 Cleaner Body (72412100)
  - 202 Filter Element (4pcs.) (722200)
- Pressure Chamber Set (71550000)
- Induction Silencer (72414000)
  - Induction Silencer Filter (3pcs.) (72414100)
- On-Road Filter Oil (20ml) (72414200)

**O.S. Speed Carburetor Repair Kit 21** (71940000)
- O.S. Speed Carburetor Repair Parts 21 (71491000)
- O.S. Speed Carburetor Repair Parts 21 (71491000)
- O.S. Speed Clutch Bearing (10502Z 4pcs.) (71550001)
- O.S. Speed Clutch Bearing (10502Z 10pcs.) (71550002)
- O.S. Speed Silicone Tube (72506100) 2.5mm x 1000mm
- O.S. Speed Exhaust Seal Ring 21 (10pcs.) (22282614)
- O.S. Speed Piston Pin Retainer 4mm (6pcs.) (21817101)
- O.S. Speed Flywheel Colette (2pcs.) (71801110)
- O.S. Speed Dust Cap Set For 12-30 Class 3mm(2pcs.) / 16mm(2pcs.) / 18mm(1pc.) (22884254)
- Dust Cap Set 3mm (5pcs.) (73300305)
- Dust Cap Set 16mm (5pcs.) (73301012)
- Dust Cap Set 18mm (5pcs.) (73301812)
- O.S. Speed Clutch Wrench & Adjuster (71415300)
- O.S. Speed Flywheel Key (71415200)
- O.S. Speed Flywheel Puller (71415100)
- O.S. Speed Plugs Wrench (71520100)
- O.S. Speed Spring Remover (71415500)
- O.S. Speed Body Reamer (71415400)

**O.S. Speed Driver Tools**

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<td>O.S. Speed Hex Wrench Driver 1.5</td>
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<td>O.S. Speed Phillips Screwdriver No.2</td>
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ENGINE EXPLODED VIEW

CARBURETOR EXPLODED VIEW

THREE VIEW DRAWING

SPECIFICATIONS

- Displacement: 3.49 cc / 0.213 cu.in.
- Bore: 16.08 mm / 0.633 in.
- Stroke: 17.20 mm / 0.677 in.
- Output: 2.6 ps / 2.76 hp / 33,000 r.p.m.
- Pratical R.P.M.: 4,000-45,000 r.p.m.
- Weight: 340 g / 11.99 oz. (Engine)

The specifications are subject to alteration for improvement without notice.

ENGINE PARTS LIST

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<td>Connecting Rod w/piston pin retainers (3pcs.)</td>
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<td>O.S. SPEED Dust Cap Set For 12-30 Class (2pcs.)</td>
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* marked parts are available only for limited period (one year after finishing the production).

CARBURETOR PARTS LIST

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