•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. 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.

### **⚠WARNINGS**



Never touch, or allow any object to come into contact with, the rotating propeller and do not crouch over the engine when it is running.



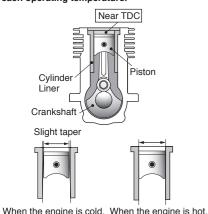
Model engine fuel is poisonous. Do not allow it to come into contact with the eves or mouth. Always store it in a clearly marked container and out of the reach of children.



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.

## **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.

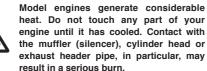


#### **■ ABOUT THE ENGINE**

- This is a high performance two stroke engine designed for sport and aerobatic models.
- Crankcase and cylinder head are of aero-shape design which has the advantage of light weight and compact size.
- The new 61D carburetor needlevalve assembly has now been angled backward for safety.

#### STANDARD ACCESSORIES E-4050 Silencer Assembly

- Glow Plug No.8
- Silencer Retaining Screw Needle Valve (M4x40 2pcs.) Extension Cable Set



A weakened or loose propeller may disintegrate or be thrown off and, since propeller tip speeds with powerful engines may exceed 600 feet(180 metres) per second, it will be understood that such a failure could result in serious injury, (see 'NOTES' section relating to propeller safety).

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 was designed for model aircraft. Do not attempt to use it for any other purpose.
- Mount the engine in your model securely, following the manufacturers' recommendations, using appropriate screws and locknuts.
- Be sure to use the silencer (muffler) supplied with the engine. Frequent exposure to an open exhaust may eventually impair your hearing. Such noise is also likely to cause annoyance to others over a wide area.
- 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 a top-quality propeller of the diameter and pitch specified for the engine and aircraft. Locate the propeller on the shaft so that the curved face of the blades faces forward-i.e. in the direction of flight. Firmly tighten the propeller nut, using the correct size wrench.
- Always check the tightness of the propeller nut and retighten it, if necessary, before restarting the engine. Also, check the tightness of all the screws and nuts before restarting the engine.
- If you install a spinner, make sure that it is a precision made product and that the slots for the propeller blades do not cut into the blade roots and weaken them

It is suggested to use as heavy and rigid as possible

engine mounting for highest performance and safe

running. Install the engine on a plastic mount using at

least 3mm steel screws, such as Allen type, with

• Make sure that these mounting beams are

accurately aligned and firmly integrated with the

airframe, reinforcing the adjacent structure to absorb

vibration. Use 4mm or larger steel screws,

preferably Allen type hexagon socket head cap

screws, with washers and locknuts, for bolting the

A special O.S. radial motor mount (Code

No.71905200) is available, as an optional extra, for

use where firewall type mounting is required.

locknuts, for bolting the engine to the bearers.

Glowplua

Cover Plate

Beam Mount

■ BASIC ENGINE PARTS

Propeller washer

**■ INSTALLATION** 

engine to the bearers.

O.S. Radial Motor Mount

Propeller nut

Crankshaft

Cylinder head

Carburetor

Type 61D

# **INSTRUCTION MANUAL**

- Preferably, use an electric starter. The wearing of safety glasses is also strongly recommended.
- Discard any propeller which has become split, cracked, nicked or otherwise rendered unsafe. Never attempt to repair such a propeller: destroy it
- Do not modify a propeller in any way, unless you are highly experienced in tuning propellers for specialized competition work such as pylon-racing.
- Take care that the glow plug clip or battery leads do not come into contact with the propeller. Also check the linkage to the throttle arm. A disconnected linkage could also foul the propeller
- After starting the engine, carry out any needle-valve readjustments from a safe position behind the rotating propeller. Stop the engine before attempting to make other adjustments to the carburetor.
- Adjust the throttle linkage so that the engine stops when the throttle stick and trim lever on the transmitter are fully retarded. Alternatively, the engine may be stopped by cutting off the fuel supply. Never try to stop the engine physically
- Take care that loose clothing (ties, shirt sleeves, scarves, etc.)do not come into contact with the propeller. Do not carry loose objects (such as pencils, screwdrivers, etc.) in a shirt pocket from where they could fall through the propeller arc.
- 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 their safety, keep all onlookers (especially small children) well back (at least 20 feet or 6 meters) when preparing your model for flight. If you have to carry the model to the take-off point with the engine running, be especially cautious. Keep the propeller pointed away from you and walk well clear of spectators.
- 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 the propeller is casually flipped over compression WITHOUT the glowplug battery being reconnected. Remember this if you wish to avoid the risk of a painfully rapped knuckle!

#### ■ THROTTLE LINKAGE

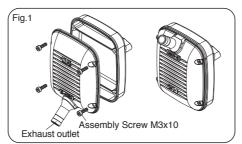
Before connecting the throttle to its servo, make sure that the throttle arm and linkage safely clear any adjacent part of the airframe structure, etc., as the throttle is opened and closed. Connect the linkage so that the throttle is fully closed when the transmitter throttle stick and its trim lever are at their lowest settings and fully open when the throttle stick is in its fully-open position. Carefully align the appropriate holes in the throttle arm and servo horn so that they move symmetrically and smoothly through their full travel.

#### ■ INSTALLING SILENCER

Secure the silencer to the engine by means of two retaining screws supplied after the engine is securely mounted to a test bench or a model.

The exhaust outlet of the silencer can be rotated to any desired position in the following manner. (see Fig.1)

- 1) Remove the four assembly screws.
- 2) Apply silicon sealant along the silencer closure line to prevent exhaust oil from leaking. 3) Fit the silencer lid to the silencer body upside down.
- 4) Do not run the engine with the silicon sealant unhardened.



#### Note on silicone sealant

When applying silicone sealant to the engine's exhaust. do not over apply as the excess sealant may get into the engine's internal parts and possibly foul the glowplug causing the engine to quit or experience abnormal engine operation. If this happens, remove the head, clean out the sealant, and replace the glowplug.



#### ■ FUFI

The 65AX should be operated on a methanol based fuel containing not less than 18% (volumetric) castor oil, or a top quality synthetic lubricant (or a mixture of both), plus a small percentage (5-20%) of nitromethane for improved flexibility and power. (The carburetor is adjusted a little on the rich side at the factory for a fuel containing 18% lubricant and 15% nitromethane.) Some commercial fuels also contain coloring additives as an aid to fuel level visibility. In some cases, these additives have indicated slightly negative effects on the performance. We would suggest that you use such fuels only if you are satisfied that they do not adversely affect running qualities when compared with familiar standard fuels. When changing to a fuel brand or formula that is different from the one to which you are accustomed, it is a wise precaution to temporarily revert to in-flight running-in procedures, until you are sure that the engine is running entirely satisfactorily.

#### **■** PROPELLERS

The choice of propeller depends on the design and weight of the aircraft and the type of flying in which you will be engaged. Determine the best size and type after practical experimentation. As a starting point, refer to the props listed in the accompanying table. Slightly larger, or even slightly smaller, props than those shown in the table may be used, but remember that the propeller noise will increase, due to higher rpm or if a larger-diameter/lower-pitched prop is used.

Sport 12x6, 13x6-7, 14x6

## Warning:

Make sure that the propeller is well balanced. An unbalanced propeller and/or spinner can cause serious vibration which may weaken parts of the airframe or affect the safety of the radio-controlled system.

#### Spinner

Since the engine is intended to be started with an electric starter, the addition of a spinner assembly for centering the starter sleeve is desirable. Use a heavy-duty, well balanced spinner either of metal or nlastic

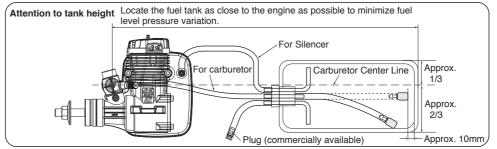
#### ■ Fuel Tank

suggested. This allows around 10-12 minutes flying time, dependent upon the type of fuel used, the size of propeller and on the amount of full-throttle to part-throttle operation throughout the flight.

A fuel tank of approximately 350cc capacity is

## ■ FUEL TANK LOCATION

- Make sure that the tank is well rinsed out with methanol or glow fuel before installation and that the pickup weight is well clear of the bottom of the tank when held vertically.
- Position the fuel tank so that approximately 1/3 of the tank height is above the center line of the needlevalve.
- The Fuel line pickup weight should be 10mm away from the back of the tank.
- Be sure to use a pressurized fuel system by connecting the muffler pressure nipple to the vent-pipe of the fuel tank



#### ■ Electric Starter and Starter Battery

Required when starting the engine. 12-Volt lead-acid battery



#### **■** BEFORE STARTING

#### Fuel Pump

Alternatively, one of the purpose-made manual or electric fuel pumps may be used to transfer fuel directly from your fuel container to the fuel tank

#### GlowPlug Igniter

Commercialy available handy glowplug heater in which the glowplug battery and battery leads are integrated.

#### • O.S. Super Filter (Fuel Can Filter)

Install a filter on the outlet tube of your refueling container to prevent entry of foreign matter into fuel tank. O.S. 'Super Filters' (large and small) are available as optional extras

#### O.S. Non-Bubble Weight

To prevent the pickup from adhering to the tank wall under suction and restricting fuel flow, slots may be filed I the end of the weight. Alternatively, O.S. Non-Bubble Weight is available as an optional extra.

#### Fuel Filter

It is recommended to install a good in-line filter between the fuel tank and carburetor to prevent entry of foreign matter into the carburetor.

• O.S. SPEED Silicone Fuel Line (optional extra) The connection between the fuel tank and the engine. ID. 2.5mm Length 1000mm

● Long Socket Wrench With Plug Grip (optional extra) Recommended for easy removal and replacement of the angled and recessed glowplug, the O.S.Long Socket Wrench incorporates a special grip.



### **■ MIXTURE CONTROLS**

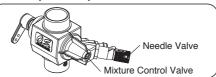
Two mixture controls are provided on this Carburetor.

#### . The Needle Valve

When set to produce maximum power at full throttle, this establishes the basic fuel/air mixture strength. The correct mixture is then maintained by the carburetor's built-in automatic mixture control system to cover the engine's requirements at reduced throttle settings

#### The Mixture Control Valve

This meters fuel flow at part-throttle and idling speeds to ensure reliable operation as the throttle is opened and closed. The Mixture Control Valve is factory set for the approximate best result. First run the engine as received and readjust the Mixture Control Screw only if necessary.



when they are run for the first few timesknown as running-in or breaking-in.

finalizing carburetor adjustments.

aid of the finest modern precision machinery and from the best and most suitable materials, only a short and simple running-in procedure is called for and can be carried out with the engine installed in the model.

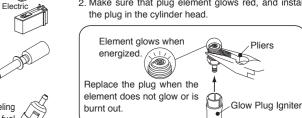
The process is as follows.

#### ■ STARTING

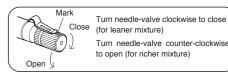
Be sure to use an electric starter to start the engine.

#### Starting procedure is as follows:

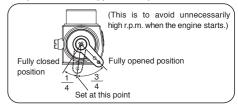
- 1. Fill the fuel tank with fuel. When filled, prevent fuel flowing into the carburetor with a commercially available fuel stopper, etc. Release the stopper before starting the engine.
- 2. Make sure that plug element glows red, and install



3. Check that the needle-valve is closed. (Do not overtighten.) Now open the needle-valve counter-clockwise 2 turns to the starting setting.



4. Open the throttle approx. one-quarter



- 5. Apply the starter and press the starter switch for 5-6 seconds to prime the engine
- 6. Connect battery leads to glowplug.
- 7. Bring electric starter into contact with spinner-nut or spinner and depress starter switch for one or two seconds. Repeat if necessary. When the engine starts, withdraw the starter immediately

#### Attention:

Do not choke the carburetor air intake when applying the starter. This could cause an excessive amount of fuel to be drawn into the cylinder which may initiate a hydraulic lock and damage the engine.

## VERY IMPORTANT!

Before being operated at full power (i.e. at full-throttle and with the needle-valve closed to its optimum setting) the engine must be adequately run-in, otherwise there is a danger of it becoming overheated and damaged.

#### How to stop the engine

Pull down the throttle lever and trim lever on the transmitter fully

#### ■ RUNNING-IN ("Breaking-in")

All internal-combustion engines benefit from extra care

This allows the working parts to mate together under load at operating temperature. Therefore, it is vitally important to complete the break-in before allowing the engine to run continuously at high speed and before

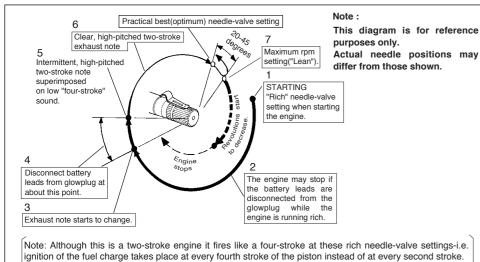
However, because O.S. engines are produced with the

- 1 Install the engine with the propeller intended for your model. Open the needle-valve to the advised starting setting and start the engine. If the engine stops when the glow plug battery is disconnected, open the needle-valve to the point where the engine does not stop. Run the engine for one minute with the throttle fully open, but with the needle-valve adjusted for rich, slow "four-cycle" operation.
- 2. Now close the needle-valve until the engine speeds up to "two-cycle"operation and allow it to run for about 10 seconds, then reopen the needle-valve to bring the engine back to "four-cycle" operation and run it for another 10 seconds. Repeat this procedure until the fuel tank is empty.

#### Optimum needle setting (1) \_

Slowly advance the throttle to its fully open position, then gradually close the needle-valve until the exhaust note begins to change. (4-cycle to 2-cycle)

#### Needle-valve adjustment diagram



#### MIXTURE CONTROL VALVE ADJUSTMENT

With the engine running, close the throttle and allow it to idle for about five seconds, then open the throttle fully. If, at this point, the engine is slow to pick up and produces an excess of exhaust smoke, the mixture is too rich. Correct this condition by turning the Mixture Control Screw clockwise 15-30 degrees. If the mixture is excessively rich, engine rpm will become unstable: opening the throttle will produce a great deal of smoke and rpm may drop suddenly or the engine may stop. This condition may also be initiated by excessively prolonged idling

If,on the other hand, the mixture is too lean, this will be indicated by a marked lack of exhaust smoke and a tendency for the engine to cut out when the throttle is opened. In this case, turn the Mixture Control Screw counter-clockwise 90 degrees to positively enrich the idle mixture, then turn the screw clockwise gradually until the engine regains full power cleanly when the throttle is reopened. Carry out adjustments patiently until the engine responds quickly and positively to the throttle control

Note: Mixture Control Valve adjustments should be made in steps of 15-30° initially, carefully checking the effect, on throttle response, of each small adjustment.

- 3 Re-start and adjust the needle-valve so that the engine just breaks into "two-cycle" from "four-cycle" operation, then make three or four flights, avoiding successive "nose-up" flights.
- 4. During subsequent flights, the needle-valve can be gradually closed to give more power. However, if the engine shows signs of running too lean, the next flight should be set richer. After a total of ten flights. the engine should run continuously, on its optimum needle-valve setting, without loss of power as it
- 5. After the completion of the running-in adjust the carburetor at optimum setting referring to MIXTURE CONTROL VALVE ADJUSTMENT section and SUBSEQUENT READJUSTMENT section.

#### Optimum needle setting (2)

As the needle-valve is closed slowly and gradually, the engine r.p.m. will increase and a continuous high-pitched exhaust note, only, will be heard. Close the needle-valve 10-15 degrees and wait for the change of r.p.m. After the engine r.p.m. increases turn the needle-valve another 10-15 degrees and wait for the next change of r.p.m. As the speed of the engine does not instantly change with needle-valve readjustment, small movements, with pauses between. are necessary to arrive at the optimum setting.

■ REALIGNMENT OF MIXTURE CONTROL VALVE

In the course of making carburetor adjustments, it is

just possible that the Mixture Control Valve may be

inadvertently screwed in or out too far and thereby

moved beyond its effective adjustment range. The

basic position can be found in the sketch shown below.

Rotate the Mixture Control Valve until its slotted head

is flush with the carburetor body. then screw it in 5/8

When an optional extra E-4010A silencer is used.

Carburetor Body Mixture Control Valve

Please pay attention to the matters described

below to ensure that your engine serves you well

• As previously mentioned, it is vitally important to

avoid operating the engine in conditions where dust.

disturbed by the propeller, may be deposited on the

in regard to performance, reliability and long life.

adjust the Mixture Control Valve same as the above.

turn (230 degrees). This is the standard position.

Screwed in 5/8 turn →

■ CARE AND MAINTENANCE

engine and enter its working parts.

(230 degrees)

#### O.S. GENUINE PARTS & ACCESSORIES

- RADIAL MOTOR MOUNT (71905200)

Width Screw hole pitch (26625340) 14.5mm 42.0mm Long (26625500) 35.0mm 42.0mm

 SPINNER NUT 5/16"-24 (45024000)

 LONG PROPELLER NUT SETS

5/16"-24 (73101010)

NON-BUBBLE **WEIGHT** (71531000)

BLIND NUTS (10pcs./sets)

FANG NUTS (6pcs./sets) M3 (79870031)

• LOCK WASHER (10sets) M3 (55500002) M4 (55500003)

• O.S. SPEED SILICONE FUEL LINE (72506100) 2.5mm x 1000mm

(71521000)

#### • Remember to keep your fuel container closed to prevent foreign matter from contaminating the fuel.

• Install a fuel filter to prevent dirt and dust in the fuel container from entering the fuel tank. O.S. Super Filters (L) and (S) are available as optional extras.

- Install an in-line fuel filter between the tank and carburetor to prevent dirt and dust in the tank from entering the carburetor.
- Clean these filters periodically
- If these precautions are neglected, restriction of fuel flow may cause the engine to cut out, or the fuel/air mixture to become too lean causing the engine to overheat.
- The use of modern high-performance alcohol based model engine fuels, while promoting cooler running. improved anti-detonation combustion and increased power, have the disadvantage of causing corrosion due to the acid by-products of combustion. The use of nitromethane in the fuel can also contribute to the problem
- Do not close the needlevalve and mixture control valve too far as this will cause a lean setting and over heating of the engine. This can, in turn, create nitromethane oxide leading to internal rusting of the engine. Always adjust the needlevalve slightly on the rich side of peak rpm.
- Do not leave unused fuel in the engine at the conclusion of a day's flying. Accepted practice is to cut off the fuel supply while the engine is still running at full throttle, then expel as much fuel residue as possible by turning the engine over 5-10 seconds with the electric starter. Finally, inject some after-run oil through the glowplug hole and turn the engine over several times by hand.
- When the engine is not to be used for some months (for example, as between flying seasons), a worthwhile precaution is to remove it from the airframe and, after washing off the exterior with alcohol (not gasoline nor kerosene), remove carefully the carburetor, glow plug and all silicone tubing and put them safely aside. Then, immerse the engine in a container of alcohol. Rotate the crankshaft while the engine is immersed. If foreign matter is visible in the alcohol, rinse the engine again in clean alcohol. Finally, shake off and dry the alcohol, and inject some after-run oil in the glowplug hole and rotate the crankshaft several times by hand. Reinstall the carburetor and glowplug on the engine and keep it in a dry place after putting in a vinyl bag.
- No.7 (71607100) No.8 (71608001)
- No.10 (Fomer A5) (71605100)

#### SILENCER EXTENSION ADAPTORS

• SILENCER E-4010A (26028050)

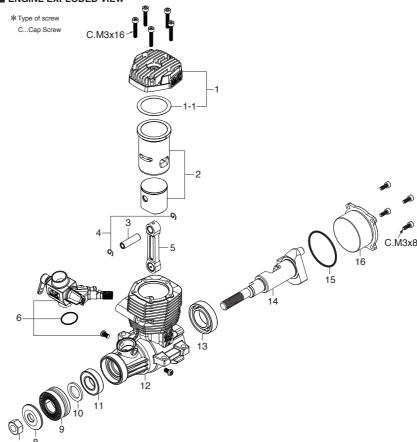
 SUPER FILTER (L) (72403050)

NON-BUBBLE WEIGHT (S) (71531010)

M4 (79870040)

• LONG SOCKET WRENCH WITH PLUG GRIP

#### ■ ENGINE EXPLODED VIEW



#### **■ ENGINEN PARTS LIST**

о.	Code No.	Description
1	26904000	Cylinder Head
1-1	26904160	Head Gasket
2	26903000	Cylinder & Piston Assembly
3	26606008	Piston Pin
4	27917000	Piston Pin Retainer (2pcs.)
5	29115000	Connecting Rod
6	26981000	Carburetor Complete (Type 61D)
7	45010002	Propeller Nut
8	28009002	Propeller Washer
9	26908000	Drive Hub
10	29320000	Thrust Washer
11	27731000	Crankshaft Ball Bearing (F)
12	26901000	Crankcase
13	27130020	Crankshaft Ball Bearing (R)
14	26902000	Crankshaft
15	24625118	Cover Gasket
16	26907000	Cover Plate
	71608001	Glow Plug No.8
	72200080	Needle Valve Extension Cable Set
	27426000	E-4050 Silencer Assembly
	79871120	Assembly Screw (C.M3x10 10pcs.)
	22681957	Pressure Nipple (No.7)
	26625210	Silencer Retaining Screw (C.M4x40 2pcs.)

#### CAP SCREW SETS (10pcs./sets)

Code No. Size Pcs. used in an engine 79871110 M3x8 | Cover Plate Retaining Screw (4pcs.) 79871160 M3x16 Cylinder Head Retaining Screw (5pcs.)

### **■ CARBURETOR PARTS LIST**

No.	Code No.	Description
1	22081408	Throttle Lever Assembly
1-1	22081313	Throttle Lever Retaining Screw
2	26981200	Carburetor Rotor
3	25781600	Mixture Control Valve Assembly
3-1	46066319	"O" Ring (L) (2pcs.)
3-2	22781800	"O" Ring (S) (2pcs.)
4	26981100	Carburetor Body
5	45581820	Roter Guide Screw
6	22681953	Fuel Inlet (No.1)
7	25581900	Needle-valve Assembly
7-1	22681980	Needle Assembly
7-2	24981837	"O" Ring (2pcs.)
7-3	26381501	Set Screw
7-4	27381940	Needle-valve Holder Assembly
7-5	26711305	Ratchet Spring
8	46215000	Carburetor Rubber Gasket
9	25081700	Carburetor Retaining Screw

## ■ THREE VIEW DRAWING Dimensions(mm)

### SPECIFICATIONS

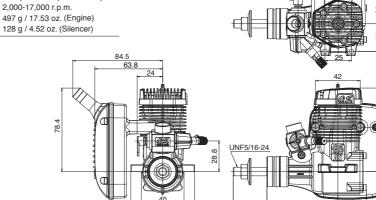
\*Type of screw

10.63 cc / 0.649 cu.in. Displacement Bore 24 0 mm / 0 945 in Stroke 23.5 mm / 0.925 in

N...Round Head Screw S...Set Screw

■ CARBURETOR EXPLODED VIEW

1.75 ps / 1.73 hp / 16.000 r.p.m. Output ■ Practical R.P.M. 2,000-17,000 r.p.m. 497 g / 17.53 oz. (Engine) Weight



# CI.S. ENGINES MFG.CO.LTO.

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