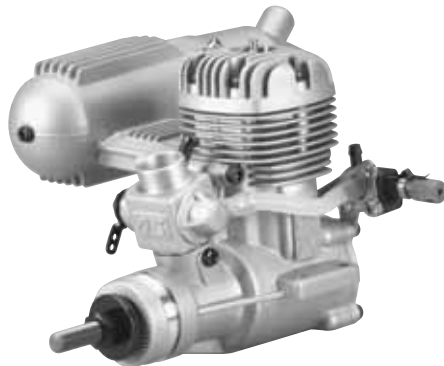


OWNER'S INSTRUCTION MANUAL

It is of vital importance, before attempting to operate your engine, to read the general **“SAFETY INSTRUCTIONS AND WARNINGS”** section on pages 2-6 of this booklet 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.
- Keep these instructions in a safe place so that you may readily refer to them whenever necessary.
- It is suggested that any instructions supplied with the aircraft, radio control equipment, etc., are accessible for checking at the same time.



CONTENTS

SAFETY INSTRUCTIONS AND WARNINGS ABOUT YOUR O.S. ENGINE	3
FEATURES OF FXi SERIES ENGINE	7
BEFORE INSTALLING THE ENGINE.....	7
BASIC ENGINE PARTS	8
INSTALLATION OF THE ENGINE	8
THROTTLE LINKAGE.....	8
MUFFLER	9
FUEL TANK LOCATION	9
GLOW PLUG	10
FUEL.....	11
PROPELLERS	12
MIXTURE CONTROLS.....	12

BEFORE STARTING.....	13
STARTING	14
RUNNING-IN (Breaking-in).....	15
NEEDLE VALVE ADJUSTMENT DIAGRAM.....	17
MIXTURE CONTROL VALVE ADJUSTMENT	19
REALIGNMENT OF MIXTURE CONTROL VALVE ..	19
SUBSEQUENT STARTING PROCEDURE.....	20
SUBSEQUENT READJUSTMENT	20
CARBURETOR CLEANLINESS	21
ENGINE CARE & MAINTENANCE	22
O. S. ENGINES LIMITED WARRANTY	22
ENGINE EXPLODED VIEW	24
ENGINE PARTS LIST	25
CARBURETOR EXPLODED VIEW	26
CARBURETOR PARTS LIST	26

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

- 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.
- 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.

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 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 glow plug 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 face 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, particularly in the case of four-stroke engines. If a safety locknut assembly is provided with your engine, always use it. This will prevent the propeller from flying off in the event of a "backfire", even if it loosens.

- If you fit 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.
- 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.

NOTES!

- 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 glow plug 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 glow plug battery being reconnected. Remember this if you wish to avoid the risk of a painfully rapped knuckle!

FEATURES OF FXi SERIES ENGINE

This range of engines is ideally suited to a variety of R/C aircraft, including trainer, sports, acrobatic and scale types.

A separate precision-made needle-valve unit is installed at the rear, where manual adjustment is safely remote from the rotating propeller.

Common Accessories

No. 8 Glow Plug, Silicone Tube, Instruction Manual.

Note: With these engines, the piston will feel tight at the top of its stroke when the engine is cold. This is normal. The piston and cylinder are designed to achieve a perfect running clearance when they reach their intended running temperature.

BEFORE INSTALLING THE ENGINE

Installing the Glow Plug

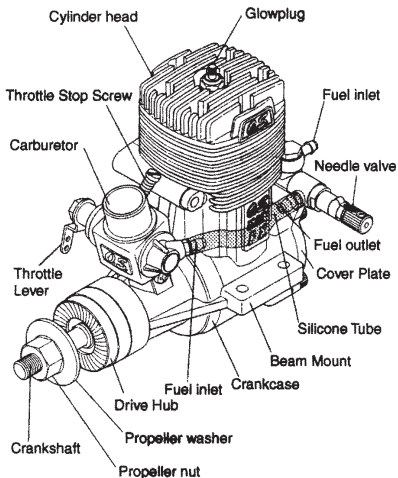
Carefully insert plug, with washer, finger tight only, before final tightening with the correct size plug wrench.

Connecting the Fuel Tubing

Connect the short length of fuel tubing (supplied) securely between the needle-valve outlet and carburetor inlet as shown in the illustration on the next page.

In the event of the tubing becoming damaged, it should be replaced with a suitable length (as indicated below) of best quality 5mm OD x 2mm ID silicone tubing. Use similar material to connect the fuel inlet nipple to the fuel tank.

BASIC ENGINE PARTS



INSTALLATION OF THE ENGINE

Installation in the Model

Make sure that the mounting beams are parallel and that their top surfaces are in the same plane.

THROTTLE LINKAGE

- Before connecting the throttle-lever/servo linkage, make sure that no part of the linkage interferes with the internal structure of the aircraft or wiring, etc., when the throttle is fully open or fully closed.
- Set the throttle lever linkage so that the throttle rotor is (a) fully open when the transmitter throttle stick is fully advanced and (b) fully closed when the

throttle stick is fully retarded. Adjustment of the throttle rotor opening at the idling position can then be made with the throttle trim lever on the transmitter. (Select throttle-lever and servo-horn hole positions that will avoid excessive pushrod travel causing the throttle to bind at either end.)

Note: When adjusting the throttle lever angle, relative to the rotor, hold the rotor at about half-way between the open and closed positions while loosening and tightening the fixing screw, otherwise the rotor, rotor guide screw, throttle stop screw or carburetor body may become burred and damaged.

MUFFLER

The exhaust outlet of the silencer can be rotated to any desired position in the following manner:

- 1) Loosen the locknut and assembly screw.

- 2) Set the exhaust outlet at the required position by rotating the rear part of the silencer.
- 3) Re-tighten the assembly screw, followed by the locknut.

Note: The standard expansion-chamber type silencer is quite effective, but reduces power to some degree.

Reminder: 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.

Keep your hands and face away from exhaust gas or you will suffer a burn.

FUEL TANK LOCATION

Suggested fuel tank capacities are listed opposite. These will allow 12-13 minute flights. Locate the fuel tank so that the top of the

tank is 5-10mm (1/4-3/8") above the level of the needle valve.

Be sure to use a pressurized fuel system by connecting the muffler pressure nipple to the vent pipe of the fuel tank.

GLOW PLUG

Since the glow plug and fuel combination used may have a marked effect on performance and reliability, it would be worthwhile to experiment with different plug types.

Recommended O.S. plugs are Nos. 8, A5 and A3. Carefully install plug finger-tight, before final tightening with the correct size plug wrench.

The Role of the Glow Plug

With a glow plug engine, ignition is initiated by the application of a 1.5-volt power source. When the battery is disconnected, the heat

retained within the combustion chamber remains sufficient to keep the plug filament glowing, thereby continuing to keep the engine running. Ignition timing is "automatic," under reduced load, allowing higher RPM, the plug becomes hotter and, appropriately, fires the fuel/air charge earlier; conversely, at reduced RPM, the plug becomes cooler and ignition is retarded.

Glow Plug Life

Particularly in the case of very high performance engines, glow plugs must be regarded as expendable. However, plug life can be extended and engine performance maintained by careful use, i.e.:

- Install a plug suitable for the engine.
- Use fuel containing a moderate percentage of nitro methane unless more is essential for racing events.
- Do not run the engine too lean and do not leave the battery connected while adjusting the needle.

When to Replace the Glow Plug

Apart from when actually burned out, a plug may need to be replaced because it no longer delivers its best performance, such as when:

- Filament surface has roughened and turned white.
- Filament coil has become distorted.
- Foreign matter has adhered to filament or plug body has corroded.
- Engine tends to cut out when idling.
- Starting qualities deteriorate.

FUEL

Select, by practical tests, the most suitable fuel from among the best quality fuels available in your country for model use. For the best performance, a fuel containing 5% to 20% nitro methane is preferable. Lubricants may be either castor oil or a suitable synthetic oil (or a blend of both) provided that they are always of top quality.

For consistent performance and long engine life, it is essential to use fuel containing AT LEAST 18% lubricant by volume. Some fuels containing coloring additives tend to deteriorate and may adversely affect running qualities.

Once a satisfactory fuel has been selected and used for a while, it may be unwise to needlessly change the brand or type. In any engine, a change of fuel may cause carbon deposits in the combustion chamber or on the piston head to become detached and lodged elsewhere, with the risk of this causing unreliable operation for a while. If, however, the adoption of a different fuel is unavoidable, check the engine for the first few flights on the new fuel, by temporarily reverting to the running-in procedure.

Reminder! 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.

Reminder! 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.

PROPELLERS

The suggested propeller size is listed on page 13. The suitability of the prop depends on the size and weight of the model and type of flying. Determine the best size and type after the engine has been run in. Check the balance of the propeller before fitting it to the engine. Unbalanced propellers cause vibration and loss of power. Wooden propellers are to be preferred. Some nylon propellers are not strong enough to withstand the high power output of these engines and a thrown blade can be very dangerous.

Reminder! 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.

MIXTURE CONTROLS

Two mixture controls are provided on these engines.

- **The Needle Valve (at rear of engine)**
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 (carburetor)**
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.

BEFORE STARTING

Tools, Accessories, etc.

The following items are necessary for operating the engine.

1–Fuel

Model glow plug engine fuel of good quality, preferably containing a small percentage of nitro methane.

2–Glow Plug

O.S. No. 8 glow plug is fitted to the engine.

3–Propeller

Suggested sizes are 9x7, 9x8, 10x5, 10x6, 10x7, 11x5, 11x6.

4–Glow Plug Battery

The power source for heating the glow plug may be either a large heavy-duty 1.5-volt

dry cell, or preferably, a 2-volt rechargeable lead-acid cell.

Warning (Very hot): Never touch the nichrome wire while the battery is connected.

5–Battery Leads

These are used to conduct current from the battery to the glow plug. Basically, two leads, with clips, are required, but, for greater convenience, twin leads with special glow plug connectors are commercially available.

6–Fuel Tank

For installation in the model, a 300cc (10.6oz.) for 46 FXi is suggested.

7–Fuel Bottle or Pump

For filling the fuel tank, a simple, polyethylene "squeeze" bottle, with a suitable spout is all that is required. 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.

8—Electric Starter and Starter Battery

An electric starter is recommended for starting.

9—Fuel Can Filter

Fit a filter to the outlet tube of your refueling container to prevent entry of foreign matter into the fuel tank.

10—Silicone Tubing

This is required for the connection between the fuel tank and engine.

11—Plug Wrench

Used for tightening glow plugs. The O.S. long plug wrench is available as an optional accessory.

STARTING

1. Install appropriate propeller and tighten securely.
2. To facilitate electric starting, install an O.S. solid aluminum alloy spinner-nut for centering the rubber drive insert of the starter. Alternatively, a good quality spinner, enclosing the propeller boss, may be used, but make sure that it is of precision-made and sturdy construction so that the spinner shell cannot loosen when the starter is used. Close the throttle.
3. Fill the fuel tank. Do not allow fuel to overflow into the silencer, otherwise the engine may become flooded and difficult to start.
4. Check that the needle valve is closed. (Do not overtighten) Now open the needle valve counterclockwise to the starting setting:
 - 1-1/2 turns open

5. Open the throttle approx. one-quarter.
6. Connect battery leads to glow plug.
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 an hydraulic lock and damage the engine.

If the engine does not start within 10 repeat applications of the starter, remove the glow plug, check that it glows brightly and that the cylinder is not flooded with fuel. (To eject excess fuel, close needle valve and apply starter with glow plug removed.) Then try again.

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.

RUNNING-IN (“Breaking-In”)

All internal-combustion engines benefit from extra care when they are run for the first few times known as running-in or breaking-in.

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 finalizing carburetor adjustments.

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

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 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.
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 rich. After a total of ten to fifteen flights, the engine should run continuously, on its optimum needle-valve setting, without loss of power as it warms up.
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 (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). At this point,

disconnect the battery from the glow plug, taking care that the battery leads or glow plug clip do not come into contact with the rotating propeller. If the engine stops when the battery is disconnected, close the needle valve about 30° and restart.

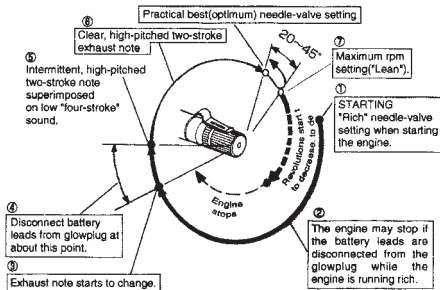
Optimum Needle Setting (2)

As the needle valve is closed slowly and gradually, the engine RPM will increase and a continuous high-pitched exhaust note, only will be heard. Close the needle valve 10-15° and wait for the change of RPM. After the engine RPM increases turn the needle valve another 10-15° and wait for the next change of RPM. 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.

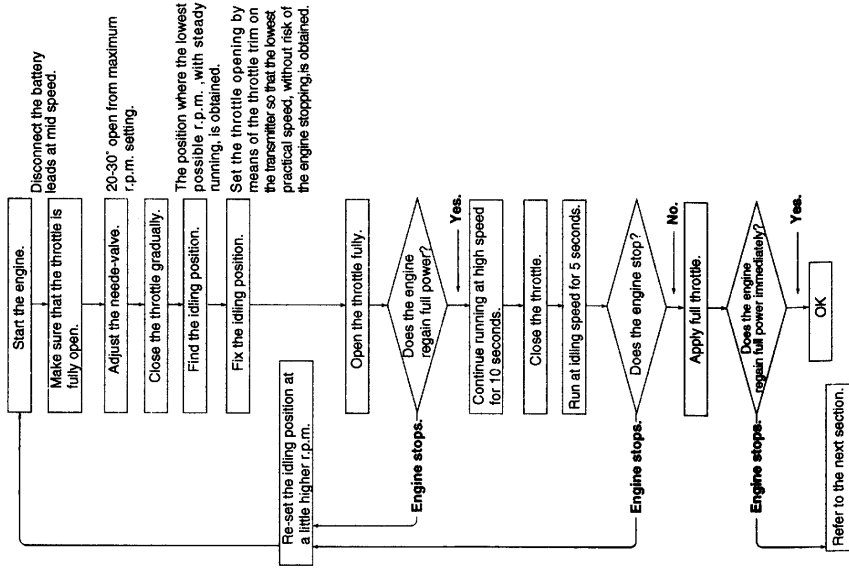
NEEDLE-VALVE ADJUSTMENT DIAGRAM

Note: This diagram is for reference purposes only. Actual needle positions may differ from those shown.

- To stop the engine, close the throttle completely to cut off fuel/air supply.



IDLING ADJUSTMENT CHART



MIXTURE CONTROL VALVE ADJUSTMENT

With the engine running, close the throttle and allow it to idle for about five seconds, and 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°. 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 counterclockwise 90° 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.

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. Its

basic setting can be re-established as follows: Close the throttle rotor gradually from the fully opened position until it is just fully closed. (Do not turn further.) Then, screw in the Mixture Control Screw until it stops. Now unscrew the Mixture Control Screw as indicated below.

SUBSEQUENT STARTING PROCEDURE

Once the optimum needle-valve setting has been established (see page 17, "NEEDLE-VALVE ADJUSTMENT DIAGRAM") the procedure for starting may be simplified as follows:

1. Open the needle valve one half-turn (180°) from the optimum setting.
2. Set the throttle one-quarter open from the fully closed position, energize the glow plug and apply the electric starter. When the engine

starts, reopen the throttle and re-adjust the needle valve to the optimum setting.

Note: When re-starting the engine on the same day, provided that atmospheric conditions have not changed significantly, it may be practicable to re-start the engine on its optimum (running) setting.

SUBSEQUENT READJUSTMENT

Once the engine has been run-in and the controls properly set up, it should be unnecessary to alter the mixture settings; except to make minor adjustments to the Needle Valve occasionally, to take account of variations in climactic conditions.

The use of a different fuel, however, particularly one containing more, or less, nitro methane and/or a different type or proportion of lubricating oil, is likely to call

for some readjustment of the Needle-Valve. Remember that, as a safety measure, it is advisable to increase the Needle-Valve opening by an extra half-turn counterclockwise, prior to establishing a new setting. The same applies if the silencer type is changed.

A different silencer may alter the exhaust pressure applied to the fuel feed and call for a revised Needle-Valve setting. The use of a different glow plug may also require compensating carburetor readjustments.

CARBURETOR CLEANLINESS

The correct functioning of the carburetor depends on its small fuel orifices remaining clear. The minute particles of foreign matter that are present in any fuel can easily partially obstruct these orifices and upset mixture strength so that engine performance becomes erratic and unreliable.

O.S. Super-Filters (large and small) are available, as optional extras, to deal with this problem.

One of these filters, fitted to the outlet tube inside your refueling 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 needle valve.

Do not forget to clean the filters regularly to remove dirt and lint that accumulate on the filter screen. Also, clean the carburetor itself occasionally.

ENGINE CARE & MAINTENANCE

1. At the end of each operating session, drain out any fuel that may remain in the fuel tank.
2. Next, energize the glow plug and try to restart the engine to burn off any fuel that may remain inside the engine. Repeat this procedure until the engine fails to fire. Remove the glow plug and eject any residue by rotating the engine with an electric starter for 4 to 5 seconds while the engine is still warm.
3. Finally, inject some after-run oil into the engine. Rotate the engine a few times by hand, to make sure that it is free, and then with an electric starter for 4 to 5 seconds to distribute the oil to all the working parts.

Note: Do not inject after-run oil into the carburetor as this may cause the 0-ring inside the carburetor to deteriorate.

These procedures will reduce the risk of starting difficulties and of internal corrosion after a period of storage.

O.S. ENGINES LIMITED WARRANTY

Your engine is guaranteed to be free of defects in parts and workmanship for a period of two (2) years from the date of purchase when returned for service accompanied by your proof of purchase. Crash damage and problems caused by neglect or abuse will not be covered under warranty. Damage caused by customer disassembly, tampering, use of substandard fuel, use of incorrect accessories (glow plug, prop, etc.), or any use of the engine for which it is not specifically intended will automatically void the warranty of the engine.

Should your engine require warranty or non-warranty service please return it via

UPS or insured Parcel Post to our national servicing facility:

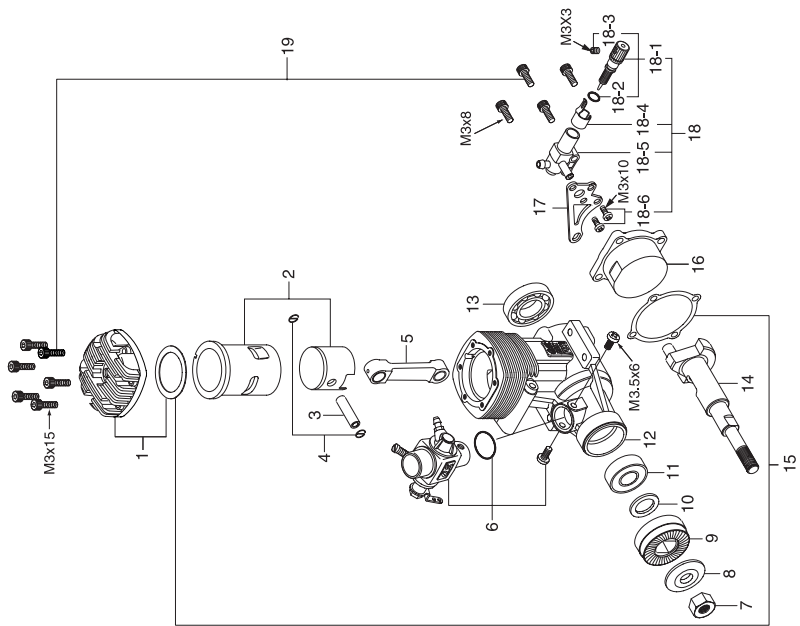
Hobby Services

3002 N. Apollo Dr., Suite 1
Champaign, IL 61821
(217) 398-0007

Along with Your engine and proof of purchase date please enclose a complete written explanation detailing the problems. State your name and address clearly.

For repairs not covered under warranty, you must specify whether you wish the charges to be billed C.O.D. or if you wish to be notified of the charges so you can send a check.

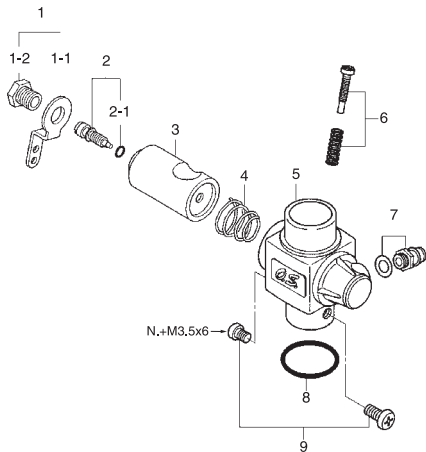
EXPLODED VIEW



ENGINE PARTS LIST

No.	Code No.	Description
1	25604100	Cylinder Head
2	25603010	Cylinder Piston Assembly
3	24806301	Piston Pin
4	24817100	Piston Pin Retainer
5	25305002	Connecting Rod
6	25681010	Carburetor (Type 40B)
7	23210007	Propeller Nut
8	24009000	Propeller Washer
9	25608000	Drive Washer
10	46120000	Thrust Washer
11	26731040	Crankshaft Ball Bearing (front)
12	25601200	Crankcase
13	26730040	Crankshaft Ball Bearing (rear)
14	25602021	Crankshaft
15	25614010	Gasket Set
16	25607010	Cover Plate
17	24007120	Needle Stay
18	25681900	Needle Valve Body Assembly
18-1	22681980	Needle Assembly
18-2	24981837	O-ring
18-3	26381501	Set Screw
18-4	26711305	Ratchet Spring
18-5	26582910	Needle Valve Holder
18-6	26582920	Needle Valve Holder Retaining Screw
19	25613000	Screw Set
	71605300	A3 Glow Plug
	25425000	873 Muffler Assembly
	22681957	Pressure Fitting
	25425310	Assembly Screw
	25425400	Retaining Screw (3x35mm 2 pcs.)

CARBURETOR EXPLODED VIEW



CARBURETOR PARTS LIST

No.	Code No.	Description
1	22781401	Throttle Lever Assembly
1-1	22781411	Throttle Lever
1-2	22781420	Throttle Lever Screw
2	27783600	Mixture Control Valve
2-1	22781800	O-ring
3	25681200	Carburetor Rotor
4	26781506	Rotor Spring
5	25681100	Carburetor Body
6	25681620	Throttle Stop Screw
7	22681953	Fuel Inlet (No. 1)
8	46215000	Carburetor Gasket
9	25081700	Carburetor Retaining Screw

