

Working instruction for Solo and Zenoah engines

We deliver most of our models with a standard air filter including foam inlet. This filter is sufficient for driving on grounds with little formation of dust. As a precaution we recommend to change or clean the foam inlets more often. Spray foam inlets with filter oil before use. Please use our K + N filter additionally if you are frequently driving on Off-Road ground with high formation of dust (filter and accessories see FG catalog 2, page 112-114).

1. Initial operation of the engine

Always check if the air filter and also the air filter adapter are seated correct and firm before starting the engine. The basic adjustment of the engine is preset by the factory. At high formation of dust we recommend to seal the connection between carburetor, air filter adapter and air filter additionally with FG Silicone 6503. The petrol lubrication should be 1:25 which means a share of 4 % oil. Suitable is Super or Superplus petrol. We recommend our FG High Performance Oil for an optimal lubrication (FG catalog page 109).

2. Starting the cold engine

Close the carburetor throttle valve or rather bring it into neutral gear. Now shut the choke flap at the carburetor (Solo engine and Zenoah G230) or at the air filter (Zenoah engine). Press the primer pump at the carburetor until the pump is full with fuel. Slowly pull the rope starter until you feel the first resistance, then pull strongly until the engine ignites audible. Normally the engine will stop again after the first ignition. Now open the choke flap and pull the rope starter once again until the engine runs.

3. Starting the warm engine

Leave the choke flap open, press the primer pump and actuate the rope starter. To turn the engine off, press the ignition switch until the engine stops.

4. Carburetor adjustment

The adjustment of the carburetor is preset by the factory adequate to the local conditions. Depending on air filter, exhaust silencer and operating conditions a correction may be necessary.

Drive the engine until it has reached its working temperature. If the engine decelerates a little during the acceleration, then it runs too lean. In this case open the No-load adjusting screw L anticlockwise. If the engine revs up only slowly stammering and under clouds of smoke, then the engine probably runs with an overrich mixture. In that case you should turn the No-load adjusting screw L clockwise. In order to adjust the maximum range of speed, lift the rear wheels and drive the warm engine shortly at full speed. Now you can turn the Full-load adjusting screw H to the left (lean mixture) or to the right (overrich mixture).

ATTENTION! Don't drive the engine in a no-load condition too long at the maximum speed range. Mostly the neutral gear adjusting screw has to be regulated once again if it was necessary to adjust the engine at the No-load adjusting screw L or Full-load adjusting screw H.

5. Basic adjustment of the carburetor

The declared values are reference values. Mostly the carburetor has to be readjusted. If you have the feeling that the No-load adjusting screw L or the Full-load adjusting screw H is completely misadjusted, then close both adjusting screws L + H carefully. Afterwards open the adjusting screws anticlockwise corresponding to the following table.

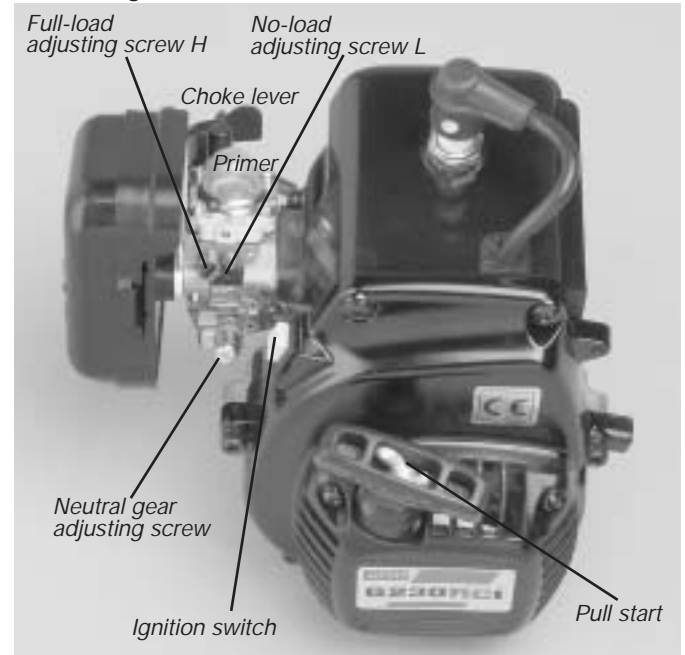
	Full-load adjusting screw H + 0.15 turns	No-load adjusting screw L + 0.15 turns
Ecoline/ Solo	1.25 turns	1.25 turns
Ecoline/ Zenoah ZG22/ G2D	1.50 turns	1 turns
Ecoline/ Zenoah G230RC	1.25 turns	1.25 turns
Sportsline/ Solo	1.25 turns	1 turns
Sportsline, Comp./ Solo-Tuning	1.75 turns	1 turns
Formel 1/ Solo	1 turns	1.50 turns
Formel 1/ Zenoah G230RC	1 turns	1.25 turns
Sportsline/ Zen. ZG22/ G2D	1 turns	1 turns
Comp., Buggy Zenoah G230RC	1.50 turns	1.25 turns.



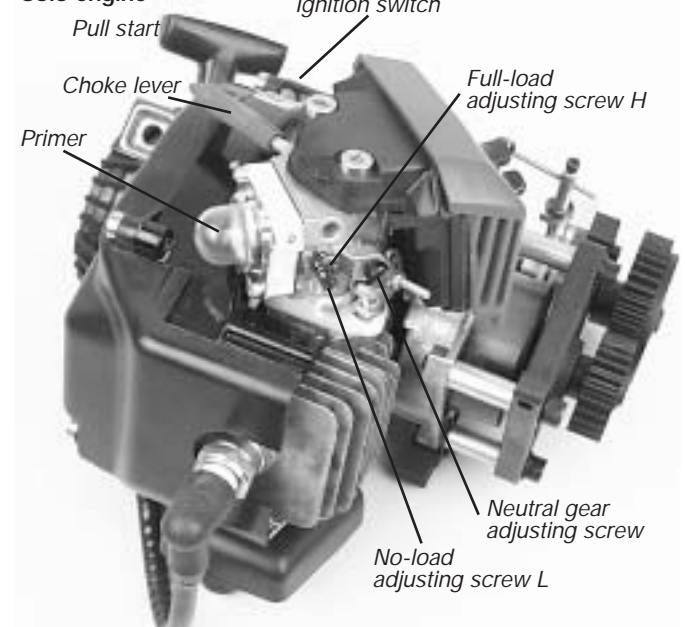
Radio control
Racing cars

FG Modellsport-Vertriebs-GmbH
Franz Gröschl
Spanningerstr. 2
73650 Winterbach-Germany
Phone: +49/ 7181/ 9677-0
Fax: +49/ 7181/ 9677-20
info@fg-modellsport-gmbh.de
www.fg-modellsport-gmbh.de

Zenoah engine



Solo engine



During the first two tank fillings you should avoid maximum speed ranges in no-load condition as well as longer full-speed drives on parking places. The first thing we recommend to check is the effective radius of your radio control system with running engine. A disturbance on the basis of the ignition system is possible. To suppress the interference we recommend our metal plug caps on page 107, FG catalog 2.

Never operate the engine in closed-up rooms without sufficient ventilation. Further safety instructions are enclosed with the engines.