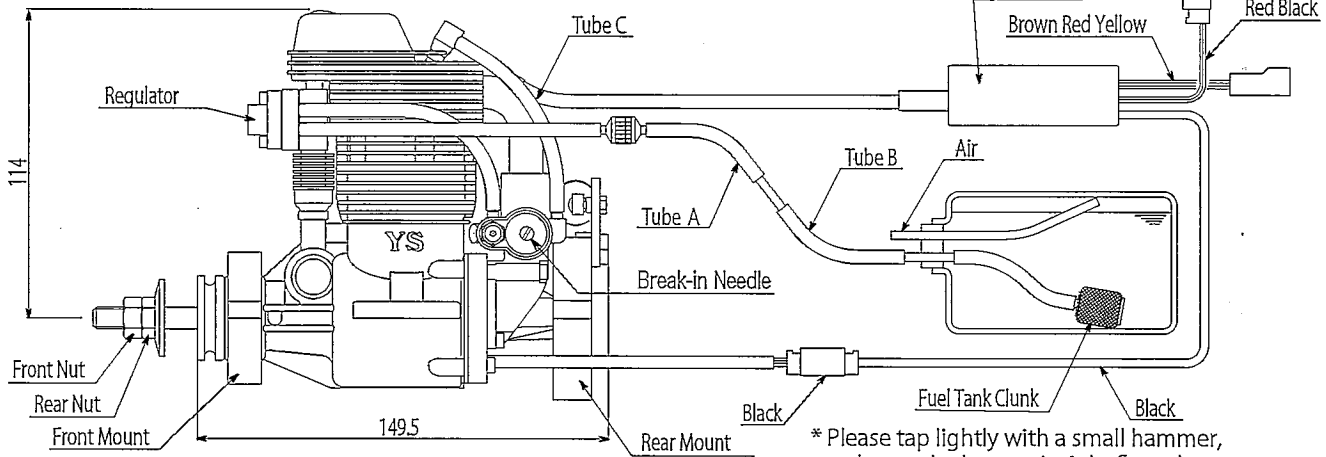


Bore	36.5mm
Stroke	31.8mm
Weight	965g (Engine, Plug) 100g (Ignition Box)
Displacement	33.3cc
Practical rpm	1,000~9,000rpm



* Please tap lightly with a small hammer, as the spark plug cap is tight fit to the spark plug.

Safety Instructions

In order to use the engine, please read through this instruction manual carefully. This is a complex, high-performance engine. If you have any difficulties to understand any part of this instruction manual, please contact the hobby shop from whom you purchased the engine, or contact us directly.

1. The propeller double locknut assembly supplied with the engine must be used when mounting the propeller.
2. Always use a good quality propeller and follow the manufacturer's instructions.
3. Choose a propeller size that will not allow the engine to exceed the maximum practical RPM in flight.
4. Always ensure that no people are in front of or beside the propeller while the engine is running.
5. To start the engine, set the throttle to the idle position and use an electric starter.
6. After starting the engine, always move behind the propeller to adjust the needle settings.
7. The engine becomes extremely hot both during and after engine runs. Do not touch the engine, exhaust header, muffler, or any parts attached to the engine while it runs or before it has cooled down.
8. If the engine runs incorrectly, DON'T FLY.
9. Do not use this engine for anything other than radio controlled air planes. Do not use it for radio controlled helicopters.
10. You have full responsibility while you operate the engine. Please be extra careful for your safety and the safety of others whenever you operate the engine.

Installation

Connect the engine to the tank and CDI system as in "Fig.1". The battery and switch for the CDI unit is not supplied with the engine. The soft mount and fuel filter are optional.

1. The recommended fuel tank size is 500cc to 700cc (18 to 24 oz).

A standard clunk type fuel tank may be used. If this type of tank is used, you must use the special clunk supplied with the engine. Please note that with this clunk, some fuel cannot be drained from the tank. As soon as any part of the clunk becomes exposed, the engine will stop due to air entering the fuel pump.

2. Always use a fuel filter. We recommend YS filter (6720). With this filter you must remove the cloth portion of the filter and leave both the metal filter screens in place.
3. Because of the engine's pump system, the tank may be placed near the aircraft's C.G position. The fuel level in the tank will not influence the engine.
4. Please pay consideration to avoid chafing of the ignition box's wires from vibration. Use the plastic "spiral wrap" supplied with the engine to wrap the shielded plug wire.
5. Please place the ignition box about 15cm away from the receiver. Some radio components may need to be over 30cm away from ignition components to avoid interference. Wrap the ignition box in foam rubber or other vibration absorbing material (in the same manner as the receiver is mounted), and fasten (e.g. using Velcro straps). Do not use the bracket holes to directly mount the ignition box to the aircraft.

Fuel

1. Use a good quality alcohol based model engine fuel containing 5% to 25% nitro, and oil content 8% to 25%. Do not use gasoline fuel.
2. When filling the tank, disconnect Fuel Tube "A" or Fuel Tube "B" (Fig.1) for filling, use a stopper on the Fuel Tube "A" to avoid flooding the engine.

Propeller

1. Due to the high power output of the DZ200 CDI engine, it is supplied with a double locknut system for added safety. Mount the propeller and tighten the rear nut, followed by the front nut. The rear nut has an offset shoulder that the recess of the front nut will secure itself against.

2. Please check and retighten propeller locknut periodically.
3. Select a propeller that will allow the engine to run at a maximum of between 6,000 to 7,000 RPM.
4. We recommend sizes 21x10.5, 21.5x10.5. Other propeller sizes may be used as long as the correct RPM range is maintained.

High Speed Needle Valve Adjustment

1. An electric starter is mandatory for this engine.
2. Turning the needle valve clockwise leans the mixture. Turning it counter-clockwise richens the mixture. A good starting position for the high speed needle valve is 1 and 1/2 turns open from the fully closed position.
3. To prime the engine, check that the ignition is switched OFF before turning the engine over with an electric starter (throttle fully open)
4. Close the carburetor to the idle position, turn ignition ON and start the engine with an electric starter. Run the engine at a high idle RPM to warm it up.
5. Brake-in the engine with one or two tanks of fuel on the ground, with good rich mixture setting adjusting for the best high speed needle position.
6. To achieve best high speed needle valve position, run the engine with the throttle fully opened. Gradually turn the needle valve clockwise until the RPM begins to drop. The position of the needle valve corresponding to the maximum engine RPM is referred to as the peak position. Turn the needle valve counter-clockwise approximately 1/8 turns from the peak position.

Break in needle

Open break-in needle half turn in counter clockwise direction while break-in. After break-in, close it to 1/6 turn or fully closed position. By this procedure, fuel flows into crankcase through break-in needle. It makes lubrication better and also prevents percolation (vapor rock). We recommend to open it a little under high temperature in summer time. NOTE: Engine power decrease as break-in needle open. When you need maximum power, close the needle fully.

Breake-in

1. Start the engine with high speed needle valve open 1 and 1/2 turns from the fully closed position and with the throttle at the idle position
2. After starting the engine, increases the RPM gradually by operating the throttle. Do not suddenly apply full throttle.
3. If the mixture is too rich and the engine misfires, turn the needle valve clockwise to make the mixture leaner.
4. Breake-in the engine with one or two tanks (600cc or 20oz. tank) of fuel on the ground, running at the richest possible mixture setting.

Battery for CDI Unit

Use 4.8~8.4V Ni-Cd, Ni-MH or Li-Po battery with a capacity of around 700mAh. This will be sufficient for 5-10 minutes flights.

Idling adjustment

1. Ideal idling range is between 1,200 and 2,000RPM.
2. When the regulator is turned counter-clockwise, the idle mixture is leaner. When the regulator is turned clockwise, the idle mixture is richer. Adjust regulator in 45 degree increments.
3. If idle mixture is too rich, the engine's RPM will gradually drop and the engine will eventually stop after continuous idling. Also if the engine stops when you change the attitude of the airplane on the ground, the idle mixture is too rich. If the engine's idle RPM is unstable during continuous idling, the idle mixture is too lean.

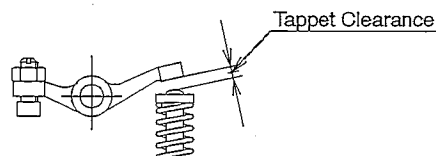
Spark Plug

Use spark plug supplied with the engine. The plug gap should be 0.30mm (0.013") and 0.45mm (0.018"). If plug gap become over 0.5mm (0.020"), the engine will misfire. If the gap exceeds 0.45mm, tap the element with a hammer reduce to the gap.

Tappets Adjustment

1. Tappet clearance is pre-set at the factory.
2. Clearance adjustment may need after one hour of running time due to initial wear. After adjustment, tappet clearance should be checked during normal maintenance after every 10 hours of running to maintain maximum performance.
3. Clearance adjustment should be done when the engine is cool.
4. The proper clearance setting is between 0mm (0.000") and 0.1mm (0.004"). The adjustment is achieved by loosening the locknut ("Fig.2") and turning the adjustment screw. The engine must be at top dead center on the compression stroke before any adjustments are made. This engine runs best with the valves set at a tight setting. If the valves are set too loose, power will be affected.

Fig2



Cam Gear Timing

If for some reason you have to disassemble your engine, please follow these important steps on reassembling the cam gear.

1. Remove the carburetor and back plate assembly. Notice the impression mark or dot opposite the rod journal on the crankshaft.
2. This mark is to point straight down or lined up with the outer case seam line at the bottom and hold crankshaft securely.
3. Reinstall the cam with the dot facing you. After you fully installing cam and then check dot should be pointing straight down will give you right timing.

Operation of YS Super Mount (Option)

1. It is hold by 4 screws, 2 on the front ring and 2 on the rear soft mount. There are two different height of spacer we provide.
A set spacer (MN110S) : 10mm thickness
B set spacer (MN111S) : 4mm thickness
2. Please be sure not to hit any part of the fuselage by the engine after it is installed.
3. If damper oil is leaked, refill TAMIYA damper silicon oil #600. Damper is a consumption parts, please exchange if you find worn or some defect.

Cleaning

This engine uses silicon rubber in many parts. Please use methanol or model engine fuel for cleaning. Do not use Kerosene, Gasoline, Machine oil, Automobile parts cleaner or house hold lubricants to clean. It will harm silicon parts.

Engine Cooling

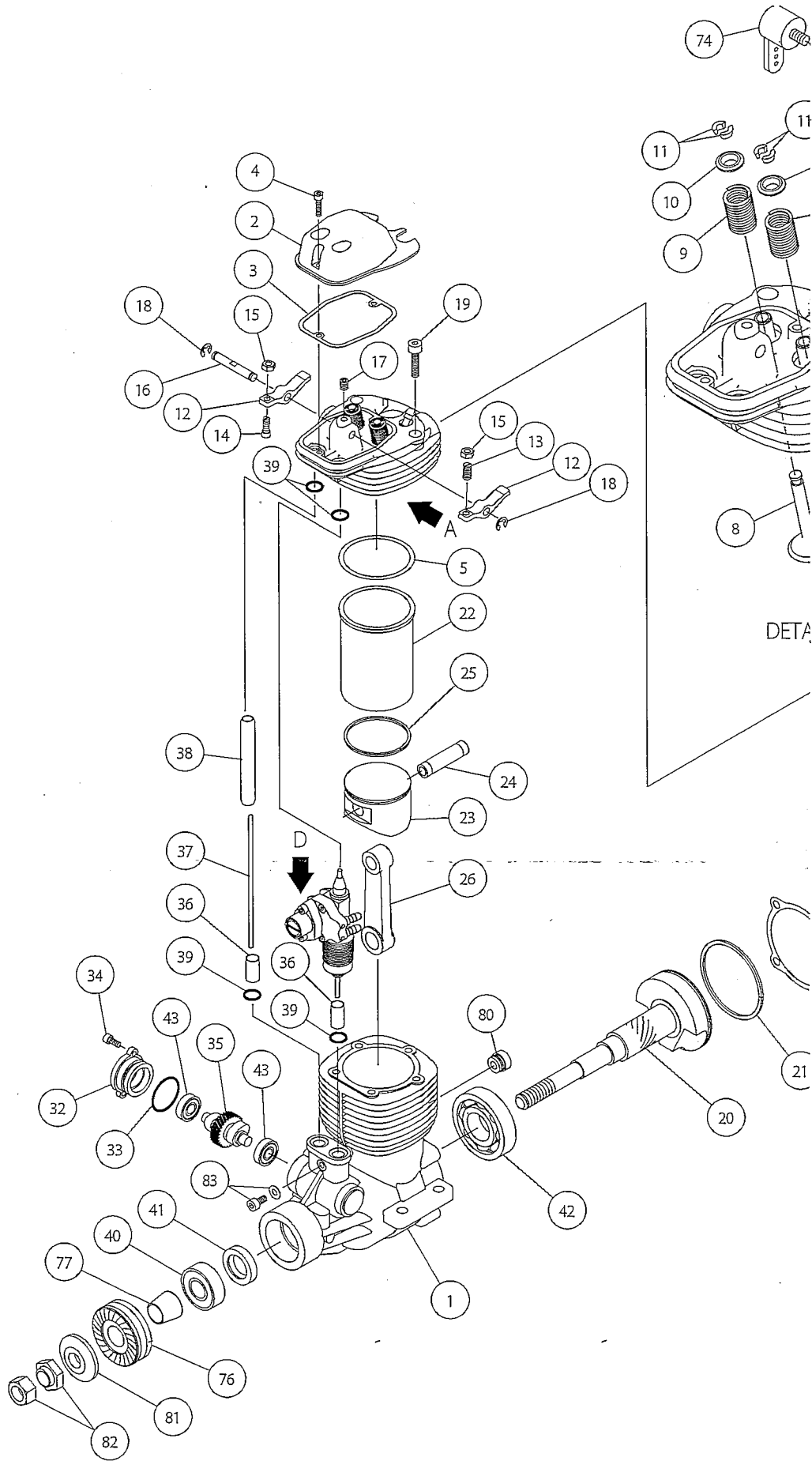
Be sure to secure cooling air for engine cooling. If it is not enough for the engine, it causes the regulator and carburetor heat up and makes vaporized or percolates the fuel. It gets deteriorations of engine performance or stop the engine. Please read carefully below for provision.

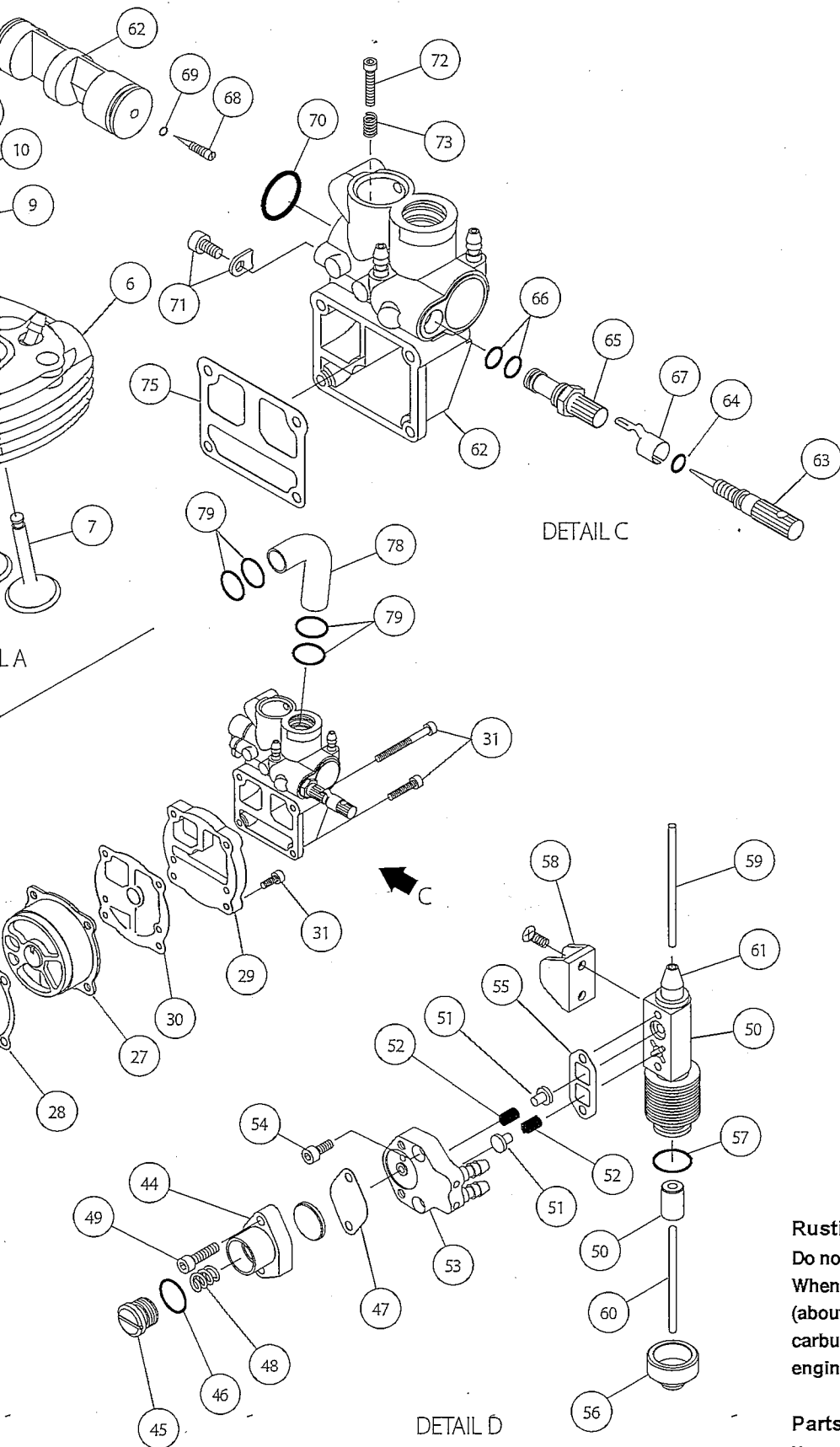
1. Please open air intakes and outlets as wide as possible.
2. Take off cowling when you make engine adjustment for a long time. When air temperature is high, it may heat up the regulator and carburetor to make vaporized or percolate the fuel even without cowling. If it happens, wait till engine well cooling down before you restart and adjust.

Tube C in FIG.1

Use the soft silicon tube (inter 3mm, outer 5mm).

NO.	Item No.	DESCRIPTION	QTY
1	E5001	Crankcase	1
2	F2002	Valve cover	1
3	F1203	Head cover gasket	1
4	F1204	Valve cover screw set	2
5	E5005	Head gasket	1
	E5006A	Head assembly	
6	E5006	Cylinder head	1
7	F1407	Intake valve	1
8	F1408	Exhaust valve	1
9	F1409	Valve spring set	2
10	F1410	Spring retainer set	2
11	F1411	Valve spring retainer clips	4
12	F1212	Rocker arm set	2
13	F2013	Intake tappet adjusting screw	1
14	F2014	Exhaust tappet adjusting screw	1
15	F1214	Tappet adjusting lock nuts	2
16	F1215	Rocker arm shaft	1
17	F1216	Rocker arm shaft screw	1
18	F1217	E ring set	2
19	F1518	Head bolt set	5
20	E4120	Crankshaft	1
21	F1475	Crankshaft ring	1
22	E5022	Cylinder liner	1
23	E5123	Piston	1
24	E5024	Wrist pin	1
25	E5025	Piston ring	1
26	E3027	Connecting rod	1
27	E1228A	Back plate assy.	
28	F1230	Back plate gasket	1
29	E2132	Carburetor insulator	1
30	E2192	Insulator gasket	1
31	F2133	Back plate screw set	6
32	F1232	Cam gear cover	1
33	F1233	Cam gear cover O-ring	1
34	F1234	Cam gear cover screw set	2
35	F2036	Cam	1
36	E1236	Cam followers	2
37	F2040	Exhaust push rod	1
38	F2041	Push rod cover	1
39	F1239	Push rod cover O-ring	4
40	E5040	Front bearing	1
41	F9122	Front bearing oil seal	1
42	F1341	Rear bearing	1
43	F1242	Cam gear bearing set	2
	E4045A	Pump assembly	
44	E4044	Regulator body	1
45	F1245	Regulator adjusting screw	1
46	F1246	Regulator adjusting screw O-ring	1
47	F2050	Diaphragm	1
48	F2051	Regulator spring	1
49	F2052	Regulator screw set	2
50	F8054	Fuel pump body	1
51	F2054	Pump valve	2
52	F8056	Pump valve spring	2
53	F2056	Pump plate	1
54	F2057	Pump screws	2
55	F2058	Pump gasket	1
56	F2187	Pump insulator	1
57	F2188	Insulator O ring	1
58	F2059	Pump bracket	1
59	F2190	Upper push rod	1
60	F2191	Lower push rod	1
61	E3063	Pump cap	1
	E3064A	Carburetor assembly	
62	E3064	Carburetor body	1
	F1545S	Needle valve assembly	
63	F1545	High speed needle valve	1
64	F1546	High speed needle valve O-ring	1
65	F1555	High speed needle seat	1
66	F1556	Needle valve socket O-ring set	3
67	F1557	Needle valve detent	1
68	E4183	Break-in needle	1
69	G7162	Break-in needle O ring	1
70	F2168	Throttle barrel seal	1
71	R6124	Throttle barrel retainer	1
72	F1258	Throttle stop screw	1
73	F1259	Throttle stop spring	1
74	F1260S	Throttle arm set	1
75	F2073	Carburetor gasket	1
76	F1564	Drive washer	1
77	F1565	Drive washer retainer	1
78	F8081	Intake pipe	1
79	F1269	Intake pipe O-ring	4
80	E4079	Wrist pin access plug	1
81	F1266	Propeller washer	1
82	F2267	Propeller nut set	2
83	F2084	Wrist pin access screw	1
	E1376S	O ring set	16
	E1273S	Gasket set	4
	F2083	Fuel tank clunk	16
	F8089	Tube holder	1
	E5092	Tube C	1
	E0012	Ignition box	1
	E2595	Ignition plug	1





DETAIL C

DETAIL D

Rusting provision

Do not leave fuel in the engine after the final flight of the day. When you store the engine long period of time, a few drops (about 1cc) of lubricant oil must be put into the engine from carburetor and clank several times. Do not use Automobile engine oil.

Parts and Repair Service

If you can not find repair parts from hobby shops, you can order parts directly to our factory. We also do repair your engine at our factory. If you need repair service, please make detailed of states and send it together with the engine.

Warranty

Strict quality control is implemented by our factory in all phases, from parts manufacturing to final assembly. If performance deteriorates or a part fails due to a manufacturing error, YS engine will repair or replace the engine at no charge in the period of one year from date of purchase.

Warranty does not cover normal maintenance.

Incorrectly assembled or abused, under improper usage, any modification will void this warranty and there will be a normal charge for parts and labor.



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