



By Vladimir Sosnovsky

FEATURES

Diesel engine for F2F Racing models or Junior F2C.

Light weight, only 150 gr.

Integral AAC liner for maximum heat dissipation.

Front and rear bearings fixed by a threaded ring. Fully removable.

Special finished rotative valve

Phenolic rear cover for heat insulated carburation

SPECIAL CARE

Front bearing is fixed by a reverse threaded ring, be careful when remove the bearing. Once unmounted the ring, some heat is necessary to remove the bearing.

Rear bearing is fixed to crankshaft with normal threaded ring. To remove the crankshaft is necessary heat the crankcase (150 °C aprox) until shaft-bearing slip out. Do not force the shaft.

Rear BB ring is fixed to shaft, with Loctite 270 or similar fixer. To remove ring is necessary some heat previous to unscrew it (about 50-80°C)

Rotative valve has 2 holes. Pay attention to the hole where the shaft-spindle must be inserting.

For remove the head, would be necessary Parra multiwrench

FUEL

10% Castor Oil, 36% Diethyl Ether, 54% Kerosene, 1.6-1.8% DII-3 or Ethil Nitrate. Some little quantity of synthetic can be mix with castor oil.

PROPELLERS

APC 6,5 x 6,5 – APC 7x6 – APC 7x7

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