

Symptom: THE ENGINE DOES NOT START

The tank is empty and the fuel cannot reach the carburettor.

- Fill up the tank with fuel, and repeat the starting procedure.

The plug is burnt out or the plug starting battery is flat.

- Replace the plug or recharge the plug starting battery.

The fuel filter, air filter or exhaust pipe is clogged.

- Clean the fuel filter or the air filter, or unclog the exhaust pipe.

Too much fuel has been taken up and the engine is flooded.

- Remove the glow plug and let the engine idle to evacuate the excess fuel.

The fuel pipe is disconnected, or broken or perforated.

- Connect the fuel pipe to the carburettor, or check the pipe and replace it if it is broken.

Carburettor needles not positioned correctly.

- Place the needles in their original position, as supplied initially by the manufacturer.

The carburettor is not connected correctly to the accelerator servo control.

- Position the servo control centrally and reconnect the carburettor.

The engine's starting box turns in the wrong direction.

- Check the direction of rotation of the starting box and invert if necessary.

Symptom: THE ENGINE STOPS AND STARTS BUT DOES NOT REMAIN ON

Insufficient fuel in tank.

- Fill up the tank with fuel.

The plug, although not burnt out, has deteriorated.

- Replace the plug.

Fuel filter, air filter or exhaust pipe clogged.

- Clean the fuel filter or the air filter, or unclog the exhaust pipe.



The engine is hot from previous use.

- Wait until the engine has cooled down.

Clutch setting not correct.

- Check and adjust the setting of the clutch.

Fuel filter or air filter clogged, exhaust pipe clogged.

- Clean the fuel filter or the air filter, or unclog the exhaust pipe.

The plug battery disconnects immediately.

- Leave the battery connected to the plug until the engine is running smoothly.

Foam forms on the fuel in the tank.

- Tank fastening must be flexible to absorb the vibrations of the chassis.

Symptom: THE ENGINE DOES NOT MAINTAIN STABLE MINIMUM REVS

Type of plug not suitable for climatic conditions.

- Use the type of plug suggested in the manufacturer's instructions.

Type of fuel not suitable.

- Use a type fuel with a low percentage of nitro methane.

The exhaust pipe and manifold are not fastened correctly.

- Install the exhaust pipe and manifold securely, following the manufacturer's instructions.

Symptom: THE ENGINE DOES NOT REACH MAXIMUM REVS

Insufficient running in period, or not done correctly.

- Adjust the full speed needle after warming up the engine, or repeat the running in procedure.

The exhaust pipe and manifold are not fastened correctly.

- Install the exhaust pipe and manifold securely, following the manufacturer's instructions.

The fuel pipe is disconnected, broken or perforated.

- Connect the fuel pipe to the carburettor, or check the pipe and replace it if it is broken.



Symptom: THE ENGINE DOES NOT RESPOND READILY TO ACCELERATION

Although not burnt out, the glow plug has deteriorated.

- Replace the glow plug.

Combustion is not correct, probably too much oil.

- Gradually shut maximum and minimum feed in clockwise direction.

The transmitter's exponential electronic control is not set correctly.

- Check the settings on your transmitter.

Symptom: THE ENGINE DOESN'T GO BACK TO LOW RPMS VERY QUICKLY

The minimum screw is not adjusted correctly.

- Open the minimum screw in anti-clockwise direction.

The carburettor is not fastened correctly.

- Check the fastening of the carburettor and tighten it if necessary.

