



Tips for running in GO engines.

Fuel

The most important factor with a high performance engine is using a suitable high quality fuel. Many people cut corners on fuel.

Don't do it, always buy good quality fuel.

We recommend that you use a fuel with 25% Nitro content and oil content of 12% +, RC Bandit Fuel is the one we used in testing.

Air filter's

When using a high performance race engine such as a GO engine, air filters are critical to the performance and longevity of the engine. Always use new filters, never use "cleaned" or "washed" filters (why put so much effort keeping the dirt on the outside of the filter to spread it into the inside when washing??). New filters are very cheap and easier on the wallet than a replacement engine...

Always use a high quality air filter oil made especially for the job.

Exhaust systems

During our testing of GO engine's we tried several exhausts. On the 21 size race engine's we found that the Hong Nor PI-809 or the Thunder Tiger 2035 provided ample low end power with a high revving top end. They are BRCA, EFRA and IFMAR legal to be used at sanctioned events.

Running in procedure

Unscrew the top end mixture needle (on top of the carb, next to the air inlet) 1 - 2 turns. Start the engine and let it idle for 2 tanks making sure that it is not getting hot. This will take an hour or so.

Next step is boring and time consuming but will give you the best life and overall engine performance. Do not be tempted to rush this! Over revving a tight engine reduces life dramatically and puts the con rod under tremendous strain.

Run the car with the body off (for maximum cooling) with the top end needle as rich as possible with the engine still running, the car should be very slow at full throttle and blowing LOTS and LOTS of smoke out, spluttering is normal. Do this for around 10 tanks, gradually leaning the top end off over the ten tanks, avoid revving the engine high for long periods and don't drive the car on a big open space's with lots of full throttle. Slowly in figure of 8's over a space of around 10-12 meter's is ideal.

After around ten tanks the engine will be nearly run in.

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The first time you race/use it at the track try and keep long periods of high rpm to a minimum (backing off on the straight if necessary) and keep the mixture on the rich side. (Anti clockwise) As the day goes on you will feel and hear that the engine is more willing to rev and is revving higher on the track, at this point you can aim for the optimum needle setting.

Plug's

On the .21 7P & 5P engines we found that the GO #4 Plug worked very well giving a good all round performance and durability.

Clutch

On the .21 7P & 5P engines a combination of 1 x Alloy clutch shoe and 2 x Carbon clutch shoes all fitted with 1.1mm clutch springs works very well.

Base settings

Base settings can be used as a guide to where about's you should have your engine needles set. These settings should be used as a guide only.

Top end

The top end needle is positioned on top of the carburetor and next to the air intake. To copy a top end setting screw the needle all the way in (clockwise) until the needle stops **DO THIS GENTLY AND DO NOT FORCE** then unscrew by the amount of turns (anti clockwise).

Bottom end

The bottom end needle is positioned in the end of the moving part of the carburetor. When screwing the bottom end needle all the way in you must be very careful. The carb needs to be held firmly shut with your finger and thumb or as you turn the needle in (**GENTLEY**) it will simply push the carb open.

Once again turn the needle out (anti clockwise) the amount of turns for the base setting.

RC Bandit Base settings .21 7P & 5P Motors

Top end needle 2.75 turns out
Bottom end needle 4.75 turns out
GO #4 Plug
RC Bandit 25% fuel
HN Pi-809 or Thunder Tiger 2035 Pipe
Clutch as above
13t clutch bell

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