

All R/C Engines

All Super Tigre R/C engines are now fitted with MAG Series throttles which are easy to adjust, reliable in use and capable of very low tickover, combined with good pick-up.

The carburettor has two needle valves fitted—No. 1 is the high speed adjustment, No. 2 the slow speed mixture control and No. 3 is the throttle stop which controls the low speed r.p.m. See Fig. 1.

To set up this carburettor it is useful to have a short piece of clean fuel pipe handy to blow through.

Firstly, the idle needle has been factory set and should only need minor adjustment for correct setting. So don't loose the original setting before running.

The low speed setting is controlled mainly by the throttle stop and not the idle needle, which is only used to set the mixture.

It is best to adjust either the throttle stop or servo travel in the slow position, so that the amount of opening is approximately the diameter of a modelling pin. Now fit the fuel tube to the fuel inlet nipple and set the high speed needle $2\frac{1}{2}$ turns open from the fully closed position. Now close the throttle and whilst gently blowing through the tube, establish the setting of the idle needle where air just starts to escape. The correct idle setting will now be $\frac{1}{2}$ turn open from this point. Bear in mind if you change the position of the throttle stop, you will have to reset the idle needle. As a check on settings, if you, whilst still blowing through the tube, open the throttle, you will find a rapid change in air flow when the arm has moved about 15 from the slow position.

We recommend the used of idle bar plug on R/C engines and the cold type elements suit these motors best.

The situation you are trying to achieve is to have a normal mixture setting at the desirable idle r.p.m. Don't use the idle needle to make a deliberately rich mixture in order to slow the tick over. If you need to reduce the idle, then close the drum further and readjust the mixture by unscrewing the idle needle slightly.