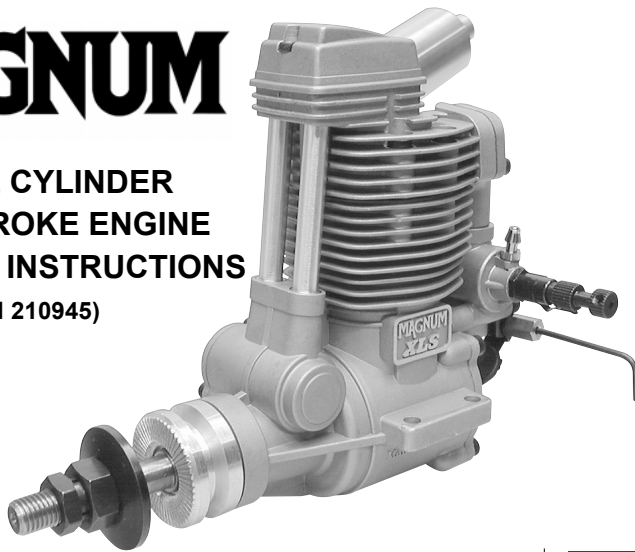


MAGNUM

SINGLE CYLINDER FOUR-STROKE ENGINE OPERATING INSTRUCTIONS

(P/N 210945)



XL .70RFS

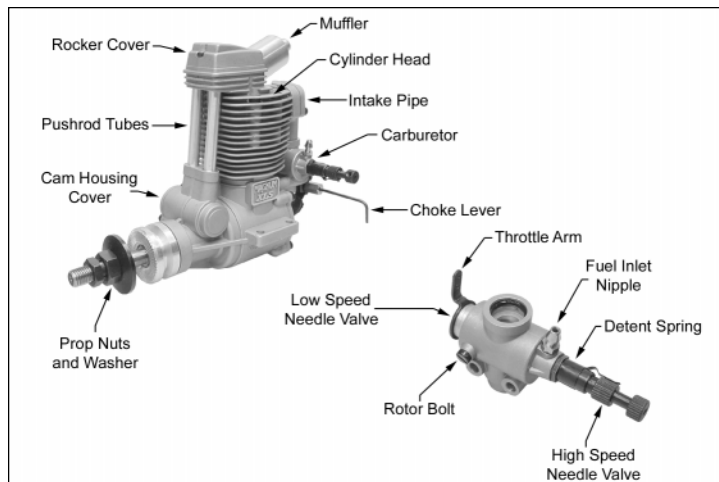
INTRODUCTION

Thank you for choosing a Magnum XL RFS series aircraft engine. The XL .70RFS is a single cylinder, four-stroke engine incorporating an aluminum piston, iron ring and steel sleeve for long life and high power output. A dual-needle valve carburetor for precise fuel/airflow metering is standard. The engine features a ball bearing-supported crankshaft and camshaft, dual bushing-supported connecting rod, and a high-flow muffler for more power and reduced noise. Your Magnum XL RFS series engine was designed by expert engineers and built by master craftsmen using only the highest quality materials and CNC machinery. These qualities provide the long life and dependability you have come to expect from an engine of this caliber.

BECOMING FAMILIAR WITH YOUR ENGINE

If you are familiar with the operation of model engines or just can't wait to run your new engine, please read through the Quick-Start Guide included. This guide will help you get started right away and also includes some good recommendations. We do recommend reading through these Operating Instructions in their entirety to familiarize yourself with the features and operation of your new engine. We have also included a Troubleshooting Guide should you encounter any problems.

Please use the photos below to familiarize yourself with the components of your new Magnum XL RFS series engine.



ENGINE SPECIFICATIONS XL .70RFS

Displacement	11.5cc
Bore:	25.8mm
Stroke:	22mm
Practical RPM:	1,800 - 11,000
Weight w/Muffler:	21.2oz

XL .70RFS Features:

- Ringed-Piston Design for Long Life and High Power
- Rear-Updraft, Dual-Needle Carburetor
- High-Flow Quiet Muffler
- Dual Ball Bearing-Supported Crankshaft & Camshaft
- Dual Bushing-Supported Connecting Rod

CAUTION - PLEASE READ!!

Magnum XL RFS series model airplane engines will consistently give you dependable performance and reliability and will be a source of satisfaction and pleasure if you follow these instructions as to the engine's proper and safe use. You alone are responsible for the safe operation of your engine, so act sensibly and with care at all times. This Magnum XL RFS series model airplane engine is not a toy. It is a precision-built machine whose power is capable of causing serious injury to yourself and others if abused or misused, or if you fail to observe proper safety precautions while using it.

- Keep spectators, especially small children, at least 20 feet away from the engine while it is running.
- Mount the engine securely in the airplane or on a suitable engine test stand to run the engine. Follow the mounting instructions in your kit's instruction manual or on the plans for individual mounting recommendations. Do not clamp the engine in a vise to test-run it.
- Use the recommended size propeller and follow the proper procedure for mounting the propeller. Use the correct size wrench to tighten the propeller nut and the safety nut. Do not use pliers.
- Inspect the spinner, propeller, and propeller and safety nuts on a regular basis, looking for any signs of nicks, cracks or loosening.
- To stop the engine, adjust the throttle linkage to completely close the throttle barrel and therefore cut off the fuel/air supply. You can also pinch the fuel line to stop the engine, but only if it is accessible. Do not throw anything into the spinning propeller or attempt to use your hands to stop the engine.
- While the engine is running, stand behind the engine to make any adjustments to the needle valves. Do not reach over or around the propeller. Do not lean toward the engine. Do not wear loose clothing or allow anything to be drawn into the spinning propeller while the engine is running.
- If you need to carry your model while the engine is running, be conscious of the spinning propeller. Keep the airplane pointed away from you and others at all times.
- Do not use tight-fitting cowls over the engine. They can restrict air from flowing over the engine, which could result in engine damage from overheating.

ENGINE INSTALLATION

Engine Orientation

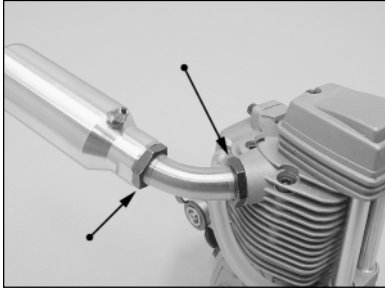
Your XL RFS series engine can be orientated in any position on the firewall. Keep in mind that when the engine is mounted inverted, carburetor adjustments will need to be made differently and the fuel tank may need to be lowered. (See fuel tank size and orientation to carburetor on the next page.)

Engine Bolts & Firewall Requirements

The engine should be mounted to either a heavy-duty, glass-filled nylon engine mount, a machined aluminum engine mount or an integrated hardwood beam mount. Use only high-quality steel cap screws and related hardware to mount the engine to the engine mount. The firewall in the airplane should be aircraft grade 5-ply plywood no less than 1/4" thick and the firewall should be reinforced to meet the torque and weight of the engine.

Muffler Installation

The muffler threads onto the exhaust pipe, which then threads into the engine's cylinder head. First thread one cinch nut onto each end of the exhaust pipe,



then thread the muffler onto one end. The muffler should be threaded on at least 1/4" to prevent vibration from damaging the threads. Once you have threaded the muffler onto the exhaust pipe, use an open end wrench to firmly tighten the cinch nut up against the muffler. The exhaust pipe is adjustable to

better suit the installation of your particular application. Thread the exhaust pipe into the engine's cylinder head. The exhaust pipe should be threaded in no less than 1/4" to prevent vibration from damaging the threads. Once you have threaded the exhaust pipe into place and into the proper position for your application, use an open end wrench to firmly tighten the cinch nut against the cylinder head.

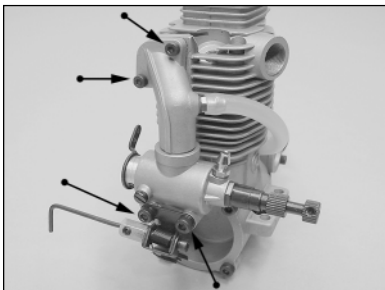
Fuel Tank Size & Orientation to Carburetor

Ideally, the stopper in the fuel tank should be even with the high speed needle valve or just slightly below it. Some models will only allow the fuel tank to be mounted higher than the ideal location. A fuel tank that is positioned higher than the ideal location usually doesn't pose any problem except when it is mounted excessively higher and/or is used in conjunction with an inverted mounted engine or during extreme aerobatic flight. If you mount the engine inverted, we strongly suggest lowering the fuel tank so the stopper assembly is slightly below the high speed needle valve. Doing this will prevent fuel from siphoning into the engine and flooding it when the fuel tank is full. If you cannot lower the fuel tank far enough, we suggest lowering it as far as can be allowed in your particular application.

The size of the fuel tank used should be 12oz. - 14oz., depending on the model and the length of flights desired. Use of a 14oz. tank will provide approximately 15 minutes of run time at full throttle. Use of a fuel tank any larger than 14oz. can lead to excessive leaning of the engine during flight and is not recommended.

Carburetor Orientation

In some cases you may want the throttle arm on the opposite side of the engine from how it comes preinstalled. You can remove the carburetor and reinstall it in the opposite direction with no effect on performance. To remove the carburetor, loosen the two screws holding the intake manifold in place. Next, remove the two screws holding the carburetor to the engine and remove it by gently pulling it down off the intake pipe. To reinstall the carburetor, apply machine oil to the o-ring inside the carburetor mounting base and reverse the process, making sure to tighten all the bolts securely.



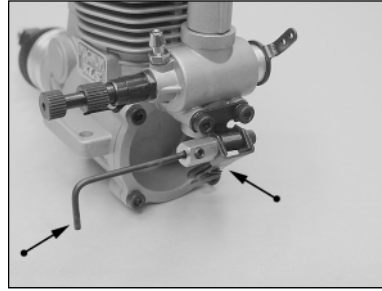
the engine from how it comes preinstalled. You can remove the carburetor and reinstall it in the opposite direction with no effect on performance. To remove the carburetor, loosen the two screws holding the intake manifold in place. Next, remove the two screws holding the carburetor to the engine and remove it by gently pulling it down off the intake pipe. To reinstall the carburetor, apply machine oil to the o-ring inside the carburetor mounting base and reverse the process, making sure to tighten all the bolts securely.

Rotor Bolt

The rotor bolt holds the throttle barrel in the carburetor body and prevents the throttle barrel from being over-rotated in either direction. It does not require adjustment. Periodically check the rotor bolt to ensure that it is tight.

Choke Valve Assembly

Your XL RFS series engine is equipped with a choke valve to aid in priming



the engine for hand-starting. The engine is choked by opening the carburetor barrel completely and turning the choke lever to close off the carburetor opening. Fuel can then be drawn into the engine by turning the propeller. If the choke lever is too short for your particular application, fabricate a longer choke lever out of 2mm

diameter piano wire and secure it into the choke assembly using the 1.5mm grub screw. If the choke lever is more than 3" long we recommend supporting the outer end of it to prevent excessive vibration.

Optional Needle Valve Extension

If an extension is required to adjust the high speed needle valve, use a 1.5mm diameter wire of the necessary length. Loosen the grub screw in the side of the needle valve, insert the wire into the end of the needle valve and tighten the set screw firmly. If the extension is more than 3" long we recommend supporting the outer end of the extension to prevent excessive vibration.

Crankcase Return Tube

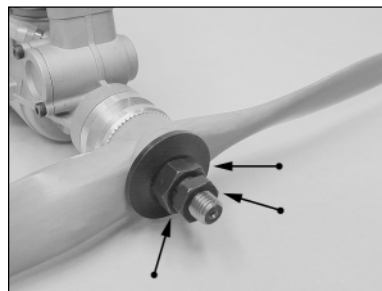
A silicone crankcase return tube is attached to the engine, between the crankcase and the intake pipe. This tube carries excess oil back into the intake so it can be redistributed throughout the engine. This system keeps the engine better-lubricated. Do not run the engine without the tube attached.

Propeller Installation

Your engine comes equipped with a main propeller nut and one safety nut. For your safety, we recommend using both the propeller nut and the safety nut to secure the propeller into place.

◆**WARNING**◆ Before installing the propeller it must be properly balanced. Running your engine using an out-of-balance propeller can lead to excessive vibration, which will result in excessive stress and wear on both the engine and the airframe. Balance the propeller using the method recommended by the propeller manufacturer. Several products are available to properly balance propellers. Ask your local retailer for more information about these items.

The diameter of the crankshaft is 5/16". Using a 5/16" drill bit or a prop reamer,



enlarge the hole in the propeller hub to fit the crankshaft. Slide the propeller onto the crankshaft, up against the thrust washer. Slide the propeller washer up against the propeller and thread the main prop nut into place. Tighten the prop nut firmly to secure the propeller into place, then install and tighten the safety nut against the prop nut.

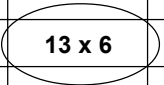
When tightening the nuts, use an adjustable wrench. Do not use pliers.

◆**WARNING**◆ If you are installing a spinner onto your engine, the cone of the spinner must not rub against the propeller. Allowing the spinner cone to rub against the propeller could lead to propeller damage and eventual propeller failure.

PROPELLER, GLOW PLUG & FUEL

Propeller Recommendation

The diameter and pitch of the propeller needed for your XL RFS series engine will vary greatly depending on the application the engine is used in. The weight, drag and the type of model and how you intend to fly it are all factors in determining the correct size propeller to use. Experimentation will be necessary to find the optimal size propeller for your particular application. Ideally you want a propeller that will allow the engine to turn in the 9,000 - 11,000 rpm range on the ground, yet power the airplane sufficiently. Using a propeller that is too small will cause the engine to run at too high an rpm. Using a propeller that is too large will cause the engine to run at too low an rpm and cause it to lug down too much. In both instances this can lead to premature engine wear and eventual failure.

PROPELLER SIZE RECOMMENDATIONS FOR XL .70RFS			
Use for Break-In	12 x 7-8		14 x 5
	13 x 6		14 x 6
	13 x 5-8		14 x 6

Glow Plug Recommendation

Glow plugs can make a big difference in the performance of your engine. We recommend using a hot heat-range glow plug intended specifically for four-stroke engines. Do not use a cold heat-range plug or a plug designed for two-stroke engines. This can lead to erratic engine runs and eventual engine wear and failure.

Fuel Recommendation

Fuel can make a big difference in the way your engine performs. We recommend using two types of fuel with your XL RFS series engine. For the break-in period you should use a fuel containing no more than 10% nitro methane and no less than 18% Castor/synthetic blend lubricant. Use of fuel containing more than the recommended percentage of nitro methane or only synthetic lubricants will cause the engine to run too hot and result in excessive wear and engine failure in a very short period of time. Once the engine has been adequately broken in (about 1/2 gallon of the recommended break-in fuel), a fuel containing up to, but no more than, 15% nitro methane and no less than 16% Castor/synthetic blend lubricant fuel can be used.

◆**WARNING**◆ We do not recommend using fuels that contain only synthetic lubricants. Synthetic lubricants have a much lower flash point than Castor Oil lubricants. Flash point is the point at which the lubricant begins to actually burn and lose its lubricating qualities. Using fuels containing a blend of Castor Oil and synthetic lubricants results in an engine that runs cooler and lasts longer. One lean run using a fuel containing only synthetic lubricants can cause engine failure. Using fuels with a Castor Oil and synthetic blend of lubricants greatly reduces this chance.

HIGH & LOW SPEED NEEDLE VALVES

High Speed Needle Valve

The high speed needle valve is used to meter the air/fuel mixture at full throttle. Turn the needle screw clockwise to lean the mixture or turn the needle screw counterclockwise to richen the mixture. When you start the engine for the very first time the needle valve screw should be turned in completely, then backed out 2-1/2 turns. When you start the engine after that, leave the needle valve screw in the same position it was in when you shut down the engine.

Low Speed Needle Valve

The low speed needle valve is preset from the factory for initial starting and break-in. Do not adjust it until after the engine is broken in. The low speed needle valve regulates the air/fuel mixture at idle and during transition from idle to full throttle. Turn the needle valve screw clockwise to lean the mixture. Turn it counterclockwise to richen the mixture. The low speed needle valve screw is preset from the factory, but minor adjustments may need to be made after the engine is broken in. **To reset the low speed needle valve screw to the factory setting, follow these procedures:**

- Open the carburetor barrel completely.
- While holding the barrel open, turn the needle valve screw **OUT (counter-clockwise) until it stops. From this point, while still holding the barrel open, turn the needle valve screw IN (clockwise) 4 turns. This is the factory setting.**

◆**WARNING**◆ It is possible to turn the low speed needle valve screw so lean that the engine will not draw fuel. The low speed needle valve screw should not need to be adjusted more than one full turn in either direction from the factory setting. If the engine does not idle or transition, reset the low speed needle valve screw to the factory setting.

STARTING PROCEDURE

Your XL RFS series engine can be started using an electric starter or it can be started by hand. For safety and ease of starting, especially when the engine is new, we recommend using an electric starter. The following two procedures should be done with the power to the glow plug off.

Starting Using an Electric Starter

When using an electric starter it is not necessary to choke and prime the engine. The starter turns the engine over fast enough that the engine draws fuel on its own. Priming the engine prior to using an electric starter can cause the engine to "hydro-lock" or flood. This is a result of too much fuel in the engine before it actually fires. **Turning the engine over with an electric starter while the engine is flooded can cause extreme damage to the engine and/or cause the propeller assembly to come loose. Turn the propeller through the compression stroke one time by hand to check for a hydro-locked state before applying the starter.**

Starting by Hand

When starting the engine by hand always use a chicken stick or a heavy leather glove. Never just use your bare hand or serious injury could result. To make the engine easier to start by hand it should first be primed. This is done by opening the carburetor barrel completely and closing the choke valve using the choke lever. Fuel can then be drawn into the engine by "pulling" the propeller through the compression stroke 2 - 3 times. This will draw fuel into the engine. After fuel begins to enter the carburetor, release the choke lever and pull the propeller through the compression stroke once to check for a hydro-locked condition.

WARNING ABOUT ENGINE HYDRO-LOCKING

If the engine becomes hydro-locked, do not force the propeller through the compression stroke. The excess fuel should be expelled from the engine before attempting to start it.

- Completely close the high speed needle valve until it bottoms out, then remove the glow plug from the cylinder head.
- With a rag over the top of the engine, turn the crankshaft several times, using your electric starter or flipping the propeller by hand. The excess fuel will be expelled out of the engine and into the rag.
- Check to make sure that the glow plug has not been fouled, then reinstall it. Reset the high speed needle valve.

BREAK-IN PROCEDURE

◆**IMPORTANT**◆ Your XL RFS series engine is a ringed engine. A ringed engine is designed differently from a typical ABC-designed engine that you might be more familiar with; therefore, you will not feel much hesitation as the piston moves through the top of the stroke. A ringed engine does not have any taper in the sleeve. Ring tension is what seals the combustion chamber. When the engine is brand new, it will not feel like it has much compression. This is because the ring has not yet been seated with the sleeve. After the engine has been broken in, compression will increase. The break-in procedure will guide you through the steps necessary to properly break in your new XL RFS series ringed engine. Please follow the steps closely.

The break-in process allows the engine parts to perfectly fit each other and properly protect each part from premature wear. The engine should be broken in using a fuel that contains no more than 10% nitro methane and no less than 18% Castor/synthetic blend lubricant. Fuel containing only synthetic lubricants should not be used during the break-in procedure. For the break-in procedure we recommend mounting the engine into the airplane it will be used in. This way the muffler, fuel tank and throttle linkage can all be tested in combination with the engine. If your airplane uses a cowling, it should be removed during the break-in procedure.

- ❑ 1) Turn the high speed needle valve out 2-1/2 turns from the fully closed position.
- ❑ 2) If you are using an electric starter to start the engine, follow the procedure in the previous section. If you are starting the engine by hand, follow that procedure in the previous section.
- ❑ 3) Open the throttle barrel to approximately 1/4 throttle. Connect the power to the glow plug. Start the engine using an electric starter or by hand. If starting by hand you will need to vigorously flip the propeller through the compression stroke several times before the engine will start.
- ❑ 4) Once the engine starts, open the throttle barrel to about 1/2 throttle. You may need to lean the high speed needle valve in about 1/4 turn to keep the engine running at half throttle.
- ❑ 5) After the engine has been running about 1 minute, remove the power from the glow plug and slowly advance the throttle barrel to full throttle. Adjust the high speed needle valve so that the engine is running very rich. You should notice excessive white smoke coming from the exhaust. Let the engine run for approximately 10 minutes then stop the engine.
- ❑ 6) Let the engine cool for approximately 10 minutes then restart it. Set the high speed needle valve mixture to a slightly leaner setting, about 1/4 turn more in. Let the engine run for about 5 minutes at this setting, then stop the engine and let it cool for approximately 10 minutes.
- ❑ 7) Repeat the procedure in step # 6, while leaning the needle valve slightly more each time. In all, you should run the engine about a total of 45 minutes of actual running time. After 45 minutes of run-time the engine is ready for flight. Fly the airplane with the engine set as rich as possible, but with adequate power to fly the airplane. After each flight, lean the mixture slightly. Continue to do this for about 5 flights. At this point the engine should hold a good setting on the high speed needle valve and you can begin to fine tune the needle valve settings to increase performance.

OPTIMIZING THE MIXTURE SETTINGS

Now that your engine is broken in, you can set the high and low speed needle valves for optimum performance.

Please jump to the top of the next column.

◆**WARNING**◆ Be careful never to lean the engine out too much. Remember that the lubricants for your engine are suspended in the fuel. If you lean out the fuel mixture too much you will also be lowering the amount of lubricant entering your engine. Less lubricant means more chance of your engine overheating and possible engine failure.

Setting the High Speed Needle Valve

- ❑ 1) Start the engine and remove the power from the glow plug. Allow the engine to warm up for about 30 seconds.
- ❑ 2) After the engine has warmed up, slowly lean the high speed mixture until the engine reaches peak rpm. After reaching peak rpm, richen the mixture slightly until an audible drop in rpm is heard. If you are using a tachometer this should be between a 200 - 300 rpm drop.
- ❑ 3) With the engine running at full power, carefully lift the nose of the airplane about 45° into the air. The mixture should not become too lean, but you may hear a slight increase in rpm. If the engine sags, or loses rpm when you hold the nose up, the mixture is too lean. If this is the case, slightly richen the mixture and follow the test once more.

◆**IMPORTANT**◆ Rpm will increase about 10% - 30% in the air. This is due to the forward motion of the aircraft as it is flying. Because of this, more air is entering the carburetor, at a higher force, which causes the mixture to lean out. Additionally, as the fuel level in the fuel tank goes down, fuel draw becomes more difficult for the engine, especially during aerobatics, thus causing the mixture to go lean. It is imperative that you set the mixture rich while on the ground to compensate for the leaning tendencies that will happen in the air. Always watch the exhaust during your flight. The engine should leave a noticeable white smoke trail at all times. If there is no smoke trail, the engine is running too lean. You should land immediately and reset the mixture.

Setting the Low Speed Needle Valve

- ❑ 1) Start the engine and lean out the high speed needle valve as per the previous steps. Close the throttle until the slowest **reliable** idle is reached. Allow the engine to idle for about 15 - 20 seconds.
- ❑ 2) Quickly advance the throttle to full. If the engine just stops running as soon as the throttle is advanced, the idle mixture is too lean. With the engine stopped, richen the idle mixture about 1/8 of a turn.
- ❑ 3) Repeat steps # 1 and # 2 until the engine will transition from idle to full throttle smoothly. Minor hesitation in the transition is normal.
- ❑ 4) If you quickly advance the throttle from idle to full and the engine seems to be very rich during transition (i.e., lots of smoke coming from the exhaust), the mixture is too rich. With the engine stopped, lean the idle mixture about 1/8 of a turn.
- ❑ 5) Repeat steps # 1 and # 4 until the engine will transition from idle to full throttle smoothly. Minor hesitation in the transition is normal.

Information about engine maintenance, including adjusting the valves and returning your engine for warranty service, can be found on the separate sheets packaged with these Operating Instructions.



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XL .70RFS

AIRCRAFT ENGINE QUICK-START AND TROUBLESHOOTING GUIDE

OUR RECOMMENDATIONS

The following items are recommended for use with your XL RFS series engine. These items are recommended for initial start-up and running. Please read through the Operating Instructions for further details.

Fuel: We suggest Power Master 10% 2-Stroke Blend (P/N 275180) for break-in.

We suggest Power Master 15% 4-Stroke Blend (P/N 275200) for normal use.

We suggest using Power Master brand fuels. Power Master fuel comes in 10% and 15% nitromethane contents that can be used in your XL RFS series engine. Power Master fuels are blended using only high-quality nitromethane, methanol, Castor Oil and synthetic lubricants to provide high power output, along with easy starting and unmatched lubricating and heat dissipation qualities. For the extra lubrication necessary for break-in, use 10% 2-stroke blend. After break-in, for extra performance, use 15% 4-stroke blend.

Fuel Tank: Dubro 14oz. Fuel Tank (P/N 568543)

Dubro fuel tanks are a perfect match for your XL RFS series engine. This size recommendation will give you approximately 15 minutes of run-time at full throttle, and they are possibly the easiest fuel tanks to assemble and maintain.

Glow Plug: Thunderbolt Four-Stroke Glow Plug (P/N 115490)

The Thunderbolt Four-Stroke glow plug is designed to be used in four-stroke engines using fuels containing 10% - 15% nitro content and in any environment. It is a "hot" type of glow plug for easy starting, excellent transition and incredible top end. The glow plug is also very durable and able to withstand repeated use, day after day.

Propeller: APC 13 x 6 Propeller (P/N 609288)

We have found that XL RFS series engines run best using APC brand props. They are designed to be very efficient and run quiet at high rpm's, and they are also durable. Use this size prop to break in your engine, then change to the prop that best suits your application. Use the guide in the Operating Instructions to help you find the right size propeller.

Glow Starter: Magnum Glow Starter w/Meter (P/N 237438)

The Magnum glow starter is an excellent choice for heating the glow plug. It uses a Sub-C NiCD, includes a meter to determine the quality of your glow plug, and it also includes a charger to recharge the battery. It's a very economical product to purchase and can be used with any engine that uses a glow plug.

Engine Mount: Magnum Adjustable Engine Mount (P/N 279951)

The Magnum adjustable engine mount is a glass-filled nylon beam mount that mounts to a plywood firewall in the model. It is easy to install and is adjustable to fit different sized engines, and it comes complete with mounting hardware.

The following information is provided to get your new Magnum XL RFS series engine running right away with minimal effort. We have listed our recommendations for fuel, propeller, starting procedures and other recommended accessories. Also included is general information about the accessories needed for the engine that we hope you will find helpful.

This Quick-Start Guide should not be used as a replacement for the Operating Instructions included; rather, it should be used along with the Operating Instructions. We highly recommend reading through the Operating Instructions to familiarize yourself with each part of the engine, along with the proper procedures for engine break-in and tuning.

QUICK-STARTING PROCEDURES

Engine Preparation

- 1) Mount the engine to the recommended engine mount. A strong wood beam mount built into the airframe would also be sufficient.
- 2) Install the muffler and exhaust pipe onto the engine using the cinch nuts provided. The exhaust pipe can be rotated to better suit the installation in your model. Be sure to tighten the cinch nuts securely to prevent the muffler and exhaust pipe from loosening.
- 3) Install the propeller to the engine using the propeller washer, propeller nut and the safety nut provided. Tighten the nuts securely using an adjustable wrench.
- 4) Connect the fuel lines to the carburetor and to the muffler. Make sure that the silicone crankcase return tube is connected between the crankcase nipple and the intake pipe nipple.

Engine Starting

- 1) Carefully turn the high speed needle valve in completely until it stops, then turn the needle valve out 2-1/2 turns. This is the mixture setting for initial starting. Do not adjust the low speed needle valve.
- 2) If hand starting, prime the engine by opening the throttle barrel completely, closing the choke valve assembly using the choke lever and flipping the prop through compression 2 -3 times. If you will be using an electric starter, **do not** prime the engine. The starter will turn the engine over fast enough to draw fuel on its own.
- 3) Connect the glow starter to the glow plug. Open the carburetor barrel to about 1/4 throttle and start the engine. If you are starting the engine by hand, you will need to vigorously flip the prop several times before the engine will start. Once the engine begins running, immediately turn the high speed needle valve in about a 1/4 turn to keep the engine running.
- 4) Advance the throttle to full while turning the high speed needle valve in to keep the engine running. The engine should be producing a very noticeable white exhaust from the muffler and sound like it is running rough. Allow the engine to run for only about 5 minutes, then shut the engine off.
- 5) Now that you have started your engine, it must be properly broken in. Proper break-in will seat all of the moving parts, particularly the piston ring, sleeve and valve assemblies. This procedure takes about 45 minutes of run-time and is highly recommended. An engine that is properly broken in will produce more power, be more user-friendly and last much longer than an engine that does not receive a break-in period. For this reason we highly recommend following the break-in procedure detailed in the Operating Instructions before you run the engine further.

This troubleshooting guide has been provided to help you diagnose and solve most problems that you may encounter with your XL RFS series engine. Most problems encountered can be solved by carefully following the problem-cause-solution sections below. If you cannot solve the problem using this troubleshooting guide, please feel free to contact us at the address or phone number listed below.

PROBLEM	CAUSE	SOLUTION
1) Engine does not start	A) Failed glow plug B) Glow starter not charged and/or faulty C) Engine not being turned over fast enough D) Low speed needle valve set too lean E) Old or contaminated fuel F) Engine flooded with too much fuel G) Faulty fuel tank and/or stopper assembly H) Air leak in fuel system and/or engine I) Valves out of adjustment	A) Replace glow plug with new one B) Fully charge glow starter and/or replace C) Use an electric starter to start engine D) Reset low speed needle valve to factory setting E) Replace with new fuel F) Remove glow plug and expel fuel from cylinder G) Check and/or replace fuel tank assembly H) Replace fuel lines and/or tighten all engine bolts I) Readjust valves to proper setting
2) Engine does not draw fuel	A) Air leak in fuel system and/or engine B) High speed needle valve fully closed C) Low speed needle valve set too lean D) Fuel lines kinked E) Defective fuel tank	A) Replace fuel lines and/or tighten all engine bolts B) Reset high speed needle valve to factory setting C) Reset low speed needle valve to factory setting D) Check and straighten fuel lines E) Replace fuel tank
3) Engine vibrates excessively	A) Propeller out of balance B) Engine and/or engine mount loose	A) Balance propeller B) Tighten engine mounting bolts
4) Engine does not transition	A) Failed and/or wrong type glow plug B) Old and/or wrong type fuel C) High speed needle valve set too rich D) Low speed needle valve set too lean E) Low speed needle valve set too rich F) Air leak in fuel system and/or engine G) Propeller too large H) Valves out of adjustment	A) Replace with new recommended glow plug B) Replace with new recommended fuel C) Set high speed needle valve to leaner setting D) Set low speed needle valve richer E) Set low speed needle valve leaner F) Replace fuel lines and/or tighten all engine bolts G) Replace with one size smaller propeller H) Readjust valves to proper setting
5) Throttle barrel does not close completely	A) Throttle servo linkage out of adjustment	A) Adjust throttle linkage to close throttle barrel completely
6) Engine overheats	A) Engine running too lean B) Cowl too restrictive C) Wrong type of fuel used D) Engine not fully broken in	A) Richen high speed needle valve B) Open larger vents in cowling to allow air to exit C) Use fuel with recommended oil content D) Allow engine further break-in time
7) Engine stops abruptly	A) Engine running too lean B) Piston Ring & sleeve out of tolerances C) Engine Overheating	A) Richen high speed needle valve B) Return engine to Global Services C) See # 6 above

RETURNING YOUR ENGINE FOR WARRANTY SERVICE

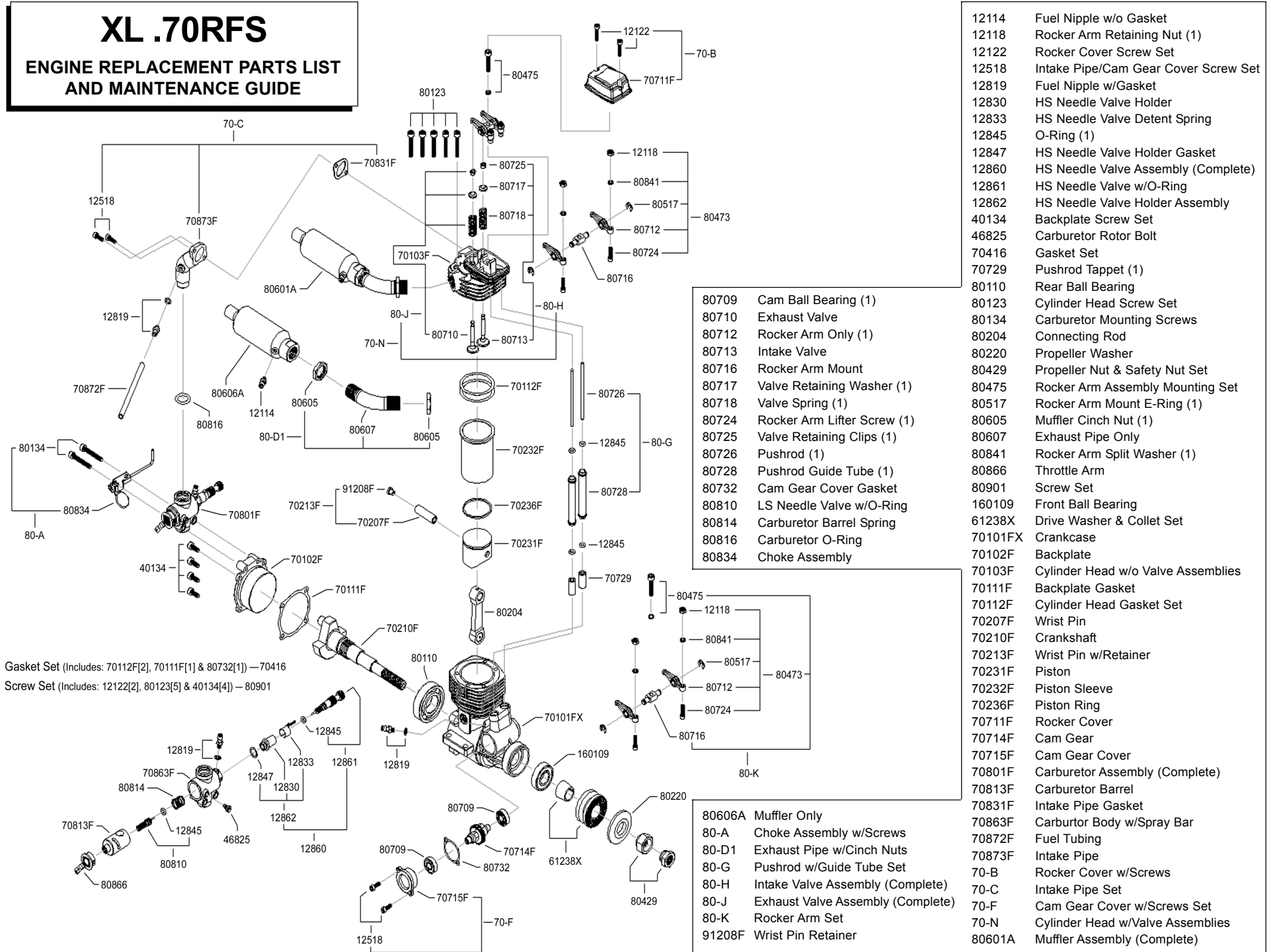
All Magnum engines returned for warranty service must be within the warranty terms as stated on the warranty card provided with your engine. Do not return the engine to the place of purchase. They are not authorized or equipped to perform warranty work on Magnum products. When requesting warranty service, please observe the following guidelines:

- Always send the complete engine including the carburetor and muffler. The engine must be removed from the model.
- Include a note detailing the problem or service you are requesting. Service cannot be provided without this information. Include your daytime phone number in the event we need more details pertaining to the service requested.
- You may request an estimate of services at the time you return your engine for service. An omission of this request implies permission for the Magnum Service Center to service your engine at our discretion.
- Include a method of payment for any service charges. If not specified, the unit will be returned to you C.O.D.
- Send the engine to us by United Parcel Service, Federal Express or by Insured Mail. Postage is not refundable. Send to:

Global Services • 18480 Bandilier Circle • Fountain Valley, CA 92708
Phone (714) 963-0329 • Fax (714) 964-6236 • Email: service@globalhobby.com

XL .70RFS

ENGINE REPLACEMENT PARTS LIST AND MAINTENANCE GUIDE



Gasket Set (Includes: 70112F[2], 70111F[1] & 80732[1]) — 70416
 Screw Set (Includes: 12122[2], 80123[5] & 40134[4]) — 80901

- 80709 Cam Ball Bearing (1)
- 80710 Exhaust Valve
- 80712 Rocker Arm Nut Only (1)
- 80713 Intake Valve
- 80716 Rocker Arm Mount
- 80717 Valve Retaining Washer (1)
- 80718 Valve Spring (1)
- 80724 Rocker Arm Lifter Screw (1)
- 80725 Valve Retaining Clips (1)
- 80726 Pushrod (1)
- 80728 Pushrod Guide Tube (1)
- 80732 Cam Gear Cover Gasket
- 80810 LS Needle Valve w/O-Ring
- 80814 Carburetor Barrel Spring
- 80816 Carburetor O-Ring
- 80834 Choke Assembly

- 12114 Fuel Nipple w/o Gasket
- 12118 Rocker Arm Retaining Nut (1)
- 12122 Rocker Cover Screw Set
- 12518 Intake Pipe/Cam Gear Cover Screw Set
- 12819 Fuel Nipple w/Gasket
- 12830 HS Needle Valve Holder
- 12833 HS Needle Valve Detent Spring
- 12845 O-Ring (1)
- 12847 HS Needle Valve Holder Gasket
- 12860 HS Needle Valve Assembly (Complete)
- 12861 HS Needle Valve w/O-Ring
- 12862 HS Needle Valve Holder Assembly
- 40134 Backplate Screw Set
- 46825 Carburetor Rotor Bolt
- 70416 Gasket Set
- 70729 Pushrod Tappet (1)
- 80110 Rear Ball Bearing
- 80123 Cylinder Head Screw Set
- 80134 Carburetor Mounting Screws
- 80204 Connecting Rod
- 80220 Propeller Washer
- 80429 Propeller Nut & Safety Nut Set
- 80475 Rocker Arm Assembly Mounting Set
- 80517 Rocker Arm Mount E-Ring (1)
- 80605 Muffler Cinch Nut (1)
- 80607 Exhaust Pipe Only
- 80841 Rocker Arm Split Washer (1)
- 80866 Throttle Arm
- 80901 Screw Set
- 160109 Front Ball Bearing
- 61238X Drive Washer & Collet Set
- 70101FX Crankcase
- 70102F Backplate
- 70103F Cylinder Head w/o Valve Assemblies
- 70111F Backplate Gasket
- 70112F Cylinder Head Gasket Set
- 70207F Wrist Pin
- 70210F Crankshaft
- 70213F Wrist Pin w/Retainer
- 70231F Piston
- 70232F Piston Sleeve
- 70236F Piston Ring
- 70711F Rocker Cover
- 70714F Cam Gear
- 70715F Cam Gear Cover
- 70801F Carburetor Assembly (Complete)
- 70813F Carburetor Barrel
- 70831F Intake Pipe Gasket
- 70863F Carburtor Body w/Spray Bar
- 70872F Fuel Tubing
- 70873F Intake Pipe
- 70-B Rocker Cover w/Screws
- 70-C Intake Pipe Set
- 70-F Cam Gear Cover w/Screws Set
- 70-N Cylinder Head w/Valve Assemblies
- 80601A Muffler Assembly (Complete)

- 80606A Muffler Only
- 80-A Choke Assembly w/Screws
- 80-D1 Exhaust Pipe w/Cinch Nuts
- 80-G Pushrod w/Guide Tube Set
- 80-H Intake Valve Assembly (Complete)
- 80-K Rocker Arm Set
- 91208F Wrist Pin Retainer

XL .70RFS ENGINE MAINTENANCE INFORMATION

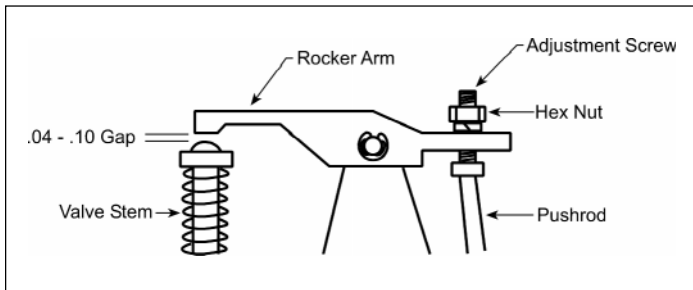
This maintenance information is provided to help you keep your new XL RFS series aircraft engine running in top form. Following this maintenance information will ensure the long life and dependability you expect from your engine.

ADJUSTING THE VALVES

The valve clearances are preset from the factory, but do require periodic adjustment. Reset the valves after the first 1 hour of engine run-time. After that, the valves can be checked and adjusted about every 8 hours of run-time. The valves will need adjustment if you notice a severe loss of power or after you have repaired and/or reassembled the engine.

◆ **IMPORTANT** ◆ Always adjust the valves with the engine cold.

- 1) With the engine cold, remove the rocker cover on top of the cylinder head by unscrewing the two socket-cap screws.
- 2) Rotate the crankshaft until the piston is at top-dead center. Both valves will be closed at this point.
- 3) The required valve clearance is between .04mm and .10mm, measured between the valve stem and the rocker arm. Use feeler gauges to check the clearance. The .04mm feeler gauge should pass through the gap with only slight friction. The .10mm feeler gauge should be tight.



- 4) Working with one valve at a time, loosen the locking nut, using a small wrench. Use a screwdriver to turn the adjustment screw counterclockwise about 1/2 turn. This will open the gap slightly. Slide the .04mm feeler gauge between the rocker arm and the valve stem. Carefully turn the adjustment screw clockwise until the rocker arm touches the feeler gauge. Using a small wrench, tighten the lock nut.
- 5) Remove the feeler gauge and double-check the gap. Repeat step # 4 if necessary to achieve the correct setting, then repeat the process for the second valve assembly.

MAINTENANCE

Engine maintenance should be done on a regular basis to ensure that you keep the engine running in top form, especially over time. Following these simple maintenance practices will ensure the long life and dependability you expect from your engine.

- Avoid running the engine under dusty conditions. If you are in a dusty environment, we suggest using an air filter over the carburetor.
- At the end of every flying day, purge the engine of fuel by disconnecting the fuel line from the carburetor and allowing the engine to run dry of fuel.

- Use a high-quality after-run oil in the engine after you have purged the engine of fuel. Inject the oil into the engine through the carburetor and through the glow plug hole. Rotate the crankshaft several times to distribute the oil throughout the engine. This will prevent rust from forming inside the engine, especially on the ball bearings.
- Wipe the outside of the engine dry using a soft cloth.
- Use a fuel filter between the fuel tank and the carburetor.
- Periodically check to make sure all of the engine bolts are tight, including the muffler and exhaust pipe cinch nuts.
- Periodically check your fuel system, including the plumbing inside the fuel tank, for leaks or cracks. We recommend changing the silicone fuel tubing inside and outside the fuel tank at the start of every flying season or about once a year.
- If you have attached a length of fuel tubing to the crankcase breather nipple, periodically check the tubing for any blockage.

Long-Term Storage

If you will not be using your engine for a long period of time, such as during the winter, we suggest you take the following precautions to preserve the reliability of your engine:

- Run the engine completely dry of fuel as described above. This is extremely important.
- Remove the rocker cover and cam gear cover and apply a generous amount of after-run oil on and around the rocker arm assembly and the cam gear. Reinstall the covers.
- Remove the engine backplate and apply a generous amount of after-run oil to the engine crankcase and to the rear ball bearing, then reinstall the backplate.
- Apply a generous amount of after-run oil to the joint between the carburetor barrel and the carburetor housing to prevent the barrel from sticking.
- Remove the glow plug and apply a generous amount of after-run oil into the cylinder head. Reinstall the glow plug and turn the crankshaft over several times to distribute the oil.
- Once that is done, place the engine in a sealed baggie and remove as much air from the baggie as possible. Your engine can now be stored for a long period without worrying about rust or engine degradation.

Resetting the Timing

The timing must be reset if the crankshaft and/or cam gear has been disassembled. To reset the timing, rotate the crankshaft until the piston is at top-dead center. (Verify this by looking through the glow plug hole.) With the piston at top-dead center, install the cam gear with the small punch mark facing toward you and pointing straight down toward the bottom of the crankcase. Reinstall the cam gear cover and tighten the screws.