

It is of vital importance, before attempting to operate your engine, to read the general **'SAFETY INSTRUCTIONS AND WARNINGS'** in the following section and to strictly adhere to the advice contained therein.

●Also, please study the entire contents of this instruction manual, so as to familiarize yourself with the controls and other features of the engine.

SAFETY INSTRUCTIONS AND WARNINGS ABOUT YOUR O.S. ENGINE

Remember that your engine is not a "toy", but a highly efficient internal-combustion machine whose power is capable of harming you, or others, if it is misused or abused. As owner, you, alone, are responsible for the safe operation of your engine, so act with discretion and care at all times. If at some future date, your O.S. engine is acquired by another person, we would respectfully request that these instructions are also passed on to its new owner.

■The advice which follows is grouped under two headings according to the degree of damage or danger which might arise through misuse or neglect.

WARNINGS

These cover events which might involve serious (in extreme circumstances, even fatal) injury.

NOTES

These cover the many other possibilities, generally less obvious sources of danger, but which, under certain circumstances, may also cause damage or injury.

WARNINGS



Model engine fuel is poisonous. Do not allow it to come into contact with the eyes or mouth. Always store it in a clearly marked container and out of the reach of children.



Model engine fuel is also highly flammable. Keep it away from open flame, excessive heat, sources of sparks, or anything else which might ignite it. Do not smoke or allow anyone else to smoke, near to it.



Model engines generate considerable heat. Do not touch any part of your engine until it has cooled. Contact with the muffler (silencer), cylinder head or exhaust header pipe, in particular, may result in a serious burn.

Never operate your engine in an enclosed space. Model engines, like automobile engines, exhaust deadly carbon-monoxide. Run your engine only in an open area.

NOTES

- This engine is intended for model cars. Do not attempt to use it for any other purpose.
- Mount the engine in your model securely, following the manufacturers' recommendations, using appropriate screws and locknuts.

NOTES ON OPERATION

GUARANTEE

This engine is constructed from the very best materials available and to the very highest engineering standards, using the most advanced precision machinery. However, the extremely high stresses imposed by car racing operation under very severe conditions, as well as stresses which are exacerbated by the use of powerful fuels containing very high concentrations of nitromethane, constitute hazards which are beyond a manufacturer's control. Accordingly, we regret that it is not possible to extend our usual warranty terms to this particular engine -i.e. no guarantee is offered against material wear, or damage resulting therefrom, in actual use.

While Operating

- Please do not run on a public street, this could cause serious accidents, personal injuries and/or property damage.
- Please do not run near pedestrians or small children.
- Please do not run in small or confined areas.
- Please do not run where loud noises can disturb others, such as hospitals and residential areas.





NOTE

As delivered, the engine has the carburetor lightly fit into its intake. Secure it changing its angle according to the car chassis.

ABOUT THE ENGINE

The ProTek RC CR21 .21 engine is ideal for 1/8 off-road and 1/8 GT class. Its usable power and easy to tune is suitable for club, series racing and up and new racers. Two carburetor reducers are equipped, 6mm for smooth throttle response and fuel milage. The 8mm reducer for maximum power output. Most internal parts can be up-graded with parts from the ProTek Samurai "RM" and R03 and S03 competition engines.

Standard accessories

- Glow Plug P3 T-type head (Turbo head) 1piece (Hot Type) 
- Exhaust Seal Ring 1piece 
- Carburetor Reducer (YELLOW) 7mm 1piece(w/ "O" Ring) 
- Carburetor Reducer (ORANGE) 6mm 1piece(w/ "O" Ring) 

- Install an effective silencer (muffler). Frequent close exposure to a noisy exhaust (especially in the case of the more powerful highspeed engines) may eventually impair your hearing and such noise is also likely to cause annoyance to others over a wide area.
- The wearing of safety glasses is also strongly recommended.
- Take care that the glowplug clip or battery leads do not come into contact with rotating parts. Also check that the linkage to the throttle arm is secure.
- For their safety, keep all onlookers (especially small children) well back (at least 20 feet or 6 meters) when preparing your model for running.
- Before starting the engine, always check the tightness of all the screws and nuts especially those of joint and movable parts such as throttle arm. Missing retightening the loose screws and nuts often causes the parts breakage that is capable of harming you.
- To stop the engine, fully retard the throttle stick and trim lever on the trans-mitter, or, in an emergency, cut off the fuel supply by pinching the fuel delivery line from the tank.
- Warning! Immediately after a glowplug-ignition engine has been run and is still warm, conditions sometimes exist whereby it is just possible for the engine to abruptly restart if it is rotated over compression WITHOUT the glowplug battery being reconnected.

TOOLS, ACCESSORIES, etc.

The following items are necessary for operating the engine.

Items necessary for starting FUEL

Generally, it is suggested that the user selects a fuel that is commercially available for model two-stroke engines. When the brand of fuel is changed, or the nitro content increased, it is advisable to repeat the running-in procedure referred to in the RUNNING-IN paragraphs. Please note that with high-nitro fuels, although power may be increased for competition purposes, glowplug elements do not last as long and engine life will be shortened.

FUEL FILTER

To installed in the fuel line between fuel tank and carburetor to prevent foreign matter from entering the carburetor.

GLOWPLUG IGNITER

Commercially available handy glowplug heater in which the glowplug battery and battery leads are integrated.

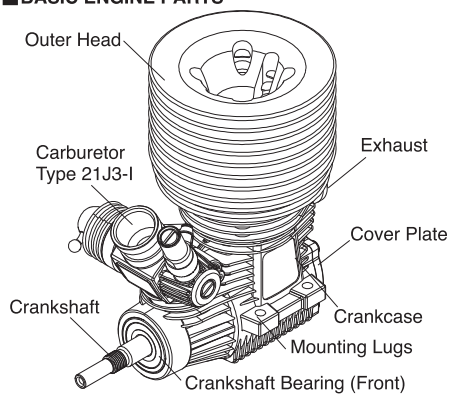
STARTER BOX

For starting the engine.

FUEL PUMP

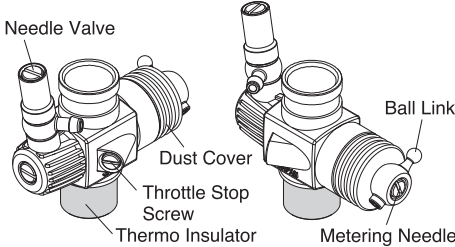
For filling the fuel tank, a simple, polyethylene "squeeze" bottle, with a suitable spout, is required.

BASIC ENGINE PARTS



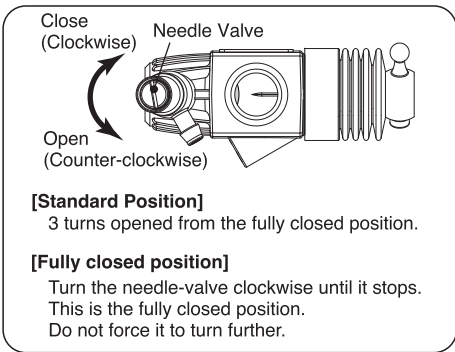
CARBURETOR CONTROLS • STANDARD POSITIONS (POSITIONS WHEN THE ENGINE LEAVES THE FACTORY)

Four adjustable controls are provided on this carburetor.



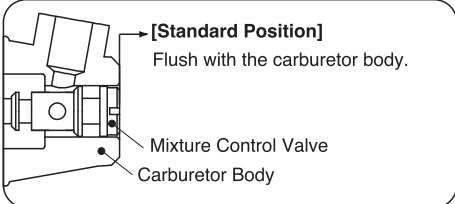
The Needle-Valve:

For adjusting air/fuel ratio (air-fuel mixture) at maximum rpm (fully opened throttle).



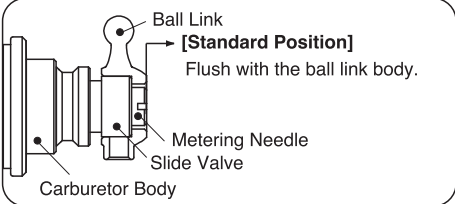
The Mixture Control Valve:

For adjusting acceleration feeling. (Adjusting range should be within ±1 turn.)



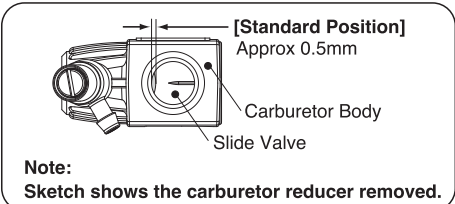
The Metering Needle:

For adjusting idle and acceleration feeling.



The Throttle Stop Screw:

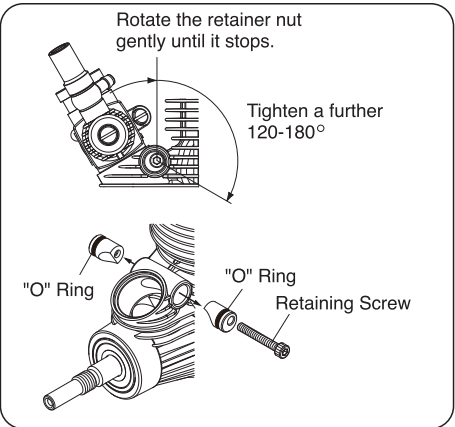
For setting the minimum idle speed:



NOTE: While the Mixture Control Valve and the Metering Valve are set at the standard position when the engine leaves the factory, readjustment may be necessary, occasionally to allow for changes in fuel formula and climatic conditions. Readjust the controls only when satisfactory results cannot be obtained with the standard positions following the instructions mentioned in the "CARBURETOR ADJUSTMENT" section.

INSTALLATION OF THE CARBURETOR

As delivered, the engine has its carburetor lightly installed in the intake boss. Secure it as follows.



1. Loosen the retainer screw, rotate the carburetor to its correct position and make sure that it is pressed well down into the intake boss, compressing the rubber gasket, before retightening screw.

2. Rotate the retainer screw gently until it stops, then tighten a further 120-180°. Do not overtighten the screw as this will damage the thermo insulator.

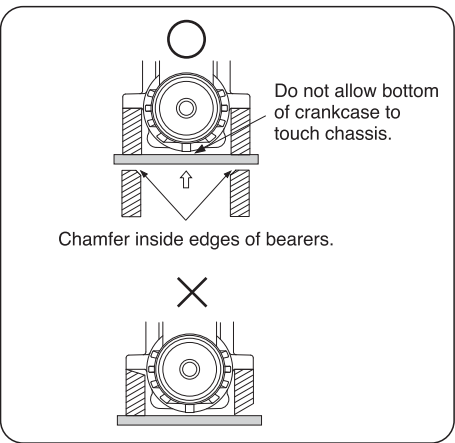
Note

Be careful not to damage the "O" rings when removing the carburetor retainer from the engine. First, remove the retainer Retaining screw, then pull out each part. Do not push the part in or damage the "O" rings.

●One of carburetor reducers (7mm or 8mm), which are included as standard accessories must be set in the carburetor. You cannot adjust the carburetor properly without it.

ENGINE INSTALLATION

Make sure that the vehicle's engine mounting surfaces are level and in the same plane. Poor installation may cause distortion of the crankcase, bearings, etc., resulting in erratic running and loss of performance. The recommended screws for securing the engine are 3mm or 4-40 steel Allen hexagon socket type. If existing holes in the engine mount do not align perfectly with engine mounting lugs, enlarge them slightly with a needle-file so that screws are in alignment with the mounting holes.



STARTING THE ENGINE & RUNNING-IN ('Breaking-in)

Running-in is a procedure for an engine to come close to actual running conditions (fuel, r.p.m., engine temperature, etc.).

Excessively rich running and prolonged low speed running should be avoided. Prolonged low speed running and low temperature running may result in the oil in the fuel becoming gelled and the piston/liner becoming stuck together.

PRESSURIZED FUEL SYSTEM

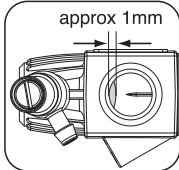
●It is recommended that a muffler pressurized fuel feed system be used so that the fuel may be stably fed to the carburetor.

The following procedure is suitable when a fuel containing 30% nitro-methane is used.

1. Set the carburetor controls at the standard positions (positions when the engine leaves the factory.)
2. Switch the transmitter and make sure that each linkage moves correctly.
3. Make sure rotating direction of the starter box is correct (counter-clockwise seen from the front edge of the crankshaft), and turn the engine with the starter box to draw fuel into the engine.
4. Connect glowplug battery lead to heat the plug and start the engine with the starter box. When the engine does not start or stops right after being started, try the followings.

• Close the needle-valve approx. 90° from the standard position.

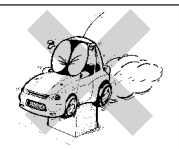
• Set the throttle opening a little wider (approx. 1mm) than the standard setting by adjusting the Throttle Stop Screw.



5. When the engine starts, warm it up by repeatedly increasing the rpm to medium speed and back again to a fast idle with the mixture set very rich, glowplug connected, and the driving wheels clear of the ground. The rich mixture will provide adequate lubrication and cooling, indicated by profuse exhaust smoke.

Attention:

It is vitally important to set the throttle at the correct position before starting the engine. If the engine is allowed to run with the throttle too far open under "no load" conditions (i.e. with the driving wheels not in contact with the ground) it will rapidly over-heat and may be seriously damaged.



6. When the engine is warmed up, disconnect the glowplug battery and try running the car on the track. If the engine stops soon after running at around mid speed, the mixture is too rich. Close the needle-valve 15~30°. If the engine still stalls, close the metering needle 15~30°. Run the car on the track until one tank of fuel has been consumed, then close the needle-valve very little (within 10°).

7. Repeat this procedure (close needle-valve very little after one tank of fuel has been consumed) until approx. 2 liters of fuel have been consumed, extending gradually the full throttle running time at the straight. Carefully observe the exhaust smoke. Be sure to run the engine with visible white smoke at all times. If the smoke is not visible, the needle-valve is closed too far.

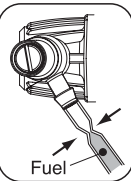
Now the RUNNING-IN (Breaking-in) is completed.

Note:

In the event of any major working parts (e.g. piston/cylinder liner assembly) being replaced or the fuel being changed, especially to high nitro fuel, the complete running-in should be repeated.

■ How to stop the engine

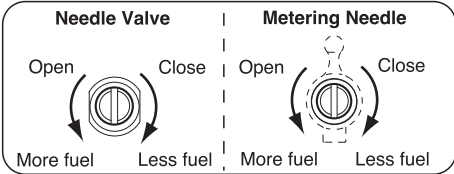
To stop the engine, close the throttle to idle speed and shut it off completely with the trim lever on the transmitter then cut off the fuel supply by pinching the fuel delivery tube to the carburetor.



Warning!
Do not touch rotating parts, engine and silencer when stopping the engine as they become very hot, and contact with them may result in a serious burn.

■ CARBURETOR ADJUSTMENT

Carburetor adjustment should be carried out only after the running-in has been completed.



1. NEEDLE VALVE ADJUSTMENT

Run the vehicle (with throttle fully open) over the longest available straight course a few times to observe the model's speed. Return the vehicle to the starting point and close the Needle-valve 15°and repeat the run, taking note of the improvement in performance.
Continue with further runs, gradually reduce the Needle-valve setting aiming to achieve the highest straight-line speed (optimum position).
Remember, however, if the Needle-valve is closed too far, the engine will overheat, accompanied by visibly diminished exhaust smoke and the model will lose speed. At this point, throttle down immediately, stop the vehicle and reopen the Needle-valve 30~45°.

2. METERING NEEDLE ADJUSTMENT

After setting the Needle-valve at optimum position, run the vehicle a few times at the straight line. With the engine running, close the throttle and allow it idle for about five seconds, then reopen the throttle fully.
If, at this point, the engine puffs out an excessive amount of smoke and the vehicle does not accelerate smoothly and rapidly or even stops, it is probable that the idle mixture is too rich. In this case, turn the Metering needle clockwise 15~30°.
If, on the other hand, the engine tends to speed up momentarily and then cut out abruptly when the throttle is opened, the idle mixture is too lean. In this case, turn the Metering needle counter-clockwise 15~30°.

3. THROTTLE STOP SCREW ADJUSTMENT

If the engine runs too fast with the throttle closed, the throttle stop screw should be turned counter-clockwise to allow the throttle opening to be reduced.

■ OPTIMUM MIXTURE CONTROL POSITION

With the optimum mixture control position, light smoke is visible during high speed running and the engine rpm increase smoothly during acceleration. Carry out adjustment 1.~3. patiently until the engine responds quickly and positively to the throttle control.
Remember that, if the engine is operated with the fuel/air mixture slightly too lean, it will overheat and run unevenly. As with all engines, it is advisable to set both the needle-valve and metering needle slightly on the rich side of the best rpm setting, as a safety measure.
Finally, beyond the normal break-in period, a slight readjustment toward a leaner needle setting may be required to maintain maximum performance.

Note:
Please regard the standard positions in the instruction manual as just a guide. Positions will vary due to the fuel and silencer used. In general, if a fuel containing less nitromenthane is used, the needlevalve will need to be closed further. Remember, closing the needlevalve too far can cause rusting and damage to the engine.

■ CARE AND MAINTENANCE

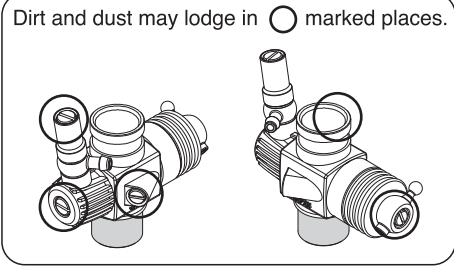
1. The minute particles of foreign matter, that are present in any fuel may, by accumulating and partially obstructing fuel flow, cause engine performance to become erratic and unreliable. In-Line Fuel Filters (large and small) are available, as optional extras, to deal with this problem. One of these filters installed to the pickup tube inside your refueling container, will prevent the entry of foreign material into the fuel tank. It is also recommended that a good in-line filter be installed between the tank and carburetor.

2. Do not forget to clean the filters regularly to remove dirt and lint that accumulate on the filter screens. Also, clean the carburetor itself occasionally.
3. At the end of each operating session, drain out any fuel that may remain in the fuel tank. Afterwards,energize the glow-plug and try to restart the engine, to burn off any fuel that may remain inside the engine. Repeat this procedure until the engine fails to fire. Do this while the engine is still warm.
4. Then, inject some after-run oil into the engine, and rotate the engine with an electric starter for 4 to 5 seconds to distribute the oil to all the working parts.

Note:

Do not inject after-run oil into the carburetor as this may cause the O-rings inside the carburetor to deteriorate. These procedures will reduce the risks of starting difficulties or corrosion after a period of storage.

5. Finally, when cleaning the exterior of the engine, use methanol or a household cleaning agent. Do not use gasoline, kerosene, or any petroleum based chemical which can damage silicone fuel tubing.



■ REMOVING DIRT/STAIN

Dirt and stain stuck on the engine and silencer/manifold cause lowering heat dissipation effect. When dirt and stain are detected, remove the engine from the chassis and clean it with alcohol.

■ INATALLING DUST CAPS

When storing the engine, install the cap on the exhaust port, carburetor, etc. to prevent dust from entering the engine.

■ CHECKING THE ENGINE

If the engine will not develop normal performance after long time running due to wearing of parts. It is suggested to replace necessary parts when the following symptoms are detected.

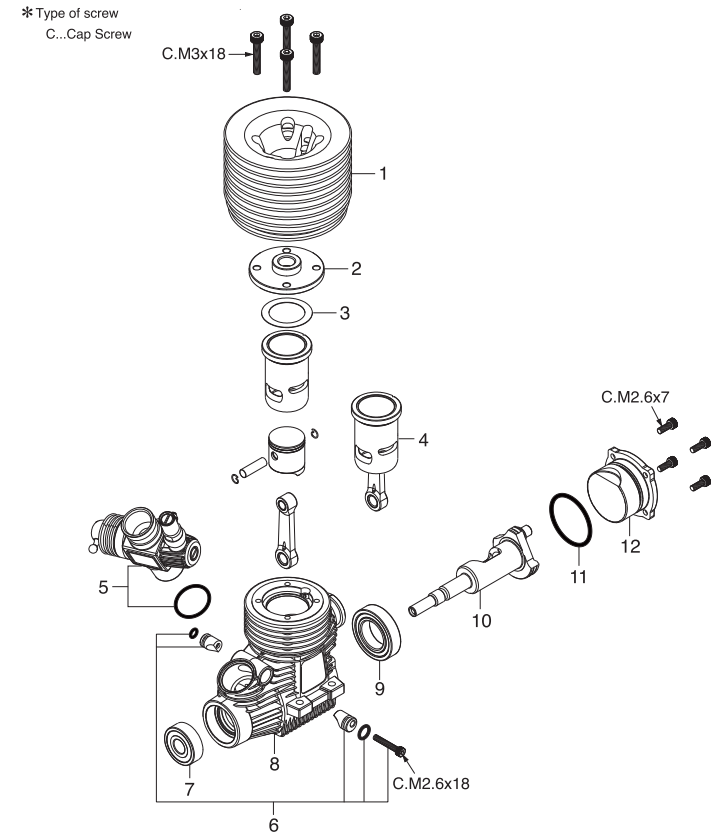
● Engine sound changes and easily overheats.

● Power has dropped extremely.

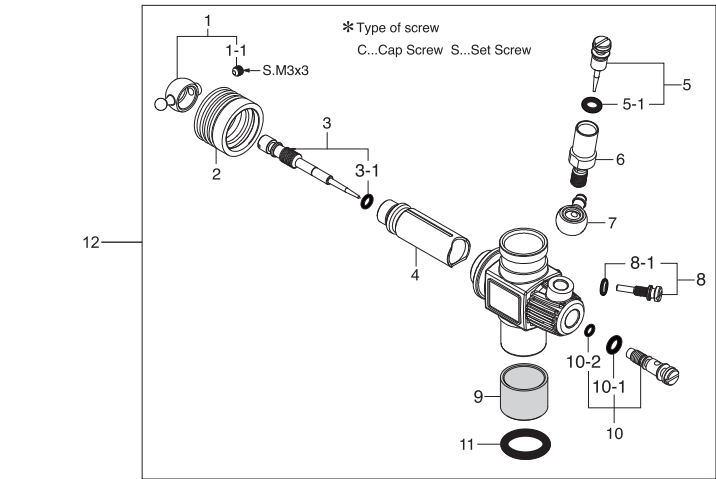
● Idle is unstable and/or engine tends to stop at idle.

In most cases, ball bearings, cylinder & piston assembly, connecting rod and/or crankcase have become worn. Check the parts carefully and replace them if necessary.

■ ENGINE EXPLODED VIEW

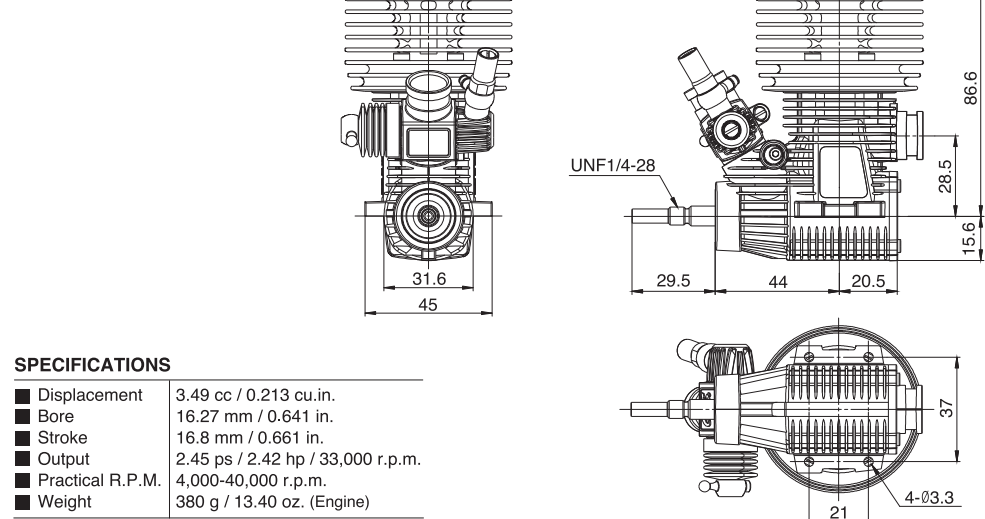


■ CARBURETOR EXPLODED VIEW



■ THREE VIEW DRAWING

Dimensions (mm)



SPECIFICATIONS

■ Displacement	3.49 cc / 0.213 cu.in.
■ Bore	16.27 mm / 0.641 in.
■ Stroke	16.8 mm / 0.661 in.
■ Output	2.45 ps / 2.42 hp / 33,000 r.p.m.
■ Practical R.P.M.	4,000-40,000 r.p.m.
■ Weight	380 g / 13.40 oz. (Engine)

■ ENGINE PARTS LIST

No.	Code No.	Description
1	PTK-2675	Cooling Head
2	PTK-2674	Inner Head Button
3	PTK-2612	Head Gasket Shim
4	PTK-2673	Complete Piston/Sleeve/Rod Assembly
5	PTK-2677	Complete Carburetor
6	PTK-2514	Carburetor Retainer Assembly
7	PTK-2504	7x19x6mm Front Engine Bearing
8	PTK-2671	Crankcase
9	PTK-10100	14x25.4x6mm Rear Engine Bearing
10	PTK-2672	Crankshaft
11	PTK-2512	Rear Cover Plate O-Ring
12	PTK-2676	Rear Cover Plate
	PTK-2542	P3 Turbo Glow Plug (Ultra Hot)
	PTK-2679	6mm Carburetor Restrictor (Orange)
	PTK-2679	7mm Carburetor Restrictor (Yellow)
	PTK-2517	Carburetor Restrictor O-Ring (2)
	PTK-2528	Exhaust Manifold Gasket (2)

CAP SCREW SETS

Code No.	Size	Pcs. used in an engine
PTK-2515	2.6x7mm	Rear Cover Plate Screw (10)
PTK-2514	2.6x18mm	Carburetor Retainer Screw (assembly)
PTK-H-1208	3x18mm	Cooling Head Screw

■ CARBURETOR PARTS LIST

No.	Code No.	Description
1	PTK-2529	Ball Link
1-1	PTK-H-4000	3x3mm Set Screw
2	PTK-2535	Slide Cover Boot
3	PTK-2530	Low Speed / Metering Needle
3-1	PTK-2531	Low Speed / Metering Needle O-Ring
4	PTK-2571	Slide Valve
5	PTK-2540	High Speed Needle
5-1	PTK-2533	High Speed Needle O-Ring
6	PTK-2537	High Speed Needle Housing
7	PTK-2678	Fuel Inlet Nipple No.16
8	PTK-2543	Idle Screw
8-1	PTK-2536	Idle Screw O-Ring
9	PTK-2618	Carburetor Thermo Insulator
10	PTK-2532	Mid Range Needle w/O-Rings
10-1	PTK-2533	O-Ring (Large)
10-2	PTK-2534	O-Ring (Small)
11	PTK-2513	Carburetor Outer O-Ring
12	PTK-2677	Complete Carburetor (J3-1)

The specifications are subject to alteration for improvement without notice.