

Warranty

Your VVRC/RCGF engine and ignition system are covered with a 2 year warranty by Valley View RC starting from the date of purchase.

This warranty covers defects in workmanship and materials only. First year parts and labor, second year parts only.

Disassembly or modifications of any part of the engine or ignition system will void this warranty. Engine will not be test ran if idle spring is removed or dislodged, too dangerous.

This warranty does not cover the following:

Shipping expenses to and from Valley View RC for warranty service.

Damage caused by improper handling, operation, modifications, or maintenance.

Damage caused by a crash.

Damage caused by using improper fuel or additives.

Damage incurred during transit

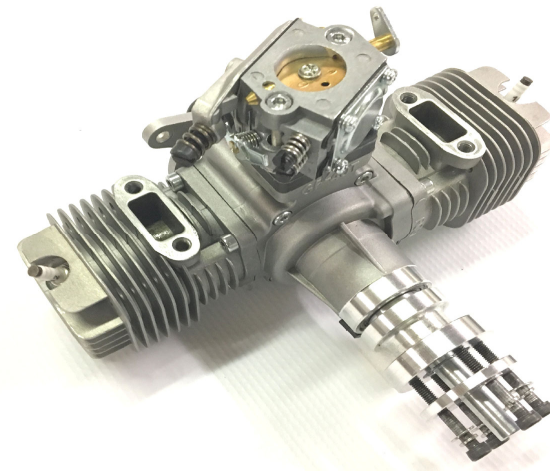
Warranty items will not be replaced until defective items in question are received by Valley View RC

Please be sure to pack any items sent to us carefully. Be sure to include your contact information, proof of purchase as well as a description of the problem. Warranty is not transferable.

Ship to;

Valley View RC
Service Center
5518 163rd St E Suite C
Puyallup, WA 98375
Ph 253-875-6890
Email: sales@valleyviewrc.com
Web www.valleyviewrc.com

Thank you for your purchase of a
New VVRC/RCGF 40cc gas engine.



USER MANUAL

VVRC/RCGF 40cc series gasoline engine is for professional use in Radio control model airplanes.

This engine has a high power output and is light weight, this makes it ideal for all 30cc size airplanes.

Please read entire manual and follow all instructions before starting engine.

SAFETY INSTRUCTIONS

Gasoline airplane engines are not a toy. Serious injury may result from improper use of this engine. Valley View RC or engines are not responsible for any injury, damage or other loss resulting from the use of this engine.

Before every use, take a look at the engine assembly and propeller. Check to make sure all items are tight and secure. Check to make sure propeller is tight and mounting bolts are tight. Loctite is recommended on all mounting hardware and muffler.

Always stand clear of and behind the propeller; never allow anyone including yourself, to be in front of or to the sides of the propeller when starting or running the engine. Anyone near the engine should wear protective eyewear. Do not wear loose clothing near the engine or propeller.

Always operate the engine in an open area. Do not operate indoors.

This engine can develop tremendous thrust. Make sure the aircraft is properly secured when starting or operating the engine

Read all instructions before operating your engine. If you have any questions about any aspect of operating this engine, do not attempt to start or operate it. Never operate the engine or fly alone

Notes

This engine is close to the same as the original VVRC 40cc with a few changes.

The mounting pattern has been changed to a larger pattern, this is due to feedback from customers.

The mufflers changed to a flatter design to help control noise. Please note that the muffler bolts are next to the down pipe and a ball allen wrench works best but a straight allen can be used.

The prop bolt pattern is the same as before, DLE 55, DA 50, etc.

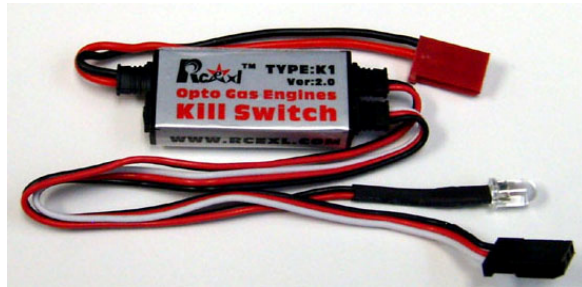
As per customer feedback we have changed spark plug caps. They no longer twist to lock but push straight on as the CM-6 plugs. Removing these plug caps is much easier if you twist the cap until it is straight out with the cylinder; easier to pull off in this position.

If starting by hand you will find this new engine will start easier.

I think you will find these changes helpful. The appearance of the engine is much better.

Please use an electric starter when starting this engine, If you hand start this engine be very careful.

Many flying club's are now requiring an electronic kill switch for gas engine airplanes. We recommend the Rcexl Opto gas kill switch for this engine. This switch is available at Valley View RC.



Please use an approved gas container for your gas supply. A hand crank pump or an approved electric pump container will work just fine. Keep your gas clean.



Please remember this engine is an air cooled engine. If you install this engine in an airplane that will have a cowl over the engine you must make sure you have the proper amount of air inlet and exit to cool the engine.

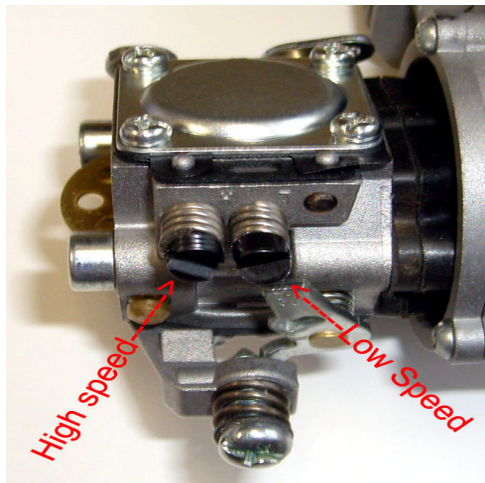
The standard recommendations are 3 times exit air as intake air. Please remember that an engine damaged by overheating is not covered under warranty.

Valley View RC recommends, Red Line and STIHL HP Ultra 2-Cycle Engine Oil. HP Ultra is a fully synthetic 2-cycle air cooled engine oil specially suited for high performance engines. This oil has outstanding engine cleaning characteristics, plus "ultra" superior lubricating qualities in comparison to other 2-cycle engine oils. This oil is biodegradable, and can be purchased at your local STIHL dealer or ordered from Valley View RC.

Gasoline is extremely flammable. Be careful of any sparks from electrical contacts such as fuel pumps, battery chargers, etc. Do not allow smoking in the area of your fuel supply or engine. Store fuel in approved containers and in well ventilated areas. Allow the engine to cool before touching or fueling.

This engine should be ran for about 10 minutes prior to flying the airplane to help with break in process. When mounting the engine on the airplane, it is always best to have the wing/wings on the airplane before running the engine. Using an oil to gas mixture of 32-1 for the first two gallons is best for break in. Make sure the engine is running properly and has the idle you want and just fly the airplane. We recommend running the same oil for break-in as you will after.

If adjustment of the carburetor is needed later please adjust the needles as follows. Adjust the high speed needle first; adjust the high speed to peak performance and then turn it counter clock-wise about 1/16" about the thickness of the flat screw driver blade. Starting settings are: High Speed 1-3/4 turns out, Low Speed 1-1/2 turns out.



After you have the high speed needle set check the idle and transition to full throttle. If it is OK then leave it alone. If when transitioning to full throttle the engine sputters and dies then open (turn counter clock-wise) the low speed needle 1/8". Try transitioning to full throttle again, keep adjusting until you get a good transition from idle to full throttle.

Please do not remove the idle screw or disconnect the throttle spring on this engine or any other gas engines, very dangerous.

Recommend propellers for this engine are

21 X 6
21 X 8 (Recommend)
21 X 10

Recommend Static RPM's on ground 6500 to 6800

Please do not use any propeller less than a 21 X 8, this can cause the engine to turn more RPM's than it is capable of and cause overheating or damage and will not be covered under warranty. Always make sure the prop bolts are tight; if using a spinner the center prop shaft is threaded for a m5 bolt that comes with most spinners.

Please do not over tighten the spark plugs, this will result in damage to the cylinder spark plug threads and will not be covered under warranty.