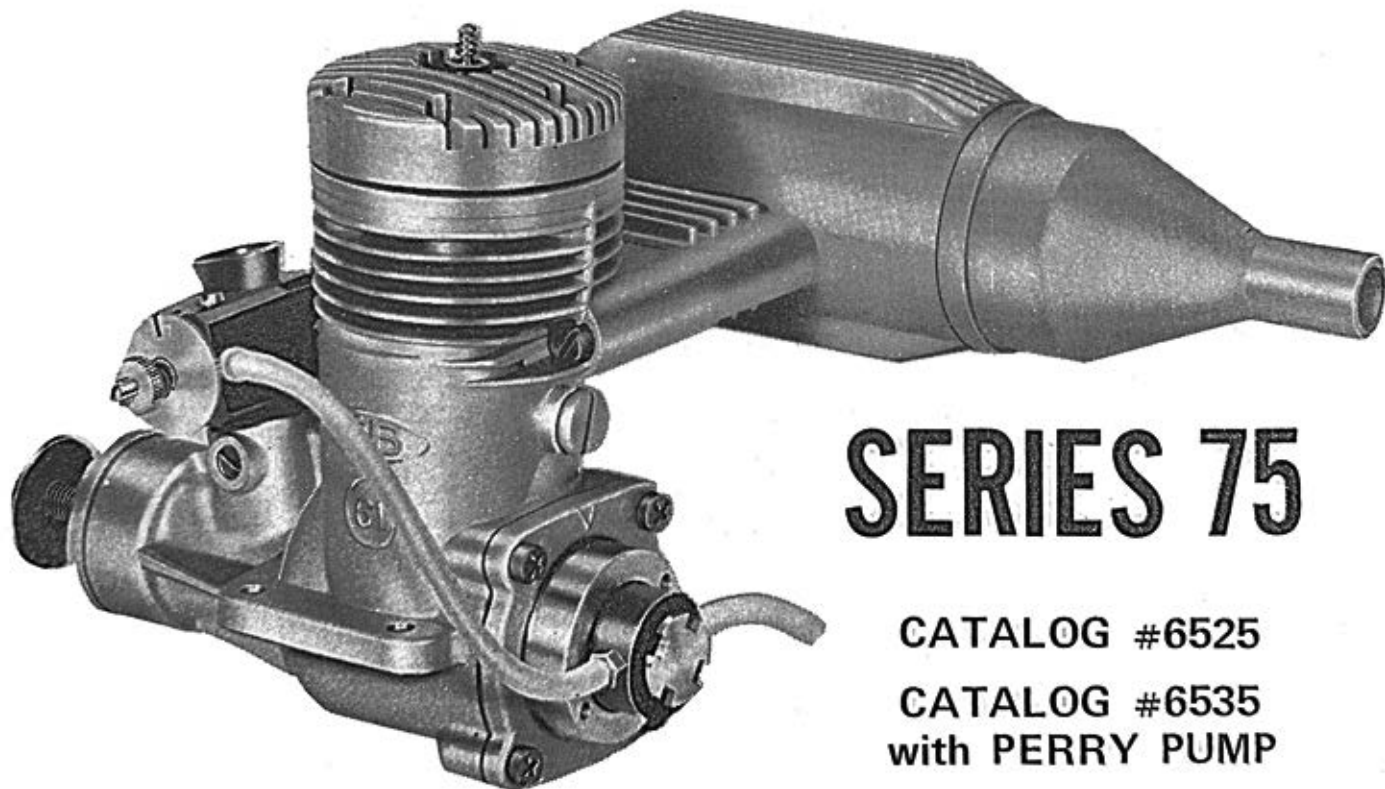


.61 RC Glow-Plug Engine



SERIES 75

CATALOG #6525

CATALOG #6535
with PERRY PUMP

OPERATING INSTRUCTIONS AND GENERAL INFORMATION



aurora hobbycrafts

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INTRODUCTION

As an owner of a Series 75 K&B .61 R/C Engine, please read carefully the following instructions for proper Installation, Operation, and Care of your new engine.

INSTALLATION-ENGINE: (Engine and Fuel Tank): The engine may be installed upright, on either side, or inverted. In any position, however, be certain that the engine is securely bolted into place. Use the TEMPLATE supplied (see three view drawings) for EXACT MOUNTING BOLT SPACING. If engine is to be mounted on hardwood mounts, as supplied in many kits, be sure they have parallel surfaces for the engine lugs to mount on. If it is to mount on one of the commercial radial mounts, use a minimum of three 6-32 bolts and lock washers to secure the mount to the firewall.

FUEL TANK: A full fuel tank should allow from 12 to 15 minutes of operation. A twelve ounce or larger clunk tank is recommended. Mount as close to engine as possible with its center-line level and not lower than $\frac{1}{2}$ " below the needle valve. Wrap the tank loosely in foam rubber to prevent fuel from foaming caused by vibration of tank. For maximum performance from your engine use a pressurized fuel system using exhaust pressure from the muffler to the tank. To achieve this connect the clunk line to the carburetor and the overflow line to the pressure fitting on the muffler. To fill the tank disconnect both lines and fill through the carburetor line until the fuel overflows through the pressure line.

ENGINE BREAK-IN: Your K&B .61 has been run at the factory, therefore extended break-in is not required and bench running is not necessary. It is strongly recommended that fuels containing more than 10% to 12% Nitro-methane be avoided until the engine has been operated about one hour. For the initial flights adjust the engine to a slightly "burbling" sound and a smoky exhaust. After each tank of fuel the engine can be "leaned" until about one gallon of fuel has been consumed. For both break-in and general operation K&B 100 or K&B 500 should be used.

PROPELLER: For most airplanes an eleven (11) inch diameter with eight (8) inch pitch is recommended. For larger and heavier models a twelve (12) inch diameter with six (6) inch pitch can be used. Whatever propeller is used make certain it is properly balanced to prevent excess vibration.

GLOW PLUGS: Use any K&B #4520 Glow Plug with Idle Bar.

MUFFLER: A highly efficient muffler has been included with this engine. The engine has been designed to operate with it. Failure to run the engine with the muffler will result in a poor idle and general bad handling. The muffler is supplied with two (2) screws which attach the muffler snugly to the exhaust. **NOTE: The muffler supplied with the engine, equipped with the fuel pump, does not have a pressure fitting as it is not required with the pump version. The muffler with the pressure fitting goes on the engine without the fuel pump.**

CARBURETOR: Separate instructions for the Carburetor that explain its operation are included with this engine. **PLEASE READ CAREFULLY.**

STARTING THE ENGINE: With a full tank of fuel and an ignition battery of not more than 1½ volts proceed as follows:

1. Turn the needle valve counterclockwise two to three turns from the fully closed position.
2. With the carburetor fully open place finger tip over the venturi and flip the propeller quickly two or three times.
3. Remove finger tip from venturi and continue to flip several times.
4. Close carburetor to approximately one-quarter (¼) open and connect battery.
5. Slowly turn the propeller counterclockwise and "feel" for a momentary resistance which indicates ignition of the fuel in the cylinder.
6. Quickly flip the propeller to start the engine and then disconnect the battery.

ENGINE CARE: Dust and dirt are the worst enemies of your engine. At all times keep the engine and the fuel clean. If you fly off of a dirt or dusty field use the K&B 6504 Air Filter.

REPLACEMENT PARTS: Replacement Parts may be purchased from your local Model Dealer. If, however, they do not have what you need in stock you may order direct from the factory using the enclosed Order Form.

FACTORY OVERHAUL

When an engine has been damaged or worn sufficiently to require replacement of parts, it is recommended that it receive a complete factory overhaul.

This consists of replacement of all worn or damaged parts, and test running to insure **good as new condition**.

If an estimate is requested by the customer, a service charge will apply, whether or not he decides to have the engine repaired.

MAXIMUM REPAIR — Regardless of condition, no engine repair will exceed \$48.00* (this includes service charge and postage except air mail). A new guarantee is given on factory overhauled engines.

There will be a service charge of \$4.50 on any repair (except maximum repairs as above).

All repaired engines will be returned C.O.D.

***Does not include Perry Pump. See Warranty on enclosed Perry Pump Instruction Sheet.**

"THE CHOICE OF CHAMPIONS"



SUPERSONIC "500"

SUPERSONIC 500 provides top performance in the coldest weather. For all pattern or sport flying where mufflers are used. This fuel burns clean.

K & B GLOW PLUG with IDLE BAR

An improvement in the original "idle bar" glow plug. It can be recognized by its distinguishing "gold post." For controlled engine speed that will run at a required given speed up to a constant maximum—for R/C. Carrier, and Scale Flying.

Note: Do not exceed 1½ volts.
4520



SUPERSONIC "100"

the general purpose fuel that runs cooler in the hottest weather. For U-Control, Radio Control and Free Flight.

KB-1L and KB-1S GLOW PLUGS

The KB-1L (long reach) and the KB-1S (short reach) are equipped with a newly developed platinum alloy wire element, making the coil element superior to the coil being used in any other plug . . . will better withstand the terrific heat of the hottest fuels.

7311 KB-1L (long Reach)
7321 KB-1S (short Reach)

SPECIFICATIONS

	ENGINE	BORE	STROKE	DISPL.	COMP. RATIO	POWER	RPM	WT.
#6525	.61RC	.940	.880	.61	7.25:1	1.3	12,000	17 Oz.
#6535	.61RC	.940	.880	.61	7.25:1	1.5	12,800	18 Oz.

WARRANTY — Engine Only

See Warranty on enclosed Perry Pump Instruction Sheet.

This engine is guaranteed to be free from defective parts and/or workmanship for the useful life of the engine. This guarantee does not cover any damage to the engine caused by willful neglect, or damage as a result of uncontrolled operation.

The entire engine must be returned to the factory post paid for service under this guarantee. In requesting service give a complete explanation of problems encountered. Be sure to state your address clearly.

