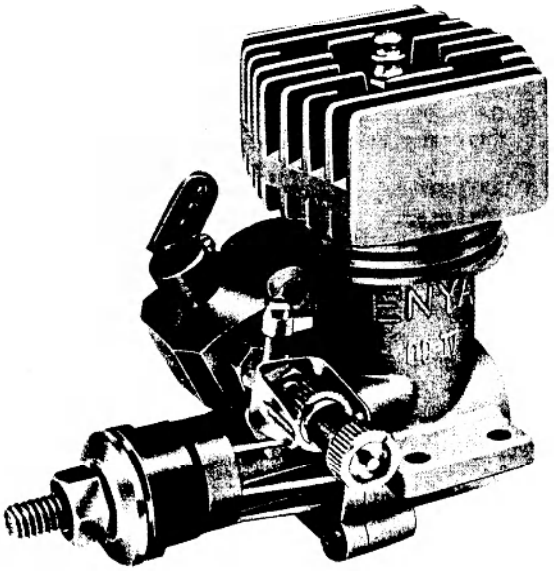
ENYA QUICKY 09

* INSTRUCTIONS:-



DISTINCTIVE FEATURES

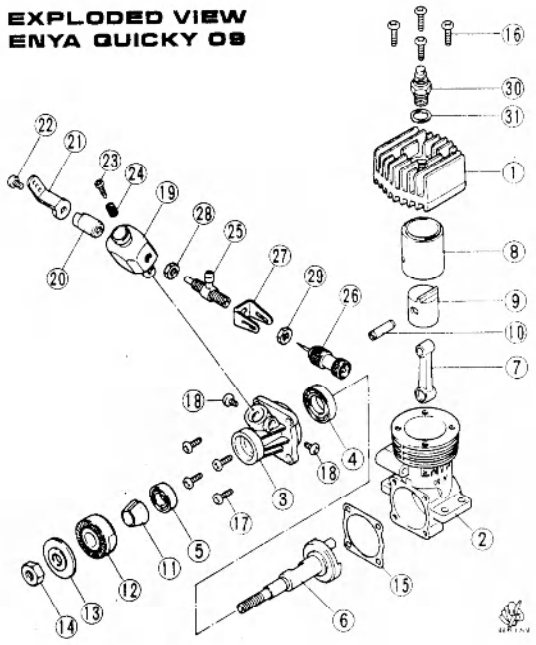
1. This Sport Engine is most suitable for small cars (mainly 1/10 class Buggies).
2. Very easy starting characteristics - for beginners.
3. Precise machine-processed front housing with 2 ball bearings means short breaking-in time (easy handling), and gives excellent power and torque.
4. New styling with large size heat-sink head gives effective cooling.
5. Sturdy and dependable construction.

SPECIFICATIONS

TYPE - 2 cycle glow plug ignition, front induction, shaft rotary valve system, cross flow scavenging. With 2 ball bearings.

Cylinder bore x stroke	mm.	13.0 x 12.2
Cylinder displacement	cc.	1.62
Weight (w/plug)	g.	145
Practical speed range	r.p.m.	3,000 - 18,000
Power range	HP	0.18
Glow Plug		Enya No.3

EXPLODED VIEW
ENYA QUICKY 09



EXPLODED VIEW FOR ENYA QUICKY 09

No.in drawing	Name of Part	Part No.
1	Heat sink cylinder head	09402C
2	Cylinder block	09403C
3-5	Front housing w/Ball bearings	09407C
3	Front housing	09407C1
4	Ball bearing A (8 mm dia.)	09407C2
5	Ball bearing B (6 mm dia.)	09407C3
6	Crank shaft	09408C
7	Connecting rod	09305
8-9	Cylinder & Piston assembly	09304
10	Piston pin	09306
11	Collet	09425C
12	Drive washer	09410C
13	Propeller washer	09212
14	Propeller nut(5mm nut.)	09214
15	Gasket of front housing	09316
16-17	Screw set of Cylinder head & Front housing	09415CB
16	Screw for cylinder head, 3 x 8mm screw	29415A
17	Screw for front housing, 3 x 10mm screw	45B15A
18-29	Carburetor assembly	09430C
18	Carburetor assembly setting screw	09230GA
19	Carburetor body	09430CA
20	Carburetor valve	09430CB
21	Carburetor lever	11CX40C
22	Carburetor lever setting screw	15240E
23	Idling speed adjusting screw	11CX40H
24	Locking spring	11CX40I
25-29	Needle valve assembly	09430CF
25	Spray bar	09430CF2
26	Needle only	09230F1
27	Needle setting spring	15220C
28	Spray bar setting 4mm nut	09220D
29	Spring setting 4mm nut	09230F5
30	ENYA Glow plug No.3	
31	Glow plug washer	

SPECIAL ATTENTION

Following points must be adhered to:-

1. Main content of fuel is methyl alcohol but it also may contain poisonous nitro-methane etc. So, never put it into your mouth.
2. Fuel is inflammable, so never use it near fire or indoors.
3. Never run the engine indoors, because the waste gas is poisonous.

Comments: **Delete No.4 paragraph completely.**

NECESSITIES FOR STARTING ENGINE

1. FUEL:
   Use glow plug engine fuel which can be purchased easily from your local model shop.
   The most suitable content of nitro-methane is about 10%.

2. GLOW PLUG:
   ENYA Glow Plug No.3 is recommended. If you use the wrong glow plug the engine may not run properly, or have a rough idle etc. If this occurs, change the plug for other number.

3. BATTERY:
   You can use either a 1.2V Ni-Cad battery or a 1.5V drycell battery but make sure that whichever battery is used is strong enough to make the plug glow fully red.

4. GLOW PLUG CLIP:
   The Glow Plug Clip connects the battery to the glow plug. Most clips are suitable, but if in doubt, consult your dealer.

5. CHOKE:
   When starting the engine, a small quantity of fuel must be drawn into the motor for it to fire. This can be done in two ways. Firstly by injecting a small amount of fuel into either the exhaust port, the air inlet of the carburetter or through the glow plug hole or secondly by placing a finger over the air inlet of the carburetter (known as 'choking') whilst turning the motor over a few times (without the glow plug battery connected).

6. FUEL TANK:
   Use the fuel tank recommended to suit the kit. Read the instructions carefully before using the fuel tank.

THE PROCESS OF STARTING THE ENGINE

1. Fully close the needle valve (clock wise).
2. Fill the fuel tank.
3. Open the needle valve 1¼ turns (counter clockwise) and the throttle to ⅓ open.
4. Choke. (as per previous section).
5. Connect the glow plug to the battery by means of a glow plug clip.
6. Crank motor over (counter clockwise). When cranking, follow the instructions each kit specifies. If you can not start the engine, repeat No.4 and continue cranking.

Comment: leave out completely 'Notices, when starting the engine'.

ADJUSTMENT OF NEEDLE

1. As soon as the engine starts, open the throttle a little to increase the engine r.p.m. and warm the engine for 10-20 seconds. Then disconnect the glow plug clip.

2. Holding the driving wheels off the ground, open the throttle fully and close the needle valve slowly to find the best position for maximum r.p.m. (peak).

3. Now open the needle valve 3-4 clicks back from the peak position, and adjust the idling with the idle speed screw. If the engine runs smoothly with the throttle closed and the car stationary, the adjustment is o.k.

4. Holding the driving wheels off the ground, open and close the throttle. If the engine throttles smoothly up and down, the settings are correct. If the engine doesn't produce high r.p.m. and gives out thick smoke from the exhaust, the carburetter is set too 'rich'. Close the needle valve (clockwise) 1-2 clicks. If the motor stops, and there is little or no smoke, the mixture is too 'lean' Open the needle valve 3-4 clicks.

5. Remember the best position of the needle valve after adjustment for optimum running of the engine.

OTHER NOTICES WHEN RUNNING THE ENGINE

1. Always set the needle valve to a slightly rich setting. Too leaner mixture is not good for the engine.

2. During the initial running in of a new engine, the 'breaking in' period (the first 3 or 4 tanks of fuel), it is recommended to open the needle valve to slightly richer than the optimum position.

3. The needle valve must be closed when the engine is not in use, so that the fuel does not enter into the throttle valve. If you do not use the car for some time, the fuel tank should be emptied.

4. If you do not use the engine for sometime, you may feel some difficulty in re-starting the engine due to the fuel residue in the carburetter. Opening the needle valve 2 of 3 times should clear this residue.

5. Do not disassemble the engine needlessly, even though this is not difficult.

6. Do not screw up the sink head or cylinder head too tightly as this could distort the cylinder liner etc.