

Aprile 1981
April 1981

OPS 60 SUPER

Elenco parti di ricambio

Spare parts list

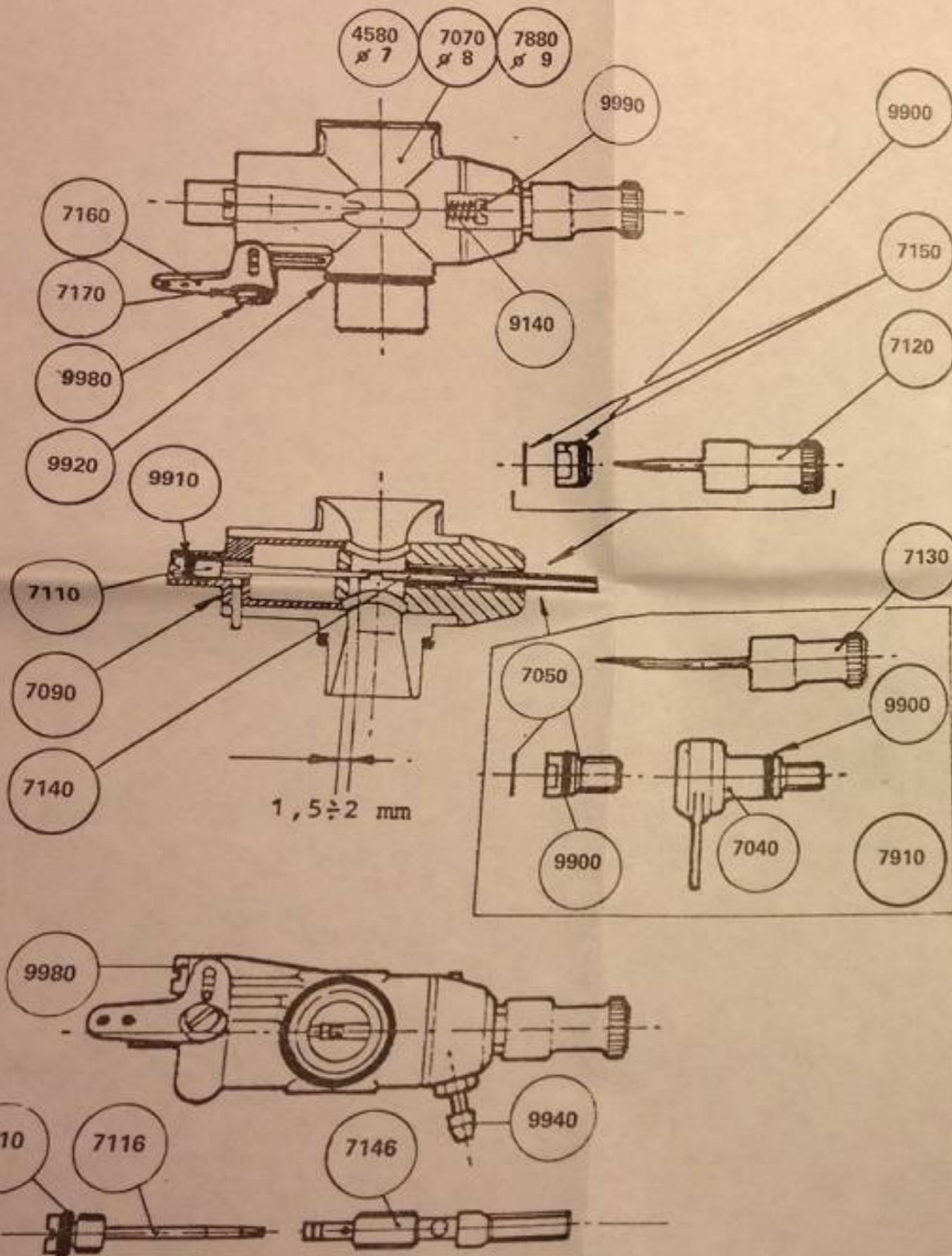
723	Guarnizione tappi	Plates gasket
725	Tappo post. con pompa Perry	Rear plate & Perry pump
729	Bocchettone regolabile per lunghezza pipe 627-628-678-692	Pipe-length adjuster adaptor for type 627-628-678-692
733	Tappo anteriore	Front plate
734	Tappo posteriore	Rear plate
735	Albero	Shaft
737	Accopp. ABC risonanza RCA	ABC cyl/piston piped RCA
753	Cuscinetto anteriore	Front ball bearing
754	Cuscinetto posteriore	Rear ball bearing
762	Dado blocca elica	Propeller nut
763	Ranella porta elica	Propeller washer
764	Porta elica completo	Propeller adapter assembly
765	Porta elica	Propeller adapter
766	Cono porta elica	Propeller adapter cone
789	Carb. RC orizz. OPS 790 con 791	RC slide carb. OPS 790 with 791
790	Carb. RC orizzontale OPS	RC slide carb. OPS
791	Gruppo carb. in volo per 790	In flight needle control for 790
043	Raccordo silicone scarico	Exhaust silicone connector
051	Ogiva Ø 52 mm.	Spinner Ø 2"
099	Ogiva Ø 60 mm.	Spinner Ø 2" 3/8
601	Vite tappo ant. e attacco scarico	Front plate & exhaust adapter screw
604	Spinotto	Wrist pin
605	Anellini fermo spinotto	Wrist pin retainer
613	Guarniz. attacco scarico	Exhaust adapter gasket
614	O-Ring per 729	729 O-Ring
616	Vite tappo posteriore	Rear plate screw
624	Cappello testa alettata	Finned head cover
633	Monoblocco	Crankcase
640	Accoppiam. ABC risonanza VAE	ABC cyl/piston piped VAE
642	Guarnizione testa	Head gasket
651	Biella special	Special connecting rod
660	Fermo carburatore	Carburettor retainer
670	Vite testa	Head screw
684	Vite bloccaggio carburatore	Carburettor screw
686	Inserto testa	Head insert
688	Attacco scarico angolato	Angled exhaust adapter
689	Silenziatore extra pipa SS	Special muffler for SS pipe
692	Pipa SS	SS pipe

Per l'art. 804 vedere anche elenco
parti di ricambio 60 Speed

For art. 804 see also 60 Speed
spare parts list

ART. 4570 - 7900 - 7890 - 7920 - 7930

ELENCO PARTI - PARTS LIST



- 4580 CORPO FORO Ø 7 mm per ART. 4570
4570 carburettor Ø 7 mm intake body
- 7040 LEVA CARBURAZIONE IN VOLO
In flight control lever
- 7050 DADO CARBURAZIONE IN VOLO
in flight control nut
- 7070 CORPO FORO Ø 8 mm. per art. 7900 - 7890
7900 - 7890 carburettor Ø 8 mm intake body
- 7090 TAMBURO
Drum
- 7110 SPILLO REGOLAZIONE MINIMO
Idle needle
- 7116 SPILLO A DOPPIA CONICITA'
Double cone idle needle
- 7120 SPILLO REGOLAZIONE MASSIMO
Full speed needle
- 7130 SPILLO REG. MASS. CARB. IN VOLO
In flight control needle
- 7140 SPRUZZATORE
Spray bar
- 7146 SPRUZZATORE CON FORELLINO PER ART. 7116
7116 spray bar
- 7150 DADO STANDARD
Standard nut
- 7160 LEVETTA
Lever
- 7170 BOCCOLA LEVETTA
Lever washer
- 7880 CORPO FORO Ø 9 mm. per ART. 7920 - 7930
7920 - 7930 carburettor Ø 9 mm intake body
- 7910 GRUPPO CARBURAZIONE IN VOLO
In flight needle control assembly
- 9140 MOLLETTA
Spring
- 9900 OR SPILLO MASSIMO
Full speed needle OR
- 9910 OR SPILLO MINIMO
Idle needle OR
- 9920 OR CORPO
Body OR
- 9940 GETTO
Fuel inlet
- 9980 VITE LEVETTA E FERMO TAMBURO
Lever and drum screw
- 9990 VITE REGOLAZ. CORSA TAMBURO
Drum regulator screw

September 1985
Settembre 1985



USEFUL HINTS

Handle your engine with care. Many inconveniences are caused by carelessness.

Dust and dirt in the bearings, valve and piston/cylinder set-up ruin your engine.

Rinse your engine very well immediately after use with petrol, particularly when used on boats.

After cleaning the engine lubricate it with light oil, particularly piston/cylinder set-up and front bearing.

Do not insert screwdrivers or other things in the exhaust.

Always use the right tools, screwdrivers, etc. on screws and nuts.

We believe we may judge the modeler by the way he uses his engine. His results will prove it. Therefore, whenever we receive engines for repairs that carry signs of bad use and carelessness, and unfortunately this happens often, we shall return the same as they are.

RUNNING-IN AND USE OF ENGINE

Our engines do not require any running-in and therefore may be directly set in your model, however a short period of careful running is always positive.

This period must be limited to 15/20 minutes, using a propeller which will give you rpms very near to maximum bhp. The engine should run lightly rich and always with the recommended fuel. Many modellers like slow runnings. This is only a waste of time! The engines must be run-in at the rpms and temperatures of normal use.

Wash carefully the new engine with fuel before the use.

FUEL

We recommend the use of the following standard fuel which proven itself the best for competition and RC:

Castor oil 25%
Methanol 75%

The use of nitro containing should be restricted to experimental modellers only.

TUNED EXHAUST PIPES

With reference to the length of the pipe from the center of the valve to the point of maximum expansion of the pipe, our tests have shown that:

Engine	Exhaust length
15	32 cm. about
	36 " "
60/65	26,6 " "
	28,5 " "
	34,0 " "
	38,5 " "
40/29	22 " "
	24 " "
	30 " "
3,5	21 " "
	26 " "
2,5	20 " "

We wish to remind you that the length of the pipe is not constant, the rpm becomes high at low rpm and viceversa.

We recommend the use of standard exhaust when used in small quantities.

With high nitro percentage it is advisable to try both to find the best. In fact, the volume of the exhaust is required by these fuels in a considerable way.

If you decide to use a hollow screw (OPS) for fuel delivery, the pressure from the exhaust by the hollow screw (OPS) we supply on request

USEFUL HINTS

Handle your engine with care. Many inconveniences are caused by carelessness. Oil and dirt in the bearings, and piston/cylinder set-up can damage your engine. Clean your engine very well immediately after use with petrol, particularly when used on boats. After cleaning the engine lubricate with light oil, particularly piston/rod set-up and front bearing. Do not insert screwdrivers or other tools in the exhaust. Always use the right tools, screwdrivers, etc. on screws and nuts.

Believe we may judge the modeler by the way he uses his tools. His results will prove it. Be careful, whenever we receive engines for repairs that carry a warranty of bad use and carelessness, unfortunately this happens and we shall return the same as we received.

ENGINE TUNING AND USE

Engines do not require any break-in and therefore may be run at full speed in your model, however a short period of careful running is always positive.

Run time must be limited to 10-15 minutes, using a tachometer which will give you a reading near to maximum bhp. Engines should run lightly at first, always with the recommended fuel. Many modellers over-run their engines. This is only a waste of time! The engines must be run at the rpms and temperatures for normal use.

Wash carefully the new engine before the use.

FUEL

We recommend the use of this following standard fuel which has proven itself the best for competition and RC:

- Castor oil 25%
- Methanol 75%

The use of nitro containing fuels should be restricted to expert modellers only.

TUNED EXHAUST PIPES

With reference to the length of the pipe from the center of the plug to the point of maximum diameter of the pipe, our tests have shown that:

Engine	Exhaust length	R.p.m.
15	32 cm. about	20 ÷ 21.000
	36 » »	18 ÷ 19.000
60/65	26,6 » »	22 ÷ 23.000
	28,5 » »	19 ÷ 20.000
	34,0 » »	15 ÷ 16.000
	38,5 » »	13 ÷ 14.000
40/29	22 » »	25 ÷ 26.000
	24 » »	21 ÷ 22.000
	30 » »	15 ÷ 16.000
3,5	21 » »	25 ÷ 26.000
	26 » »	19 ÷ 20.000
2,5	20 » »	31 ÷ 32.000

We wish to remind you that the length of the pipe is shortened as the rpm becomes higher and viceversa.

We recommend the use of the Standard exhaust when using nitro in small quantities.

With high nitro percentages it is advisable to try both pipes in order to find the best. In fact the additives required by these fuels change the volume of the exhaust gases in a considerable way.

If you decide to use the pressurized fuel delivery, the pressure is obtained from the exhaust by means of a hollow screw (OPS item 650) which we supply on request, and supplied to the fuel tank through the air vent.

Attention

Wash carefully the new tuned exhaust pipe before the use.

PROPELLER - GEAR-BOXES

When choosing the propellers for your planes and boats and/or gear-boxes please bear in mind the peak horsepower rpm. This is very important because with contest engines the power is very sharp and therefore the peak power is contained within a limited rpm.

WARRANTY

The OPS guarantees its engines for any construction and cannot be held responsible for any defect and any other defect which can be caused by its products. We exclude from this guarantee broken con-rods and piston/rod set-ups, unless they have been caused by evident construction faults because these parts are strictly connected with the operation of engine, especially with the use of highly nitrated fuels.

- SL Side exhaust
- SP Rear exhaust
- A Front intake
- P Rear intake
- VAE Air speed
- RCA RC air
- RCB RC boat
- CAR Car speed
- VAA Air car speed
- STD Standard
- PYL Pylon

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22 » »	25 ÷ 26.000
24 » »	21 ÷ 22.000
30 » »	15 ÷ 16.000
21 » »	25 ÷ 26.000
26 » »	19 ÷ 20.000
20 » »	31 ÷ 32.000

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The OPS guarantees its engines
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- VAE Air speed
- RCA RC air
- RCB RC boat
- CAR Car speed
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- STD Standard
- PYL Pylon

RATSCHLAEG

Habt Fuerson
 Bestimmte U
 entstehen na
 Nachlaessigk
 Staub und s
 Kugellagern,
 Garnituren,
 zur schnelle
 Nach jedem
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 auf Schiffs
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 Benzin gut
 Schieber, C
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 oder sonst
 Auspuffhro
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 Behandlu
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 und sch
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**EINLAU
 GEBRAU**

Unsere
 Einlauf
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 gut an
 Diese
 15/20
 Drehg
 Hoech
 immer
 Viele
 Motor
 das i
 Zeit.



Settembre 1983
September 1983

60 SUPER SPA RCA

(art. 830)

La lunghezza della pipa, dal centro della
candela al punto di massimo diametro, con
eliche 11 x 7 per 13.500 / 14.000 giri circa
ca, è di cm. 38 ÷ 40.

The length of the pipe from center of the
plug to the point of maximum diameter of
the pipe, with propeller type 11 x 7 for
13.500 / 14.000 r.p.m. is cm. 38 ÷ 40.