FEATURES
The FZ110S is the most powerful 110 four cycle engine available. This engine offers many exclusive features that have been proven on other YS engines.

Supercharged system with simplified structure to keep weight to a minimum while still retaining maximum efficiency.

Air chamber that uses crankcase pressure coupled with a double throttle valve system which allows a bigger charge of fuel and air mixture to enter the intake valve for more power.

Fuel injection system for superior throttle response. This system is unaffected by tank position or by the attitude of the model.

GLOW PLUG
Select the most appropriate glow plug from those designed specifically for 4 cycle engines. Glow plug selection greatly affects the maximum engine output and low idle. It HPM’s decrease or stop the maximum engine output and low idle. If RPM's decrease or stop due to low oil content.

If the engine is running rough on idle, the low speed mixture will adjust to the idle speed if transition is smooth at this time.

PROPELLER INSTALLATION
Due to the high torque of the FZ110S engine, we have equipped it with double locknuts for safety.

1. Mount the propeller and tighten the rear nut. Next, tighten the front nut as shown in FIG.1.

2. Select a good quality propeller that will turn at the speed range of 8,000 to 11,000 rpm range. We recommend sizes 14x11-1/2, 15x10-1/1

START-UP
1. Remove tube(B) from the filter, remove tube(A) from the check valve, then fill the tank.

2. Open the needle valve 1/4~1/2 from the fully close position.

3. Open the throttle fully and slowly turn the propeller ten turns. This primes the system by pressurizing the tank and sending fuel to the carburetor.

4. Pour several drops of fuel into the carburetor.

5. Close the throttle to the idle position and connect the glow plug cord. The engine is now ready for starting.

Do not attempt to start at full throttle, as this is very dangerous.

BREAK-IN
To maximize engine performance and increase durability, please follow this break-in procedure:

1. Use the same size (or slightly smaller) propeller than you intend to use in flying.

2. Use a good quality fuel which contains 15-30% nitromethane and an oil content of 15-40%. Synthetic or castor oil can be used, or a combination of synthetic and castor. Do not use four cycle fuel due to the low oil content.

3. The needle valve should be set so that the engine is running at a rich setting. Huns the engine approximately 20 minutes with this setting.

4. Mount the engine to the model and fly ten times with this setting. This concludes the break-in procedure. It is advisable to always use a slightly rich setting to keep the moving parts lubricated, even after the break-in period.

HIGH SPEED ADJUSTMENT
1. Adjustment of high speed is done by the high speed needle valve. When it is turned clockwise, the mixture is leaner. When it is turned counterclockwise, the mixture is richer. A good starting position for the high speed needle valve is 1 1/4 turns open from fully close position.

2. When the engine is started, open the throttle gradually. Next, find the peak position (highest RPM) by adjusting the needle valve. Then, the needle valve should be opened approximately 1/8 of a turn from full RPM to achieve best performance. The engine may stop if the throttle is opened to full immediately after starting. Wait until the engine temperature rises and then open the throttle slowly.

3. For flying, it is advisable to use a slightly richer mixture setting. By using a richer mixture, the engine temperature is maintained and HPM stability improves.

LOW SPEED ADJUSTMENT
This engine is equipped with a low speed needle valve to adjust the mixture from low to mid throttle. This needle valve is located on the side of the throttle barrel opposite the throttle arm (FIG.1).

1. Open the low speed needle to 3 turns from fully closed position.

2. The low speed needle valve should be set after the high speed needle valve has been adjusted. Close the throttle gradually to an idle (approximately 2300 rpm). Let it idle for 20 to 30 seconds and then slowly advance the throttle. The adjustment is satisfactory at low speed if transition is smooth at this time.

3. If the engine is running rough on idle, the low speed mixture is lean. If the engine starts to detonate, when advancing the throttle, the mixture is lean. Turn the low speed needle valve clockwise to richen and counterclockwise for a leaner mixture (note that the direction of the low speed needle valve is opposite the high speed needle valve). Adjustments to the low speed needle valve should be 1/8 to 1/4 of a turn increment at a time to achieve smooth throttle response.

CAMEG TIMING ADJUSTMENT
If for some reason you have to disassemble your engine, please follow these important steps on reassembling the cam gear.

1. Remove the camshaft and backplate assembly. Notice the impression made on the crankshaft counterweight. Position it directly straight down or in line with the case outer seam line.

2. When reinstalling the cam gear, the side with a point mark should be facing the opening of the gear box. Note that it should also be mounted with the point mark located towards the top of the engine just below the cam followers.

IMPORTANT! Silicone rubber is used in many parts of the YS engine. Use only glow fuel or methanol for cleaning. Gasoline and other volatile solutions will damage the silicone if used.

WARRANTY
Strict quality control is implemented by our factory in all phases. From engine manufacturing to final assembly. If performance deteriorates or a part fails due to a manufacturing error, YS will repair or replace the engine at no charge in the period of one year from date of purchase. Warranty does not cover normal maintenance.

Should the engine be modified, incorrectly assembled or abused, there will be a normal charge for parts and labor. The use of four cycle fuel due to the low oil content will void warranty.