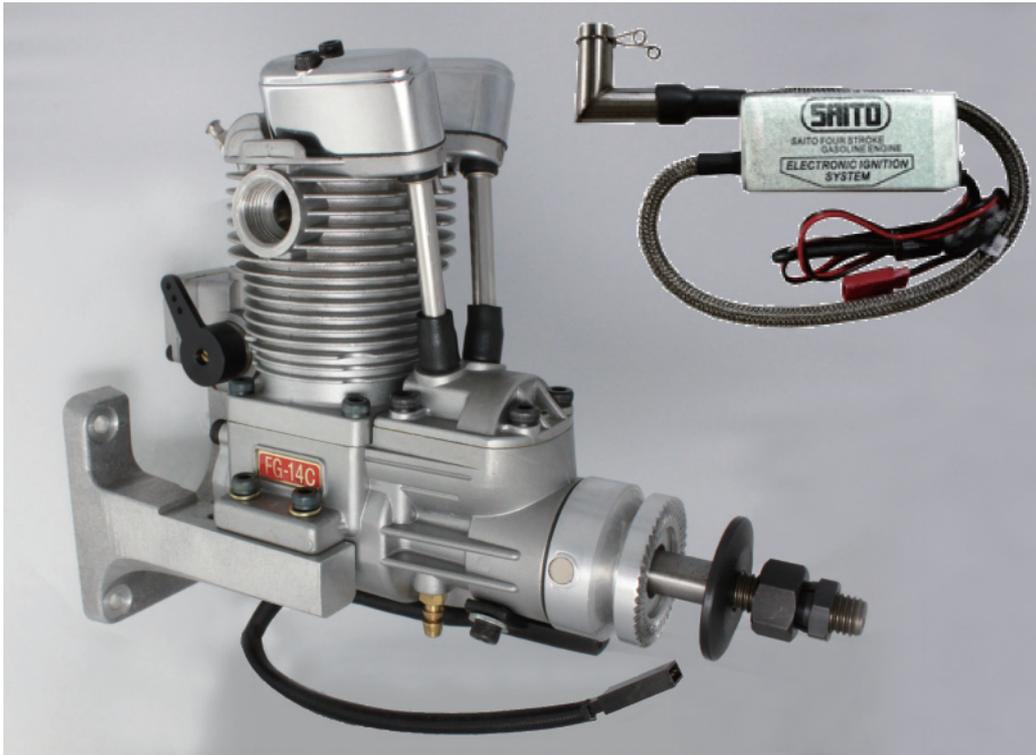




For FG-14C Complement sheet



FG-14C

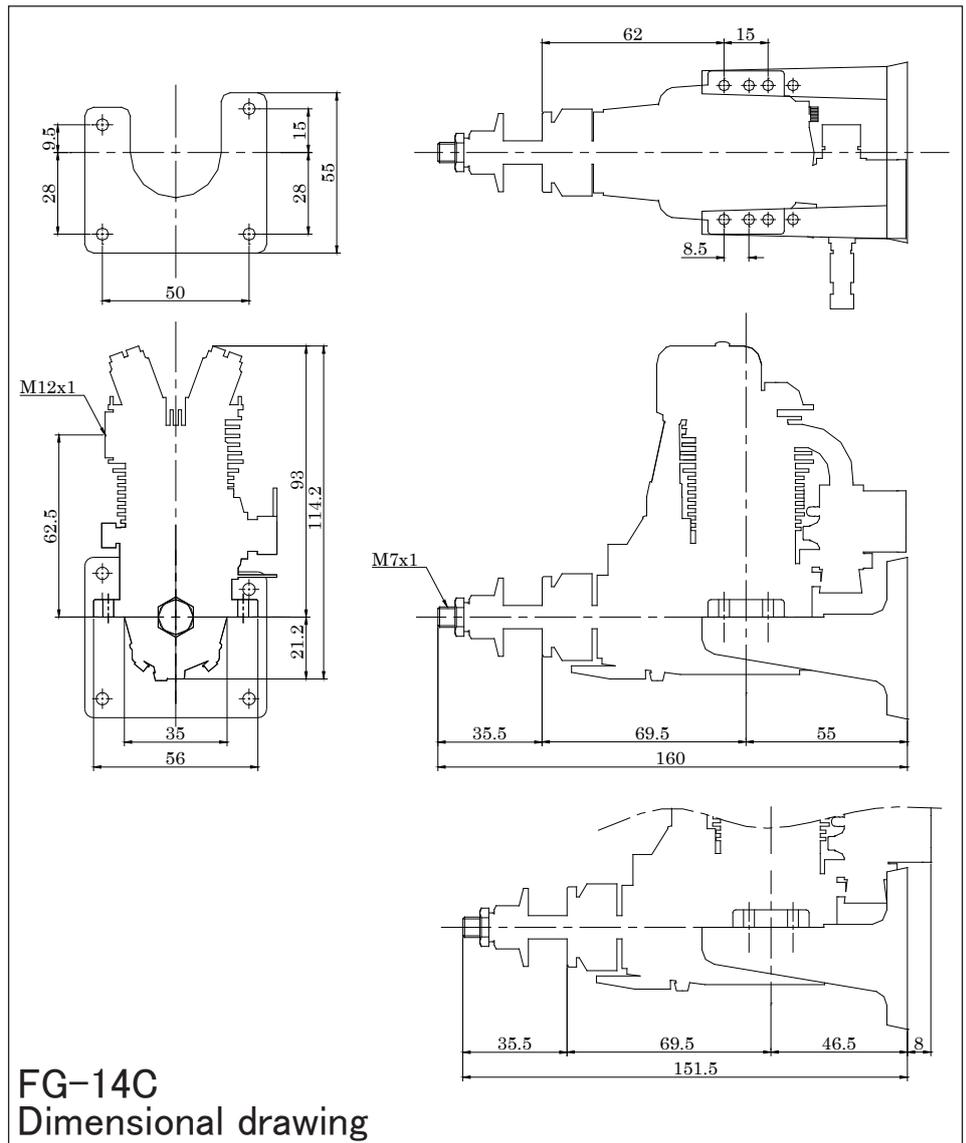
FG-14C is the model modified from FG-14B with new ignition system and drive flange. The dimensional drawing is just the same as FG-14B as shown on the right. The new ignition system comes with the compact case and sensor compared to the previous type.

About the treatment of the ignition system, please refer to the next chapter.

New parts for FG-14C

Drive flange *	FG-14C-27 (FG-14C-27-2)
Ignition system *	FG-14C-153

* New drive flange "14C-27" can't work with previous ignition system "14B-153". And vice versa.



Ignition system

The ignition system is designed to match our 4-stroke engines with automatic advancing system.

However this ignition system is designed to be an anti-noise product, please isolate it completely from the receiver, servo, and battery to avoid a radio-interference trouble. Moreover, it is desirable to utilize a noise filter (line filter). Especially, each switch (for Ignition and for Receiver) should be isolated and set far from each ones.

The function of each cord;

- (1) Plug cord (meshed high tension cord)

The tip of the plug cap is designed exclusively for SAITO SP-1 Plug. When you put on the plug cap, insert it deep into the plug to avoid coming off during flight. And then pull the plug cap to make sure that it won't come off.

- (2) Sensor cord (black tubed cord)

Connect with the cord from the sensor attached to the engine.

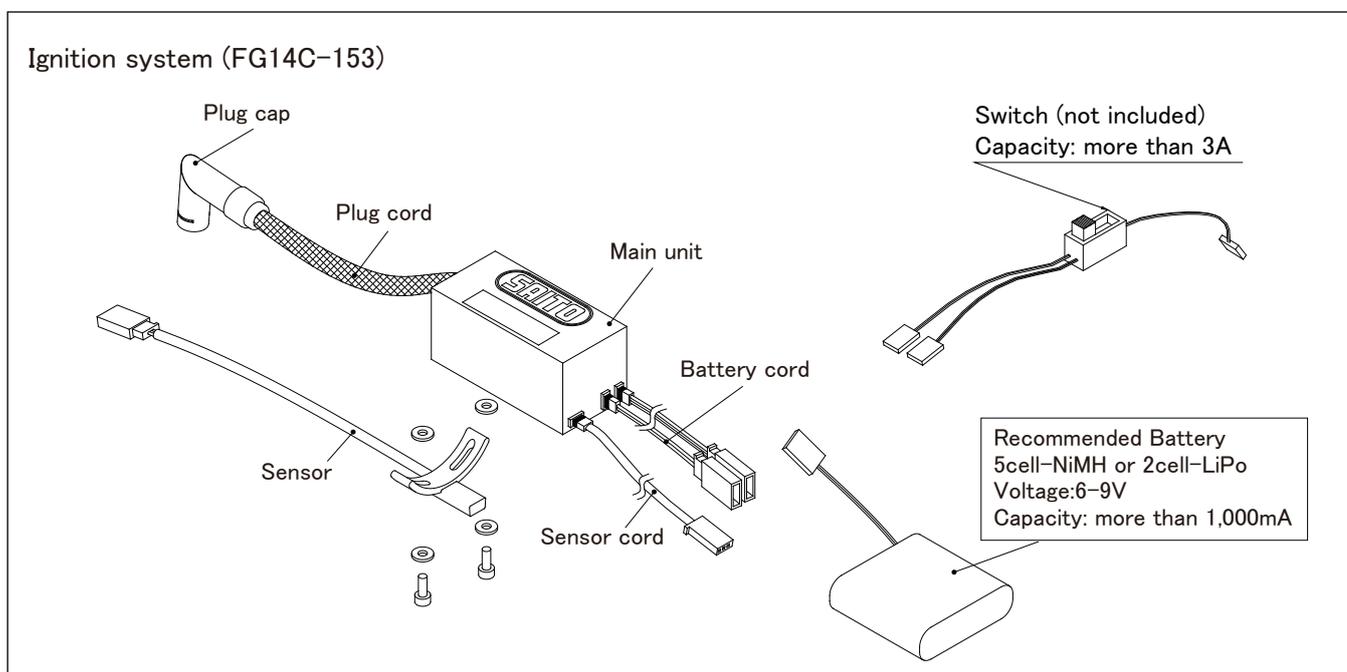
- (3) Battery cord (black/red cord)

Please use the fully charged battery that has adequate spec. (6-9V, more than 1000mA is recommended.). Between the battery and main body, make sure to set an ignition switch whose capacity is higher than 3A.

Noise check (required)

Caution: A gasoline engine generates a noise which has an adverse effect on RC adjustment unlike a glow engine. Please be sure to carry out a noise check each time while the engine is running before the flight. Since a noise which occurs during flight may lead to a large-scale accident, please carry out a noise check without fail.

As a simple method, after starting engine you can check by removing the antenna of the transmitter and operate it about 50m away from the airplane. If there is no malfunction, it is normal. Moreover, it is preferable to obtain advice from an expert of gasoline units.



*Sensor position and Power / Starting easiness;

The ignition sensor can be moved to CW (advance the spark timing) or CCW (delay the timing) as the figure shows.

At the factory default the sensor is fixed on the center (neutral) position. The reason is related to the methods of engine starting.

- With an electric starter-You can start wherever the sensor is fixed.

So you can set the sensor as the rpm reaches maximum speed.

- By hand flip (Manual start)-Starting easiness depends on the sensor position.

The factory default is set as you can start by hand flip and also get highest rpm in that range as possible.

If you prefer easiness of hand starting, move the sensor to CCW direction to delay the spark timing. But then the maximum rpm will slightly decline.

If you prefer power (highest rpm), move the sensor to CW direction. But then you can't start by hand flip but only with starter.

In addition by the feature of the ignition system, it heats up with engine running. When you restart the engine by hand flip, you should open the throttle valve slightly while it's hot. And it's better to enlarge the choke without wetting the plug.

For safety we recommend to use an electric starter.

