

Dear customer,

thank you for your trust in this LRP product. By purchasing a LRP nitro engine, you have chosen a high-performance and highly sophisticated product, which doesn't make any compromise between maximum performance and easy tuneability. We hope you enjoy your new engine.

Please read the following instructions carefully before you start using your LRP ZZ.21C Ceramic Long Stroke engine. This user guide contains important notes for the installation, the safety, the use and the maintenance of this product. Thus protecting yourself and avoid damages of the product.

Proceed according to the user guide in order to understand your LRP ZZ.21C Ceramic Long Stroke engine better. Please take your time as you will have much more joy with your product if you know it exactly.

This user manual shall be kept in a safe place. If another customer is using this product, this manual has to be handed out together with it.

1. Specification

Engine size	.21 (3,49ccm)
Bore	16.27mm
Stroke	16.80mm
Number of ports	3 + 1 (3 x transfer-, 1 x exhaust-port)
Main bearing	Ceramic
Crankshaft	14.0mm / DLC coating / precision balanced / with silicone insert
Crankcase	Black XTEC C6 .21 Heavy-Duty Competition
Piston	Specially lightened, high-silicium alloy
Connecting rod	Knife-edge shaped, extra strong Aluminium, double bushings
Glow Plug	Hot Turbo style, LRP Turbo WT3 (No. 35135) included
Carburetor	XTEC thermal protected WorksTeam carburetor, Aluminium 6, 6.5 and 7mm inserts included
Power output*	2.99 HP
Max. RPM*	40.500 RPM
Weight	355g
Suitable for	1/8th Offroad Buggies and Truggies for competition use

*figures may vary depending on used fuel, muffler and tuning.

2. Fuel

Never use regular gasoline or airplane fuel. Use fresh 2-stroke model car fuel only! We recommend using our line of LRP Energy Power fuels (No. 35712: 25% 1L / No. 35732: 25% 3,5L). For the LRP ZZ.21C Ceramic Long Stroke engine, we recommend a fuel with 25% nitro. Never exceed 36% nitro. A higher nitro content will decrease your engine's lifetime.

3. Airfilter

A good airfilter is very important for the life of your engine. Never run without an airfilter, as quick and permanent damage will result! Don't forget to impregnate the airfilter with a suitable oil before usage. Carefully clean the airfilter at least after every tenth tank. Replace the airfilter every 3 litres (~1 gallon) of usage.

We recommend the use of our LRP Hi-Flow 2-Stage oval airfilter (No. 36565) together with our LRP Hi-Flow airfilter oil (No. 36590).

4. Glowplug

Use only Turbo style glow-plugs (also known as conical style plugs) for this engine. We recommend using our line of high-quality LRP Platinum / Iridium WorksTeam glow-plugs (No. 35135 - No. 35145, available as WT3 and WT4). Check them frequently and never run with worn-out or old glow-plugs since they could damage your engine. They turn dull when your engine was too lean and should be replaced. They should stay

bright like chrome. If the glowplugs wear out too fast, an additional 0.1mm shim between burnroom and liner is recommended. Whenever you have trouble with the engine stalling for no reason, replace the glow-plug first!

TIP: Our LRP team always uses a LRP Platinum / Iridium WorksTeam WT3 (No. 35135) plug for the LRP ZZ.21C Ceramic Long Stroke engine.

5. Exhaust system

Never run without a pipe since this will cause excessive overheating and may damage your engine. A good pipe has a very huge effect on the performance of a 2-stroke engine. For the LRP ZZ.21C Ceramic Long Stroke engine, we recommend using our high-quality LRP Screamer-93 1/8 Off-Road Exhaust System (No. 36255) for maximum performance.

6. Head clearance

We recommend a real head clearance between piston and burnroom of about 0.60-0.70mm (0.024-0.027") or more, when the piston is at Top Dead Center. The real head clearance can be calculated as follows:

Real head clearance = Thickness of head shims + 0.25mm*

We suggest to start with 0.35mm (0.014") shims underneath the combustion chamber. You may want to adjust the shims depending on nitro-content (see table) or track layout. Large tracks may require an extra 0.10mm (0.004") shim to reach higher topspeed and improved fuel consumption, but this will decrease acceleration slightly.

Nitro content	16%	20%	25%	36%
Real head clearance	0.60mm / 0.024"	0.65mm / 0.025"	0.70mm / 0.027"	0.80mm / 0.031"
Head shims	0.35mm / 0.014"	0.40mm / 0.015"	0.45mm / 0.016"	0.55mm / 0.022"

* (that's due to the internal construction of the engine and the compression of the head shims, when the cooling head is mounted)

7. Carburetor

The factory settings of the engine are as following and are a good starting point for you, if you are not satisfied with your carburetor settings. Turn in the needles completely (Caution: Do not overtighten them!) and loosen them the required number of turns again:

- Main speed needle (#3): **3 1/4 turns**
- Mid range needle (#2): **Exactly flush with the ball link.**
- Third needle (#4): **Exactly flush with the carburetor body**

Idle screw (#1):

Adjusts the air flow when carburetor is fully closed. Turn CW for higher idle-speed and CCW for lower idle-speed. Should be open approx. 0.5mm.

Mid range needle (#2):

Adjusts the mid/low-speed flow rate of the fuel. Turn CW for leaner and CCW for richer setting.

Main speed needle (#3):

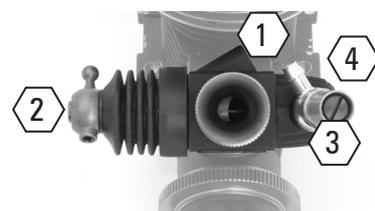
Adjusts the main flow rate of the fuel (when the throttle is opened significantly). Turn CW for leaner and CCW for richer setting.

Third needle (#4):

Should always stay in the factory setting exactly flush with the carburetor body and should not be changed.

Carburetor venturi inserts:

In order to affect the fuel/air mixture, you can use different venturi inserts on this carburetor. These are to finetune your engine to different track layouts. There are three different venturis coming with the engine: 7.0mm, 6.5mm and 6.0mm. 7.0mm has the most power, 6.0mm has the best fuel mileage.



8. Run-in

Proper run-in of the engine is a very important step in ensuring that you get the highest performance and lifetime of your engine. Take your time for proper run-in. Do not use run-in benches, but use your car for run-in. Use the same fuel as you will be using for the life of the engine. Special run-in fuel is not needed. If your engine doesn't start easily you may try loosen the glowplug by ½-turn to decompress the engine and try again. Don't forget to tighten the glow-plug again once the engine started!

Procedure:

- Start the engine and set the main-needle very rich, i.e. excessive smoke coming from the muffler. The factory settings are a good starting point.
- Let the engine idle for 2mins first to warm it up. You probably have to raise the idle with the idle screw so your engine does not cut off.
- Now start driving your car for 8 full tanks, it will be slow and sluggish, but this is an important step.
- **ATTENTION:** Do not run the car until the tank is completely empty so that your engine will cut off due to not enough fuel. Do not allow the engine to rev-up too high, run the engine at half speed on the straightaway.
- The engine should not be too cold and not too hot during run-in, 70-90°C (160-200°F) is perfect.
- Let the engine cool down completely after this run-in procedure.

9. Tuning

It never hurts to have the mixture too rich, but NEVER let the mixture get too lean. Always tune from rich to lean. If in doubt, richen it up first! Never try to tune a cold engine, run 2-3 minutes to get the engine up to running temperature before doing any adjustments!

Basic tuning procedure is as follows:

1. Set the engine's idle speed up slightly higher than normal.
2. Start tuning your engine with the settings too rich.
3. Always tune main-speed needle (top-end) first.
4. Tune mid-range needle next.
5. Reset idle speed screw.

Procedure:

1. Set the idle speed so your engine doesn't stall (slightly higher than normal).
2. Go to the track with the main-needle set too rich, there should be heavy smoke coming from the muffler now.
3. Tune the engine by leaning the main-needle 1/8 turn at a time (turn clockwise).
 - Your goal will be that the engine will just reach maximum RPM on the straightaway.
 - Open the main-needle again by an 1/8 turn (turn counter-clockwise) when you have reached that point. This should be the perfect setting for the main-needle. Temperature of 95-105°C (200-225°F).
 - If the main-needle is set too lean, the engine will overheat and will not accelerate smoothly. If this happens, immediately stop the engine and richen the main-needle (counterclockwise) 1/4 turn before a new attempt.
4. Adjust the mid-range needle now. Run 3 full laps, stop the car near you and let it idle for 5secs. „Push off“. It should have slightly richened up (idle rpm gets lower), but still accelerate quickly. If it died before the 5secs, check the following:
 - If the rpm constantly decreases and finally the engine stops, the mid-range needle is too rich.
 - If the idle-speed increases during idle, the mid-range needle is too lean.
5. You may have to re-adjust the idle-speed now. If it idles too high, the clutch may not release completely and you will lose „snap“ off the corners. If it idles too low, it may stall at the start, or at the end of the straightaway when you release the throttle.

Ways to measure the engine temperature:

- Temperature gauge method (recommended): Pull in quickly and immediately take a temperature reading. Place the gauge directly over the engine pointed at the glow plug.
- Spit method: Pull in quickly and immediately put some spit on the engine's head. The spittle should just slowly boil off (2-3secs). It should not dance around as if it were on a hot griddle, nor should it lay there and steam.

10. After run

Use after-run oil to keep everything lubricated after you have finished your day. After-run oil helps for an easy start the next time and protects your internals against rust. Use only „after-run oil“ specially formulated for R/C engines. Do not use silicone shock oil or similar as they will seriously harm your engine. We recommend to use our LRP After-Run oil (No. 37910), which you should use regularly after using your engine.

Procedure:

First let the tank run completely empty at idle until it runs out of fuel (try re-starting it several times), next put a few drops down the open carburetor and a few drops down the glow plug hole. Spin it over for 5 seconds on the starter box and you are done.

11. Maintenance

Treat your engine with care and check it frequently. Due to the extremely high RPM this engine produces, any fault can cause serious damage. All moving parts inside the engine are subject to wear, you must know if a piston/liner/conrod has worn out and if they need to be replaced. If you replace one part, please check if everything else is still in good shape at the same time. If you only change one part and other parts are in bad shape, there's the possibility that there will be a new failure soon!

Some important matters:

- Clean the outside of the engine properly before you open it. Any dust or dirt which gets into the engine could make considerable damage.
- Check the conrod frequently. If you want to replace the conrod, be sure the big end of your crankshaft is still round and at a good size. If not, also replace the crankshaft.
- When you start putting your engine back together, make sure that each part is totally clean before installation and please use some oil (after-run is suited well) to lubricate everything.
- Be careful that each part has its correct direction, especially piston/liner/conrod. Please also check the explosion drawing. The lubrication hole in the conrod should be facing to the front (direction to the carburetor).
- Before you install the combustion chamber, please doublecheck that you installed all head shims.
- Use a hex wrench to install the screws. When you start to feel resistance, stop turning the screw. Repeat this for each screw, use the star-technique to tighten all the screws completely. Do not overtighten them!

12. Trouble shooting guide

PROBLEM	REASON	SOLUTION
Engine does not start	Glow plug defective	- replace glow plug
	Glow plug does not work properly	- check the condition of the glow plug - check the glow plug igniter
	Engine is set too rich (too much fuel, hits back)	- check carburetor settings, repeat tuning procedure - unscrew the glow plug completely and use startbox for 5sec
	Engine is too lean (too little fuel, does not start)	- check carburetor setting, repeat tuning procedure
	Engine doesn't suck in the fuel	- check the fuel line for possible damage - check the carburetor setting
Engine stops after a short time after glow plug igniter has been disconnected	Glow plug defective	- replace glow plug
	Bad fuel	- replace fuel by fresh and correct type of fuel
	Bad carburetor setting	- check the carburetor setting, repeat tuning procedure
	Dirt in fuel line or carburetor	- clean fuel line, clean & check carburetor
	Fuel line damaged	- replace fuel line
	Loose glow plug or cooling head	- tighten glow plug and/or cooling head
	Air filter old or dirty	- clean or replace air filter
Performance decreases after reaching operating temperature or engine stalls from time to time	Engine is set too lean	- check the carburetor setting, repeat tuning procedure
	Glow plug defective or wrong type	- replace the glow plug by a correct type
	Engine runs too hot	- run-in process is not completed
	Shims under comb. chamber wrong	- check number of shims
Engine still keeps running at high RPM for a moment when you release the throttle	Bad carburetor setting	- open mid-range needle ¼ turn at a time and re-adjust idle-speed - set idle speed lower
	Glow plug, wrong type (too hot)	- use glow plug with higher number (e.g. go from 5 to 6)
	Shims under combustion chamber wrong	- check number of shims

Repair procedures / limited warranty

All products from LRP electronic GmbH (hereinafter called "LRP") are manufactured according to the highest quality standards. LRP guarantees this product to be free from defects in materials or workmanship for 90 days (non-european countris only) from the original date of purchase verified by sales receipt. This limited warranty doesn't cover defects, which are a result of misuse, improper maintenance, outside interference or mechanical damage. This applies among other things on:

This applies among other things on:

- Engine disassembly by customer
- Any modification of the engine done by the customer
- Rust inside the engine
- Dust or dirt inside the engine
- Damaged engine due to glow plug failure
- Overheating
- Scratches inside the engine caused by dirt or dust
- Water in fuel
- Wrong break-in procedure
- Damaged piston due to piston stop devices
- Damaged cylinder exhaust port due to piston stop devices
- Breakages at high rpm without engine load

To eliminate all other possibilities or improper handling, first check all other components in your model and the trouble shooting guide, if available, before you send in this product for repair. If products are sent in for repair, which do operate perfectly, we have to charge a service fee according to our pricelist.

With sending in this product, the customer has to advise LRP if the product should be repaired in either case. If there is neither a warranty nor guarantee claim, the inspection of the product and the repairs, if necessary, in either case will be charged with a fee at the customers expense according to our price list. A proof of purchase including date of purchase needs to be included. Otherwise, no warranty can be granted. For quick repair- and return service, add your address and detailed description of the malfunction.

If LRP no longer manufactures a returned defective product and we are unable to service it, we shall provide you with a product that has at least the same value from one of the successor series.

The specifications like weight, size and others should be seen as guide values. Due to ongoing technical improvements, which are done in the interest of the product, LRP does not take any responsibility for the accuracy of these specs.

LRP-Distributor-Service:

- check www.LRP.cc