



PLEASE READ BEFORE OPERATING YOUR ENGINE

Radical 621T/621P/628T/OPS NEXT Engine Tuning Instructions

Thank you for purchasing the Radical Off-Road Competition Engine. Your Radical was manufactured in Italy with the finest materials, quality control and engineering available. With the proper care, proper fuel and proper tuning, your Radical will have a strong, healthy and long life compared to many other similar competition engines.

Even though it is not necessary, we strongly suggest you change the Connecting Rod (Connecting Rod) after 7 liters (2 gallons) of fuel has passed through the engine. This will ensure even a longer, stronger life for your engine. You can expect 10-12 gallons at least of fuel before a new Piston and Sleeve would be needed.

PLEASE NOTE:

BECAUSE THE ENGINE IS SO POWERFUL, THIS ENGINE WILL RUN IF THE CARBURETOR IS NOT IN TUNE BUT WILL NOT BE RUNNING TO THE FULL POTENTIAL OF THE ENGINE! SO, MAKE SURE YOUR ENGINE IS TUNED PROPERLY!

Please make sure factory settings have these Base Needle Settings:
Bottom (low end) flush w/carb to 1 turn in
Top (high end) 3.0-3.5 turns OUT from closed
Your engine should be running around 195F – 230F degrees

The Radical engines like to run a bit lean on the bottom and rich on top. From the base needle settings, it should only need to be adjusted a few 'hours' in either direction. 90% of your engine tuning should be done with the top end needle.

Peak operating temperature should be between 195F - 230F (85C – 104C). If your engine is running hotter than this temperature, be sure to check the bottom end needle adjustment because it is probably set to rich (to much fuel).

If you need help, please contact the Radical Dealer from whom you purchased the engine. You can also email our support team at info@gotnitroonline.com and we will try to help as best we can. It is better to try to get help first from someone who is local to your track.

After 3rd tank you are ready to start leaning your engine out. I start with the main needle. Make sure it's open far enough to be able to tune the low end. So, open the main needle until the top end starts to slow down then lean in 1 hour increments until it starts picking up speed. Leave it alone. Now start working on the low end. Open the idle about 1mm or just get it to idle. Once you get close, pinch the fuel line and if it

starts speeding up right away, it's lean. It should take about 2-3 seconds then it should speed up. If it's rich it will take about 4-5 seconds.

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