

WARRANTY

This engine is guaranteed against defects in materials and workmanship for 90 days from date of purchase. Glow Plugs are NOT WARRANTED because they require periodic replacement. Should your engine require warranty service, please contact our Customer Service Department. Do not take engine back to your hobby dealer.

FACTORY REPAIR SERVICE

Minor repair, examinations, or adjustments—\$4.00 plus parts.

Complete overhaul, new engine performance guaranteed: \$23.60 (This price includes parts).

CUSTOMER SERVICE

For any questions or service regarding any Cox products please contact our Customer Service Department at 1-800-451-0339. Customer Service hours are from 8:00 A.M. to 4:30 P.M. Pacific Time, Monday thru Friday.

We have listed those items which are most likely to require replacement during the life of this product. We have also included an exploded assembly drawing which identifies all replacement items available.

ORDERING INSTRUCTIONS

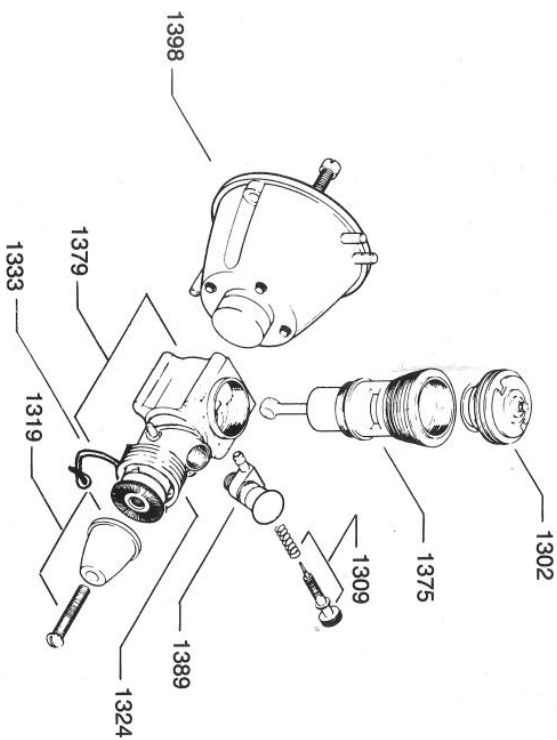
You may order parts from COX by telephone or mail. Orders may also be charged to your VISA or MASTER-CARD. For credit card orders please give the following information: name, card number and expiration date. For other orders please send check or Money Order payable to COX HOBBIES for the full amount including postage and handling charges. The following postage and handling charges must be added to order:

ORDER SIZE	HANDLING CHARGES	POSTAGE & POSTAGE
\$ 0 to \$ 5.00	\$1.00	2.00
5.01 to 10.00	2.00	3.00
10.01 to 20.00	3.00	4.00
20.01 to 30.00	4.00	5.00
30.01 and over	5.00	

Insured packages—Add \$1.00

International Orders—Please pay with international Money Order only. Add \$5.00 additional for postage.

California residents add state sales tax. Allow 2-3 weeks for delivery.



ENGINE REPLACEMENT PARTS LIST

#130 Tee Dee .010		#130 Tee Dee .010	
DESCRIPTION	Part No.	DESCRIPTION	Part No.
Glow Head & Case	1302	C-Case, C-Start Carburetor Body	1379
Needle Valve & Spring	1309	Retaining Nut & Drive Flare	1388
Snap Starter Kit (Snap Spring Only)	1333	Needle Valve Body & Venturi	1379
Cylinder Piston & Rod	1375	Fuel Tank, Engine Mount & Screw	1388
Prop Spinner & Screw	1319	Wrench	1330
Carburetor Body	1324	Prog. Competition 3" x 1 1/4"	1319
			248
			135

PRICE AND DESIGN OF PARTS SUBJECT TO CHANGE WITHOUT NOTICE.

COX HOBBIES, INC.

Customer Service Department

350 W. Rincon Street

Corona, CA 91720

Open 8:00 A.M. until 4:30 P.M. Pacific Time

Monday through Friday

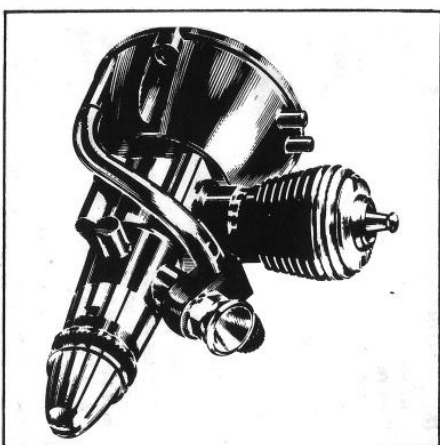
Part No. 1359



FOR QUESTIONS REGARDING YOUR COX PRODUCTS CALL THE COX COURTESY LINE TOLL FREE 800/451-0339

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CARE AND OPERATION OF YOUR



SPECIFICATIONS

	TEE DEE .010
Weight	.49 oz.
Bore	.237"
Stroke	.226"
Displacement	.00997 Cu. In. .163 cc
Overall Height	1 1/8"
Overall Length	1 1/2"
Width	1 1/8"

SPEEDS

The following speed is typical of engines selected at random and run under average conditions:

TEE DEE .010	RPM
Prop Size	
3" Dia. x 1 1/4" P	27,500

THIS ENGINE IS A VERY

PRECISE CONTEST-TYPE ENGINE

Keep it immaculately clean, use Cox glow fuel or racing fuel and it will maintain its winning characteristics for a long period of time.

These engines will develop almost full power within one minute of running time; but a few, those which are slightly on the tight side, may not develop full power under one hour. Even these will develop sufficient power for average flying almost immediately. The only break-in required is a rich (slow) running with the recommended pitch propeller for the first few minutes. Gradually close the needle valve to peak operating RPM's for a short period, then run rich for a few minutes. Repeat this procedure for 5 to 15 minutes or until engine will hold top RPM.

Remember—your Tee Dee Engine is much happier at high speeds. Let it wind up. Do not use oversize props.

If a special tank is used, the tank which is mounted on the engine may be by-passed and used for mounting only.

(A) PREPARATION FOR RUNNING

1. Mount the engine in the plane, or if you want to give it some running first, mount it on a suitable mount. Do not hold the engine directly in a vise. Use the appropriate template from Fig. 2 to drill mounting holes.
2. Place propeller on the shaft with the flat side of the blades toward the engine, and lock securely with the propeller screw.

3. Obtain a 1 1/2 volt Cox dry cell battery or equivalent, and connect it with 2 flexible insulated wires to the glow plug clip. Recommended is the purchase of the Cox #400 Starter kit which includes battery, glow plug clip, Super Power Fuel, filler hose, and engine wrench. Do not use a higher voltage battery. If you do, the plug will burn out. Most hobby dealers sell the Cox #400 Kit and glow plug clips.
4. Balance and trim propeller. This is very essential for good performance. Sand off any beard of plastic along the edges of the blades. Fit a drill or shaft through the hole and rest the shaft on razor blades set in wooden blocks. Sand the heavy blade until the propeller will balance in a horizontal position. Care must be taken to do the sanding without spoiling the airfoil characteristics of the propeller blades. Caution: Use only nylon or wooden props. See Figure 1. (C)

(B) STARTING THE ENGINE

No matter how expert you are with small engines you will have better luck with these engines if you follow directions exactly as listed and do each operation in just the order given.

1. Close the carburetor needle valve, by turning it clockwise until it stops. Do not force it.
2. Fill the fuel tank with Cox fuel.
3. Open the needle valve (counterclockwise) exactly 4 full turns.
4. If the fuel level in the tank is lower than the carburetor venturi, put your finger over the air intake of the engine and pull the prop through compression until the fuel hose is full. Use a clear

plastic fuel line so this can be checked visually. If the tank is mounted so the fuel level is higher than the carburetor the hose will fill itself when the needle valve is opened.

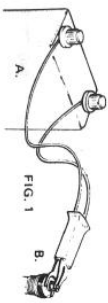
5. Squirt a few drops of fuel into the exhaust ports to prime the engine.

6. Connect the battery by connecting the clip on the glow head. B—Fig. 1.

7. Engage the spring starter and pull the prop around one turn only. Release the prop by sliding your finger off the end of the blade and away so your finger is out of range of the spinning propeller as the engine will start instantly when released, if primed with the right amount of fuel.

8. When the engine starts it will be running very rich and slow. The first time the engine is started let it continue to run rich for a period of 60 seconds. After approximately 60 seconds, slowly close the needle valve clockwise to the best running position and remove the battery connection. Subsequent starts may be adjusted to best running position immediately.

9. If starting is delayed for any reason, close needle valve, otherwise engine will become flooded. This precaution is only necessary if the tank is mounted so the fuel level is higher than the carburetor.



(C) FAILURE TO START

1. If the engine coughs and spits a bit of fuel spray from the exhaust, it is too rich. Close the needle valve and continue cranking until engine starts briefly. Open the needle valve again and crank it over. It should start immediately. Blowing into the exhaust ports between flips will help clear the excess fuel out of the glow plug.

2. If it starts up with lots of power and dies immediately it is too lean. Open the needle valve a half turn, prime the engine, and crank it over again. If the trouble persists and the tank is lower than the carburetor try choking again as in Section B Par. 4. If the engine hasn't been run for some time it is possible that thick castor oil is clogging the jets. Choking will clear this out.

3. If the engine still persists in above action it is possible the carburetor jets are stopped up. Remove the venturi and needle valve body. Three tiny jet holes will be found in the groove around the venturi tube. Clean these jet holes with a piece of fine wire. Reassemble and the engine should run.

4. If the engine refuses to fire at all, remove the Glow Head and connect it to the clip. If the little coil inside does not get red hot, it is either burnt out or the battery is dead or the connections are made incorrectly. Replace the battery or the plug, or correct the connections. Glow plugs are never guaranteed. Do not return the engine to the factory for a burnt out glow plug because the cost to you will be excessive. Buy one from your dealer.

5. If you are not using Cox fuel, try it. Never use gasoline or gasoline type fuels.

(D) OPERATING TIPS AND ENGINE CARE

WARNING—If the engine is taken apart and then reassembled, be very careful not to overtighten the parts that screw together. Overtightening the cylinder or head, will force the cylinder out of round, and cause the engine to bind. Clearances and tolerances are so fantastically small that the slightest distortion will render the engine inoperative. So remember—snug parts up very lightly!

1. The glow plug is built right into the head in one unit. When the plug burns out just replace the entire head.

2. After the last run, oil the engine with a light oil (SAE 10 is good) and wrap it with cloth or otherwise protect it from dust and dirt.

3. If the engine gets dirt in it through crack-up or otherwise, do not run it until it is thoroughly cleaned. Take it apart, wash it, oil it, and reassemble.

4. If the engine gets tight it is not frozen up. Do not send to factory. A new engine will sometimes tighten up a few times, especially after slow runs. This is more likely to happen, and will occur more often to an engine that is properly fitted, and has properly smooth wearing surfaces. Do not run it tight. The tightness is caused by a shellac-like deposit on the cylinder wall. Screw the head off. Remove the cylinder and scour the inside wall very lightly with a bit of fine steel wool. Wash, oil, and replace. The engine will then turn over freely and run properly. Never use sandpaper, emery cloth, or abrasives of any kind, or scrapers. Such methods will ruin the cylinder. Steel wool will not harm the bore.

5. Certain kinds of weather, especially warm, humid (sticky) weather will cause excessive shrinking in a new cylinder. The smoother the fit the more susceptible is the engine to this trouble.

6. Do not tighten the head too firmly. Set it up very lightly. Allow the engine to cool before removing head so it will loosen easier. Too much pressure against exhaust ports to hold the cylinder from turning may force the cylinder out of round or even turn a burr into the bore. A new cylinder is usually required to remedy such damage.

7. To remove the glow head from a hot engine—pour a little fuel slowly over the glow head to reduce the head temperature. Do not run it over the cylinder. The head will then release easily. A hot head will stick—and forced removal may damage the cylinder.

ENGINE WITH FUEL TANK

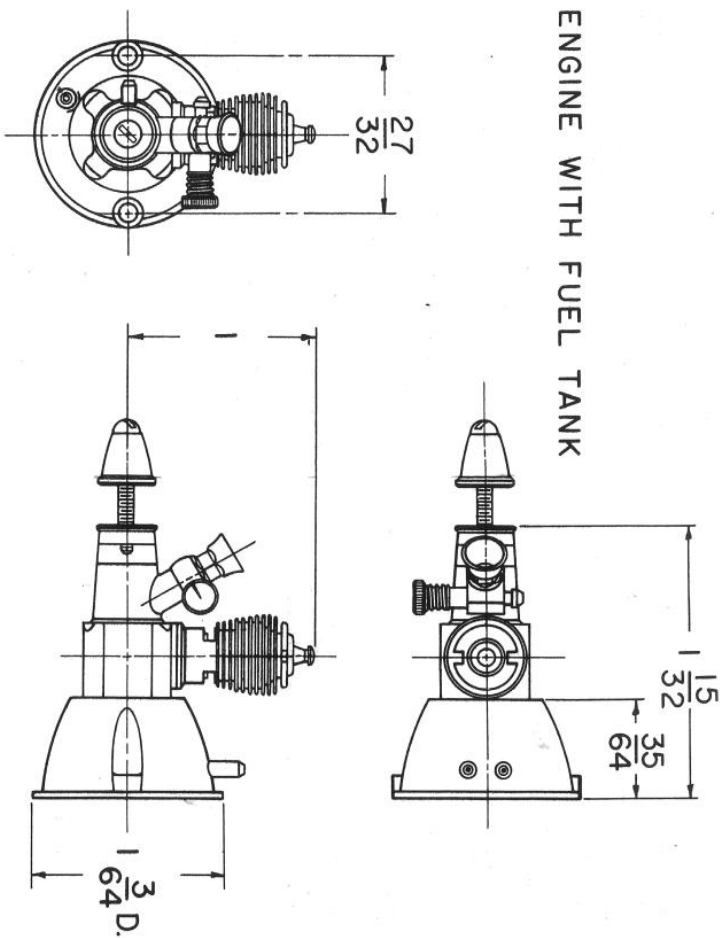


FIG. 2

must be used to continue this hole through the metal parts. The burr must then be carefully removed from the interior of the bearing and the engine reassembled. The hose connector is then connected to the tank with a piece of plastic fuel tubing.

With pressure, the venturi may be opened to 3/32" to attain maximum power although the gain is very little.

(F) TO REMOVE CARBURETOR BODY FROM AN ENGINE:

1. Remove tank assy., cylinder, and piston-rod assembly.
2. Remove spinner and engage prop screw approximately 3 or 4 threads in crankshaft.
3. With rear of crankcase on a hard smooth surface, tap prop screw, with hammer until thrust washer disengages from crankshaft.
4. Unscrew carburetor retaining nut and slip carburetor body off.
5. To re-assemble engine, reverse above procedure. To re-press thrust washer onto crankshaft, put thrust washer face down on a smooth flat surface. Obtain a short length of wood dowel of a size that will fit into the intake hole of crankshaft. Tap dowel with hammer until thrust washer is fully seated on crankshaft.

(E) PRESSURIZING

Pressurizing is very critical when taken directly off the crankcase. On this engine pressurizing means have been provided and the rotary valve controls the pressure to normal operating limits. To rig up for pressure the crankshaft must be removed. The hose connector on the side of the carburetor body is located exactly over the spot where the pressure is taken off. The metal parts are not drilled however, and a drill of the correct size to fit the hose connector or slightly smaller