

TAYLOR 40/46/50 Installation and Operation

Congratulations, and thank you for purchasing your new TAYLOR engine.

This is a high performance, two stroke engine which produces three to four times the power of a standard largescale, RC car/buggy engine. Please be prepared for the insane increase from your RC!! Drive with care while you are getting used to this.

We strongly recommend fitting [Micron 1T remote kill switch](#) to your engine, as should be the practice with all largescale cars. Normal 1/5 scale kill switches plug straight into the TAYLOR wiring loom when you remove the standard kill button and two wires supplied.

Important Safety Note:

Because of the performance potential of this engine in a vehicle, such as the HPI Baja, it is necessary to operate the vehicle in a suitable, controlled environment. It should not be operated in a public space where people are engaged in other activities, such as a public park. Do not operate in an area where there are children playing, near pets or other animals. Do not operate on a public highway.

Loss of control of such a vehicle could result in serious injury to another person, family pet or other animal.

Be aware that the engine silencing is minimal so do not run the engine in an area where this could cause a nuisance. You and those around you should always use ear protection during operation.

Please note: All of the manufacturers safety instructions for the operation of the vehicle in which the engine is fitted, must be followed.

Fuel Safety Guidelines

Fuel is highly flammable. Never operate the vehicle near open flames. Do not smoke while handling fuel. Always operate the vehicle in a well ventilated area. Model car engines produce carbon monoxide fumes.



Installation in Losi 5ive-T

Installation in the Losi is pretty much the same as a standard engine with the exception of the expansion chamber. This is supplied with a bracket to attach to the rear differential housing. It is connected to the engine using an "O" ring sealed joint and a retaining spring. First slide the stub through the retaining plate, this bolts to the cylinder and seals metal to metal. Tighten till plate bows. The 'O' rings fit inside the header of pipe. Then then push the pipe over the exhaust stub (oil helps slide), attach the spring, and bolt to the bracket.

Throttle/Carb/Intake

A WT1257 Carb is fitted as standard on the TAYLOR 40. This carb has had the bearing mod and internal metering adjustments. The 46/50GT come with the larger WJ146 carb .

NOTE: See further sheet for more information on the carb and settings

LOSI 5T 1.0 Gearing

A higher ratio is required for the main drive gears, these are made for us by Blackbone and we keep a full range in stock. See below our recommendations based on engine size for 5T tyres (Genesis):

TAYLOR 40GT: 26 Pinion with 50 Spur [Click Here](#) for Pinions [Click Here](#) for Spurs

TAYLOR 46GT: 27 Pinion with 50 Spur [Click Here](#) for Pinions [Click Here](#) for Spurs

TAYLOR 50GT: 28 pinion with 50 Spur [Click Here](#) for Pinions [Click Here](#) for Spurs

LOSI 5T 2.0 Gearing (minimum 84Teeth in total)

A higher ratio is required for the main drive gears, these are made for us by Blackbone and we keep a full range in stock. See below our recommendations based on engine size for 5T tyres (Genesis):

TAYLOR 40GT: 28 Pinion with 56 Spur [Click Here](#) for Pinions [Click Here](#) for Spurs

TAYLOR 46/50GT: 30 pinion with 54 Spur [Click Here](#) for Pinions [Click Here](#) for Spurs



Note: See next sheet for installation in the HPI BAJA

Installation in a HPI BAJA

Installation in the vehicle is straightforward. The engine is designed to make use of most of the existing mounting points with the exception of the left side of the chassis. Here two brackets are supplied as part of the engine package, which replace the original parts.

An upgraded Detroit RC Linkage is included with full packages to give proper adjustment for the larger engine.

The TAYLOR exhaust mounts to the engine with an 'O' ring sealed joint and to the chassis via the supplied brackets and rubber support mounts. Thus it is quick and easy to release if you need access to your radio gear, etc. It is recommended that you fit a Kraken or Chase roll cage to your vehicle to protect the engine and expansion chamber in the event of a roll.



Left side front mount

Left side rear mount

Right side mounting bolts (2 behind pinion)



Note: Three M5 bolts fitted from below the chassis, not shown in the photo's

Due to the considerable increase in power over the standard engine it is advisable to replace the standard drivetrain parts, such as gears and drive shafts, with heavy duty, upgrade parts. See below list of useful parts

[Taylor V2 Billet HD Baja Gearbox](#)

[Blackbone HD Transmission gear set](#)

[Godzilla baja Dogbone kit V2](#)

[Taylor 7075 HD Gear back plate](#)

[Taylor Top Tranny plate and brake mount](#)

[Taylor Titanium baja Layshaft](#)

Primary drive gears need to be from Blackbone Racing, we recommend the following ratios with 5b tyres:

TAYLOR 40GT: 24/50 depending on tyre size (larger tyres smaller gears)

[Click Here](#) for Drive Gears

TAYLOR 46: 25/49 depending on tyre size (larger tyres smaller gears)

[Click Here](#) for Drive Gears

TAYLOR 50GT: 25/49 or 26/48 depending on tyre size (larger tyres smaller gears)

[Click Here](#) for Drive Gears

To make control of the vehicle easier it would be advisable to fit a [Bonehead Baja](#) wheelie bar on the rear of the chassis. This, together with [heavy diff oi or even a Taylor Diff Hex-Lock](#) helps to make the vehicle driveable on the throttle.

Finally a good set of wheels, preferably [Mad max Belted Giant Gri](#) [Genesis Wheels](#) or [BRPs](#)

Installation in Kraken Vekta

Installation in the Vekta is pretty much the same as a standard engine with the exception of the expansion chamber. This is supplied with new brackets to attach to the car securely. It is connected to the engine using a gasket and header piece, then the main pipe attaches via a slip joint and retaining springs. A small length of tubing is supplied to fit to the end of the outlet and ensure no oil residue from the smoke is left inside the car.

Minor Cage Modification (not body panels)

As shown on the picture below, there is a small mod required to the plastic cage bars which are in the way of the rcmax billet intake. Simply trim this cross bar and circle section from the cage, leaving the body panel in tact. This just allows a little room in the event of a rollover for the body to flex inwards without hitting.

Also with the new engines, it is required to remove the front right cage bar which hits the head.

Throttle/Carb/Intake

A WT1257 carb is fitted as standard on TAYLOR 40-50GT

This is supplied with throttle arms prepared to take the supplied quick release fitting, we also supply a new link rod which is bent to fit the large crankcase.

If your using a WJ Carb, you'll notice its 10mm wider and therefore more effort needed on the cage, we supply a billet spacer which fits between your cage and the bottom cage mount leg to space out the cage.

NOTE: See further sheet for more information on the carb and settings

Gearing

A higher ratio is required for the main drive gears. A 22 tooth pinion and 19 tooth step gear should provide a good starting point. Suitable gears for the Vekta are made by Vertigo and we offer their system.

This ratio should give the car good acceleration and a reasonable top speed so it can be used in a reasonably sized space. Lots of other gear combinations are available too.

Please bare in mind tyre size, if you run Trepadors then stage 1 gears (21/20) will be plenty as a baseline.

(NOTE - LARGER GEAR IE 22 GOES ON THE CLUTCH BELL)

Drivetrain

Because of the considerable extra performance of the engine it will be necessary to upgrade the drivetrain with heavy duty parts. We would recommend using the TAYLOR [kraken front billet diff housing](#).

We also advise to use [1M oil](#) in the rear [and 300k](#) in the front diff. In this way you will always have a good spread of the power and the engine should not be able to overcome the oil too easily.



Engine Starting Procedure

Location of engine controls



Pull starter

Engine stop switch

First Time Engine Starting.

When starting for the first time following engine installation it will be necessary to draw the fuel from the fuel tank up to the carburettor. Prime the carb several times until you can see the fuel passing into the carb from the line so you know the carb is full. (or if WJ Carb, it primes itself while choke is on) Next turn on the choke and pull the engine at high speed until she fires once. After this turn off the choke and try to start the engine, sometimes a little throttle will help a lot to get her going.

Engine Starting.

Having started and run the engine at least once it should fire quite easily without the need to prime the fuel system heavily. Ensure the carburettor is primed and pull the starter rapidly until the engine starts. Sometimes a small amount of throttle can help a great deal to get the engine to fire if the weather is out of the ordinary for your normal settings.

If the car has not been used for some time it may be necessary to prime the carburettor and enrich the mixture a little. It depends on the environmental conditions prevailing at the time.

It will always start more easily on a warm day.

Engine Break-In.

After starting the engine make sure it is fully up to operating temperature before driving the vehicle. For initial break in during the first 5mins, allow the engine to idle with intermittent blips of the throttle then cool. For the 2nd/3rd/4th start operate the vehicle in a large open space at medium car speeds with a nice rich crackley tune so that there is lots of fuel going through the motor and lots of air rushing over the fins! The cruelist thing to do to a new big bore engine is driving it around slowly in a small space.

From this point on you can increase performance as you get accustomed to the operation of the engine.

Safety Note: Because of space limitations within the vehicle, the silencing of the exhaust system is limited. Always wear ear protection when running the engine.

Walbro WT Carburettor Setting

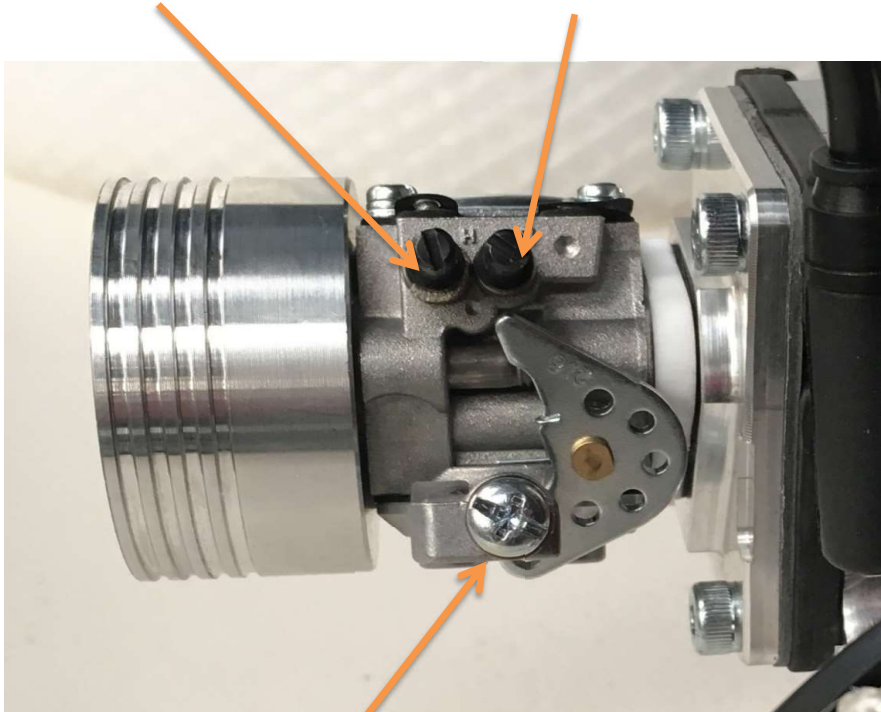
Make sure you complete the run in of the engine on a rich setting before considering leaning it out for optimal performance. Please remember your climate and altitude could result in the requirement for different settings, so as with any two stroke, start with caution and care.

We fit the Walbro WT1257 Extreme as standard on the 40GT and some of you have 1107s, both with priming bowls and a choke. The WJ146 carb is fitted to 46/50GT, see next sheet

Location of carburettor controls

HIGH Speed mixture adjustment screw
RT990 = Base setting is **1 5/8** turns out
1107 = Base setting is **2 1/4** turns out
1257 = Base setting is **2 1/8** turns out

LOW Speed mixture adjustment screw
RT990 = Base setting is **1 1/2** turns out
1107 = Base setting is **1 5/8** turns out
1257 = Base setting is **1 1/2** turns out



Idle Speed adjustment screw

The base settings of the mixture screws may need some adjustment to suit your local atmospheric conditions e.g. temperature, humidity. If so adjustments should be made 1/16 of a turn at a time, with a test run after each adjustment. Do not exceed 1/4 turn in from the factory setting or it may result in engine damage.



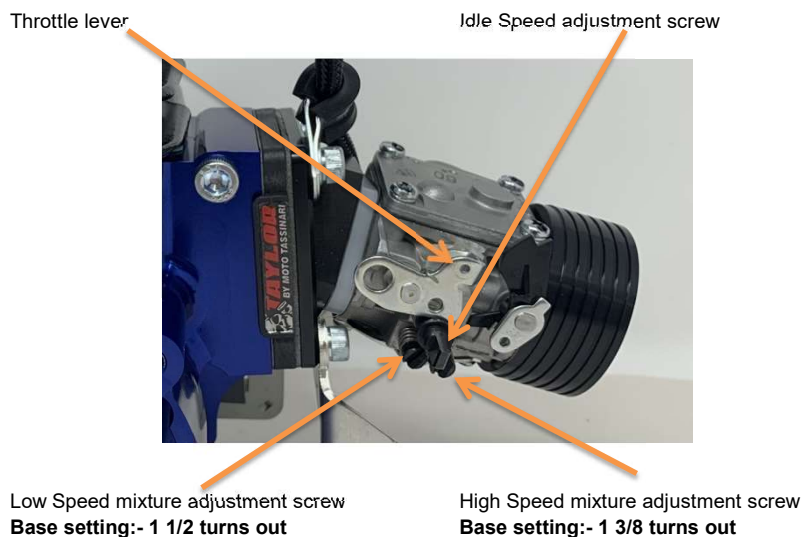
Walbro WJ146 and WJ71 Carburettor Setting

Make sure you complete the run in of the engine on a rich setting before considering leaning it out for optimal performance. Please remember your climate and altitude could result in the requirement for different settings, so as with any two stroke, start with caution and care.

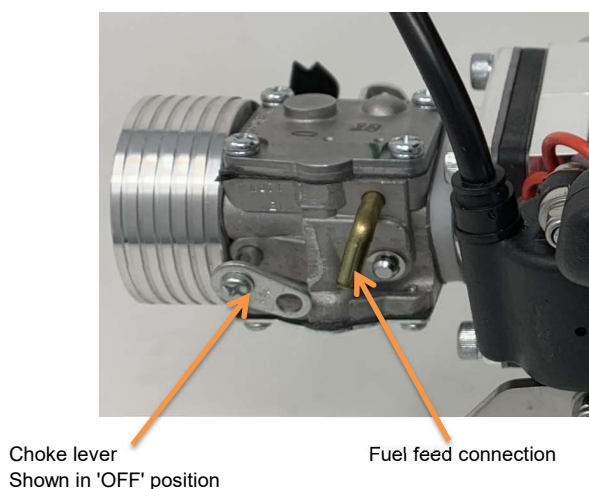
We fit the Walbro WJ146 carb as standard on the 46/50GT which does not come with a priming bowl. Priming the engine is simple. Pull the engine over with the choke on a few times in order for the fuel pump within the carb to pull the fuel up the line into the carb itself. Its ideal to use a clear fuel line so you can watch this process and see when the fuel reaches the carb. Then you can expect the engine to fire up, sometimes with the aid of a small amount of throttle and choke.

[NB: CHECK OUR YOUTUBE CHANNEL FOR A WJ CARB STARTING TUTORIAL VIDEO](#)

Location of carburettor controls



The base settings of the mixture screws may need some adjustment to suit your local atmospheric conditions e.g. temperature, humidity. If so adjustments should be made 1/16 of a turn at a time, with a test run after each adjustment. Do not exceed 1/3 turn in from the factory setting or it may result in engine damage.



Note: This carburettor has only one connection to the fuel tank. This is the fuel feed tube which must have an in tank filter fitted. There is no fuel return tube required so this should be removed and the hole blanked off using a suitable sealing plug as long as your tank has a breather, if not then fit a MX style non return breather valve in the second unused line.

Engines with 54mm HD Clutch (40GT)

With the extreme performance of your new TAYLOR engine, you need a clutch that matches this power. We have chosen the new UFC performance clutch spring as tested so famously on facebook and a set of UFC Sintered steel clutch shoes for this job.

This extremely heavy duty 54mm clutch setup will hold your engine firm and accelerate the vekta nicely. The clutch runs straight in your normal LOSI/BAJA clutch bell, we do recommend that you run the backbone clutch bell so that you can use the correct gearing options. Plus it's the strongest bell on the market.



Clutch Run in procedure.

The UFC Clutch requires minimal service and offer you a long duration of bashing before needing new shoes.

As the shoes are a sintered steel material, they do require a period of running in, this should go hand in hand with your engine break in procedure. You may see some smoke from the clutch as it is bedding in, this is completely normal.

Tools are available on the market called "piston stoppers" which are screwed into the spark plug hole and stop engine rotation by physically stopping the piston from moving in the cylinder. **Only use this type of tool at your own risk because if used incorrectly or without a cushion piece on the tip, can result in damage to internal engine components**

Engines with the V3 62mm Clutch System (46-50GT)

With the step up into Big Bore engines, we also need to increase the performance and durability of the clutch system. After a massive amount of investment and research, we have now developed/refined our own sintered steel clutch. The TAYLOR V3 Clutch combined with our new TAYLOR Clutch springs.

This clutch is now an extremely durable and reliable big bore clutch system, requiring no maintenance or regular adjustment. Just fit and forget.

The fitment of the clutch is simple, once you have the spring fitted to the shoes, which fits like all 1/5 scale clutches (line up and then snap together), you simply attach the clutch via the two mounting bolts.



It is important to note that the TAYLOR V3 clutch is designed for normal 8mm 1/5th scale clutch hardware

So simply fit the bolt into the shoe with the spring washer between head of the bolt and shoe then fit the flat washer behind the shoe and then bolt onto the clutch backplate on the engine.

When fitting the clutch shoes, check that the TAYLOR brand name is facing outwards there is also a directional arrow for double checking

Clutch Removal/Replacement

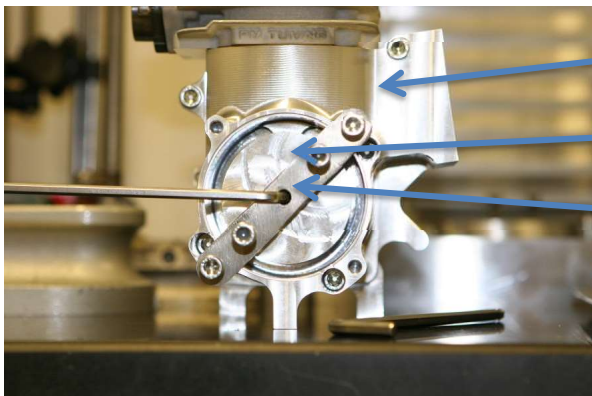
Tools are available on the market called "piston stoppers" which are screwed into the spark plug hole and stop engine rotation by physically stopping the piston from moving in the cylinder. **WE DO NOT ADVISE THE USE OF SUCH TOOLS**

Instead simply insert some pull start cord in through the plug hole (with the piston past exhaust port closure and then gently turn the engine to TDC to pinch the cord between piston and head to lock.

Included with the engine is a tool designed to make clutch backplate removal easy if required for servicing. The picture shows how to hold the clutch back plate while the centre retaining bolt is loosened.

Then simply wind the bolts which are threaded into the clutch backplate evenly in, turning them a fraction of a turn each in sequence so that they pull against the clutch tool and pop the backplate off the taper on the crankshaft. This then allows inspection of the crankseal and further stripping of the engine.

Clutch back plate removal



M6 bolts screwed into crankcase and clutch back plate (4 off)

Allen key inserted into back plate retaining bolt

Clutch holding tool

Maintenance

To ensure that you get the maximum enjoyment from this product and a good service life, TAYLOR RC recommends that you take a little time to clean the engine and vehicle after use.

It is easy to spot a little problem such as a loose bolt on an engine mount before it becomes a much bigger problem.

It is absolutely essential that only the best quality fully synthetic two-stroke oil is used (25:1). We recommend Putoline RS959 or Motul 800 but there are lots of great products on the market. (please ask if you are unsure)

This must be mixed at a fuel/oil ratio of 25:1. Only good quality 93+ Octane must be used to prevent the possibility of detonation or seizure. We suggest using a lead additive in an ideal world with your fuel for the ultimate in reliability. (or run a two-stroke friendly leaded race fuel such as VP C12.)

The best type of air filter to use with the engine is the quality foam filter like the RAM-AIR filter and must be completely oiled in and out. The filter is very effective at keeping the engine clean internally even when run in dusty conditions. Regular cleaning and re-oiling is required to keep air filtration at its best. The use of an water resistant Outerwear's protective element is highly recommended for filtering out large debris.

Please ensure that your fuel equipment, and fuel system of the vehicle is kept in a clean condition. Dirt can play havoc with carburetors leading to much frustration and little fun. Please make sure your vehicle in-tank fuel filter is in good working order.

Due to the size of these engines, they tend to offer a longer service life from the piston and ring than you may be used to with traditional tuned RC engines. This will depend on how you use it and look after it but its not unusual for a well maintained TAYLOR Engine to go years between rebuilds.

If you are unsure about carrying out a rebuild, we are more than happy to do it for you for a small charge plus parts.

Please contact TAYLOR RC for advice, or service, if you are in any doubt.

Contact details are as follows:

Main Contact: Mike Taylor
Contact E-mail: sales@taylrrc.co.uk

Limited Warranty

What this Warranty Covers

TAYLOR RC warrants that the product purchased will be free from defects in materials and workmanship at the date of purchase by the Purchaser.

What is Not Covered

This warranty is not transferable and does not cover (i) cosmetic damage, (ii) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (iii) modification of or to any part of the product, (iv) attempted service by anyone other than TAYLOR or their appointed agent, or (v) products not purchased from TAYLOR or their appointed agent. (vi) the product if aftermarket components, which are not specifically approved by TAYLOR are used with the product, e.g. exhaust system.

OTHER THAN THE EXPRESS WARRANTY ABOVE, TAYLOR MAKES NO OTHER WARRANTY OR REPRESENTATION, AND HEREBY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE

Purchasers Remedy

TAYLOR's sole obligation and purchasers sole and exclusive remedy shall be that TAYLOR will, at its option, either (i) service, or (ii) replace, any product determined by TAYLOR to be defective. TAYLOR Reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of TAYLOR. Proof of purchase is required for all warranty claims. SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASERS SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability

TAYLOR SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF RC MAX HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. Further in no event shall the liability of TAYLOR exceed the individual price of the Product on which the liability is asserted. As TAYLOR has no control over use, set-up, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, set-up or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

These terms are governed by the laws of England (without regard to conflict of law principals). This warranty gives you specific legal rights. TAYLOR reserves the right to change or modify this warranty at any time without notice.