

TAYLOR 71 SUPREME Installation and Operation

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

This is a high performance, two stroke engine which produces over five times the power of a standard largescale, RC car/buggy engine. Please be prepared for the transformation of 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 pull start housing 2x bolts. It is connected to the engine using an "O" ring sealed joint and a retaining spring. The 'O' rings are supplied. Just push the pipe over the exhaust stub, attach the springs, and bolt to the bracket with rubber mount.

Throttle/Carb/Intake

A Walbro WJ146 big bore carb is fitted as standard on the TAYLOR 71. This carb has had the stock throttle shaft drilled and a quick release fitting can be fitted here so that you can simply hook it up to your cars servo arm and adjust to suit.

An intake system is provided with your engine package which brings the air filter in line with the vents in the body so that clean fresh air is being used for optimal performance.

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 Backbone and we keep a full range in stock. See below our recommendations based on engine size for 5T tyres (Genesis):

TAYLOR 71 SUPREME: 30 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 Backbone and we keep a full range in stock. See below our recommendations based on engine size for 5T tyres (Genesis):

TAYLOR 71 SUPREME: 32 Pinion with 52 Spur [Click Here](#) for Pinions [Click Here](#) for Spurs

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 heavy duty drive shafts, heavy duty billet diff housings as per the **TAYLOR DIFFS** with oversize bearings and Billet diff casings such as the **TAYLOR 7075 Diff Cup**.

If your looking to prep your car as best as possible, we have created a Billet Losi Chassis (1.0/2.0) that prevents excess flex which can kill your centre driveline (see pics below)

We also advise to use 1M weight oil or a locker in the centre, 500k in the rear and 300k oil in the front diff. In this way you will always have at least two wheels driving and a good spread of the power.



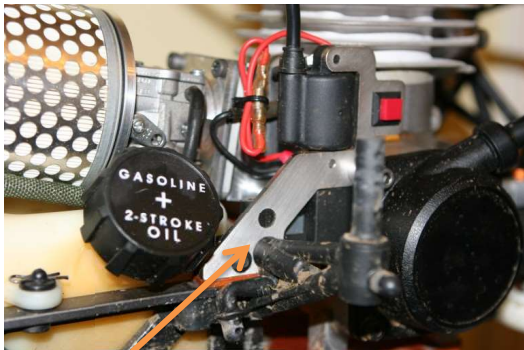
Note: See supplementary sheet for installation in the HPI BAJA

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.

Some adjustment will be required to your throttle linkage to connect to the carburettor due to the size and spacing.

The TAYLOR exhaust mounts to the engine with a 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 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

Note: See supplementary sheet for installation in the Losi 5ive-T

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. We would recommend using a billet aluminium alloy diff case with steel gears throughout. Backbone Racing now make a full set of replacement, heavy duty gears for the Baja gearbox.

Primary drive gears should only be from Backbone Racing, which we stock a full range of sizes. We would recommend using 27/47 or 28/46 gears with your 71cc engine depending on taste (for Baja size tyres). If using 190mm+ tyres, go with 26/48 gears.

Drive shafts should be IRC UHD Driveshafts for the ultimate reliability.

To make control of the vehicle easier it would be advisable to fit some sort of wheelie bar on the rear of the chassis. This, together with heavy oil in the diff (250-2M), helps to make the vehicle more driveable on the throttle. The ideal solution is the TAYLOR HEX-LOCK KIT to forget diff failures for good!

Finally a good set of wheels, preferably BRP wheels will be required to prevent constant foam blow outs!

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.

Body 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 TAYLOR 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 SUPREME Cylinder head, it is required to remove the front right cage bar which hits the head.

Throttle/Carb/Intake

A Walbro WJ71 Big Bore carb is fitted as standard on the TAYLOR 71.

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

Unlike the smaller engines, we opted with the 71cc+ to just ask you guys to cut the cage panels and run a V stack plus DT1 Dome filter straight through the side of the cage. This means WAY more power due to proper air supply. If that doesn't suit your needs, we can of course build one with an inkake, but be warned you will loose performance.

Gearing

A higher ratio is required for the main drive gears. A 23 tooth pinion and 18 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 2 gears (21/20) will be plenty.

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 TAYL [kraken front billet diff housing](#).

We also advise to us [1M diff oil](#) in the rear [and 300k oi](#) 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.



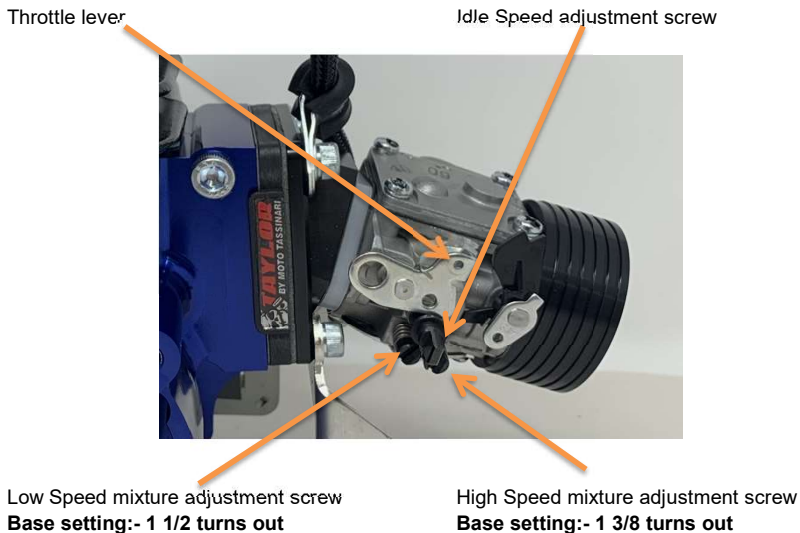
Walbro WJ146 and WJ71 Carburettor Setting

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.

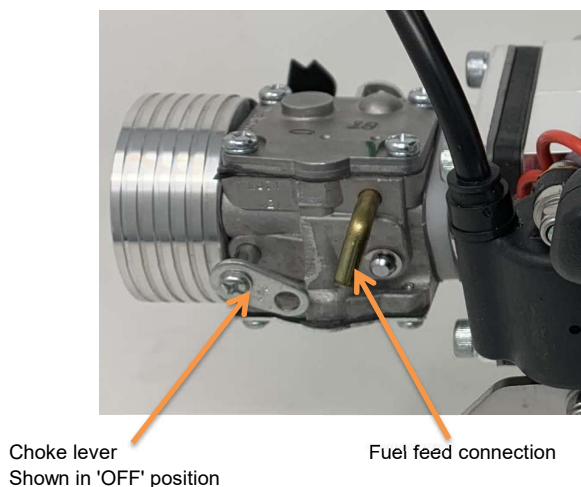
We fit the Walbro WJ146 carb as standard which does not come with a priming bowl. Priming the engine is simple. Pull the engine over with the choke on a few times in order for the fuel pump within the carb to pull the fuel up the line into the carb itself. Its ideal to use a clear fuel line so you can 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



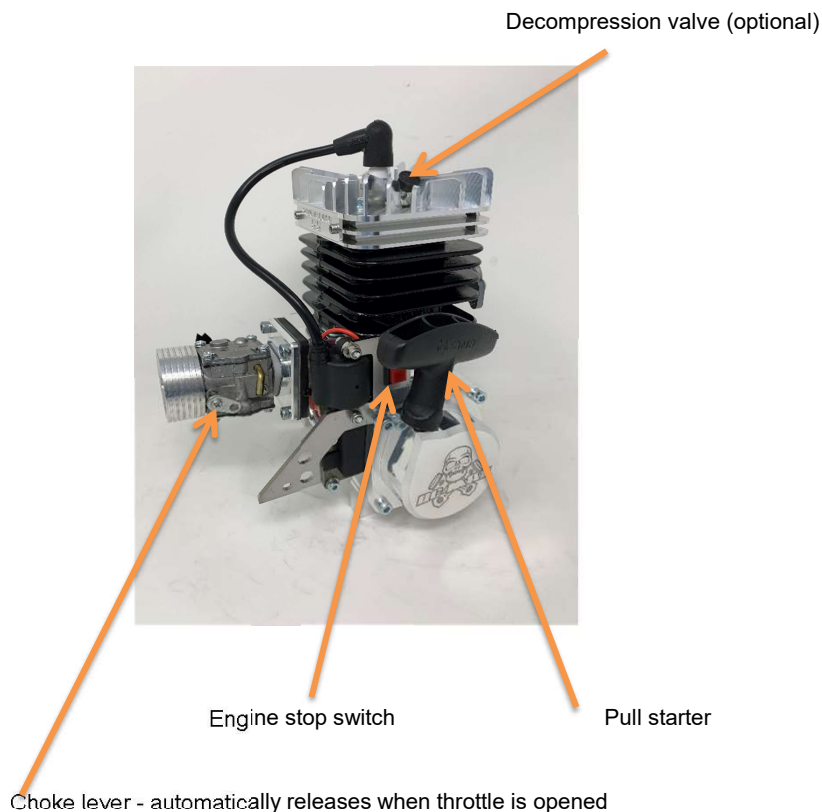
The base settings of the mixture screws may need some adjustment to suit your local atmospheric conditions e.g. temperature, humidity. If so adjustments should be made 1/16 of a turn at a time, with a test run after each adjustment. Do not exceed 1/3 turn in from the factory setting or it may result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

Engine Starting Procedure

NOTE: Your Air Filter requires oiling before use - We are cautious with the fumes from the oil causing issues during shipment.



NB: CHECK OUR YOUTUBE CHANNEL FOR A WJ CARB STARTING TUTORIAL VIDEO

First Time Engine Starting.

When starting for the first time following engine installation it will be necessary to draw the fuel from the tank up to the carburettor. Push the choke lever down into the 'ON' position. Press the decompressor valve down (if fitted) and pull the starter cord about 3-4 times a little slower than for engine starting. If you have a clear fuel tube you will see the fuel being drawn into the carburettor. Once this procedure is complete you can start the engine.

Engine Starting.

With the choke on, first engage the starter carefully and then pull the starter cord fully and strongly to start the engine. **Please note that it is necessary to reset the decompressor valve after each pull of the starter (if fitted).** After two to three pulls of the starter the engine should fire once. At this point release the choke lever, press the decompressor and pull the starter cord to start the engine. Two or three **STRONG, HARD** pulls should be sufficient. **DO NOT SNATCH** at the starter, engage first and then pull through with a strong meaningful stroke.

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.

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.

The TAYLOR 62mm HD Clutch system

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

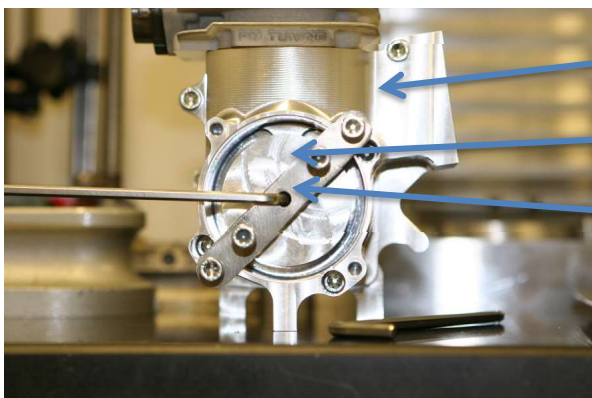
Tools are available on the market called "piston stoppers" which are screwed into the spark plug hole and stop engine rotation by physically stopping the piston from moving in the cylinder. **WE DO NOT ADVISE THE USE OF SUCH TOOLS**

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 Outerwears 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 carburettors 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.