



SwedeTech CR80 Engine Break-In

Engine Break-In

Start by increasing the main jet by one to two sizes from what you have determined to be the optimal jetting, taking weather, altitude and track size into consideration. Always warm-up the engine on the stand and do a walk around of the engine and kart... Check for loose bolts etc.

Check to make sure that the clutch lever has $\frac{3}{4}$ " to 1" of play. And, that the clutch lever, cable and actuator arm retract properly. The clutch lever action should have a light and free feel to it (We offer an easy-to-use cable lubrication device, to achieve this).

Break-in water temperature should be 135 to 140 degrees, with the normal running water temperature at around 125 degrees (RC20 recommended additive). You can take the temperature reading anywhere between the cylinder head outlet and the radiator.

Out on the track, run at reduced lap times of 15% to 20% below normal (On a 30 second track, slow the pace by 4 to 5 seconds per lap.). Towards the end of the break-in, gradually increase the pace by approximately 1 second per lap. Once you're up to speed, you don't have to come in and let it cool down... Just run it!

- New engine break-in - 15 to 20 laps
- New top end break-in - 8 to 10 laps

Oil

Please call us for recommendations on 2-stroke oil... Be prepared to advise us what race series that you are participating in and what the "spec oil" is for the series. Note: For most sprint racing applications, we recommend a 24:1 mix ratio.

For the transmission, we recommend that you use 600ml of a brand-name 2-stroke gearbox oil if your engine is brand new or freshly rebuilt... Use 50ml less, for routine oil changes.

Spark Plugs

Use any of the following NGK spark plugs...

- NGK BR10EG
- NGK BR10EGV (Discontinued)
- NGK BR10EV
- NGK BR10EIX
- NGK R7376-10

Top End

- CR80 piston - #13110-GC4-505
- CR80 ring - #13121-GC4-673

We recommend that the top-end be replaced, every 2 to 3 hours (Top-end kit includes; Piston, ring, wristpin, circlips and upper rod bearing).

Jetting – Mikuni 28mm Flatslide

Normal range of jets for a standard Mikuni flatslide carburetor...

- 160 - 195 main
- 30 - 40 pilot
- 5DP39 needle (Usually 3rd clip position from the top. Try 2nd clip position from the top, for higher altitudes or bad weather conditions. Try 4th clip from the top, for low altitudes and exceptionally good weather conditions.)

Note: Even larger jets may be applicable for road racing.

Reeds

- 131LT

Cooling System – There are two (2) spigots by the water pump. The spigot in the front is the one that connects to the bottom radiator outlet. The spigot to the rear connects to the inlet on the back of the cylinder head, utilizing an OEM hose... No other routing is correct.

Fuel Pump – Mount the dual outlet Mikuni “round” fuel pump as close to and preferably higher than the pulse fitting on the engine case. Using fairly stiff fuel line and utilizing the pump as a “T,” route one line from the pump to the carburetor and a second line back to the tank.

SwedeTech Racing Engines
11583 Walmort Road
Wilton, CA 95693
916.687.3980 phone • 916.687.4739 fax
www.swedetechracingengines.com