

Da 170 Engine Manual



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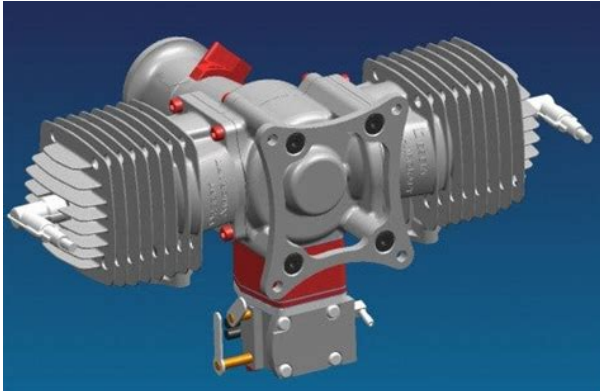
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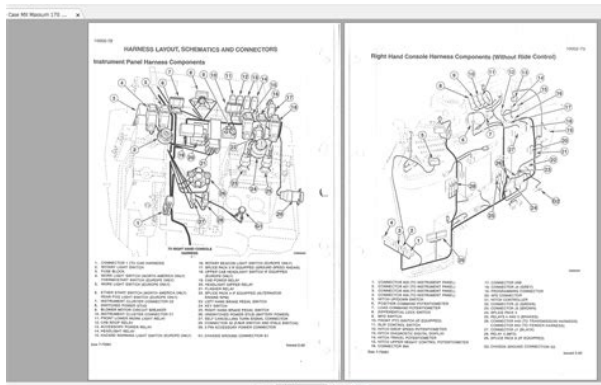
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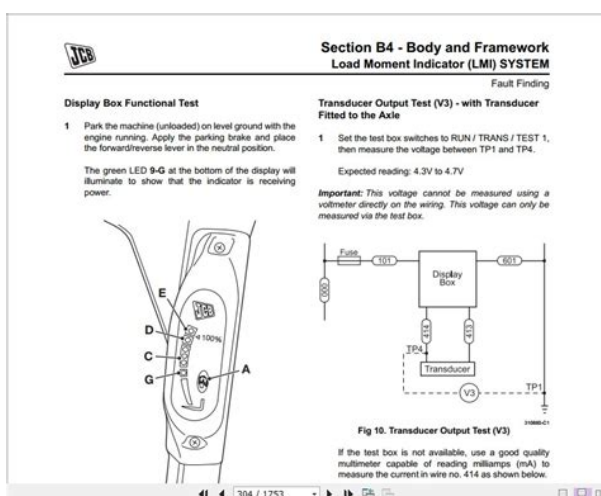


For faster USA shipping options, give us a call at 5207220607. Well proven, with ample power for Unlimited aerobatic competition. More capacity and therefore more power, with the same weight is the result. Many top places in the international aerobatic championships prove the amazing power of this engine. The reed valves developed by DA plus the Walbro carburettor are perfectly adapted to the engine giving an even running engine in all attitudes and throttle settings. An aluminium throttle arm is fitted to the carburettor throttle shaft. The DA170 has been designed especially to run with tuned pipes and only develops its enormous power with these. Should you decide against fitting these pipes then the DA150 is the far better choice. As is with all DA engines the DA170 has been factory test run, the carburettor needles adjusted. The world wide DA service and support is unique. The DA170 is the ideal engine for your 40% aerobatic models. This past Thursday I took it out and ran it for the first time. I am using standard DA mufflers and running a Vess 32B prop. This motor is on a AeroWorks 150cc Yak. On the first start, I could not get the motor to idle down. After looking the motor over some more at the field, the stop screw was turned in too far and would not let the throttle close enough. I adjusted that and restarted the motor. I put two quick flights on the plane, but noticed it really loaded up on the ground if it would idle for any amount of time. Also, in the air it really did not like lower RPMs and just seemed to be way too rich and I was nervous about letting it idle or slowing it up too much during landing. When I got home, I took the cowl off and noticed that under the carb, the cowl was getting soaked with gas from where it much have been dripping from the carb and there was a drop of gas sitting on the choke butterfly. I have read in the manual where DA says to check that the metering fork is connected to the pump diaphragm. <http://www.FlashPointIP.com/fckupload/bush-ne-3120-manual.xml>

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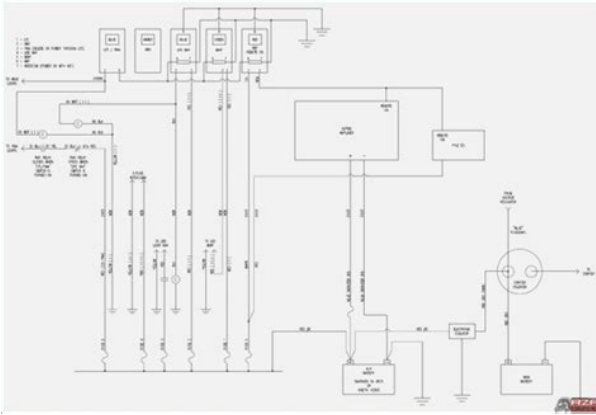
I did this, but noticed that the actual diaphragm was separated from the gasket. Is that normal or is this a bad thing. I assumed you should not be able to separate the diaphragm from the gasket or else it would leak. I also noticed there was a bit of fuel in the carb as well. If anyone could help, I would greatly appreciate it. This really stinks being that it is a brand new motor with no more than 10 minutes on it. I will say that the low end needle on these is super touchy i slight turn is alot of adjustment. The pump is attached to the metering fork so that is right, but should the pump diaphragm separate from the gasket The pump is attached to the metering fork so that is right, but should the pump diaphragm separate from the gasket The Metering Diaphragm is under the forward facing cover with the Hole or Nipple to sample ambient air. Under the rear facing cover is the fuel pump diaphragm with 2 flapper valves that use engine pressure and vacuum impulses to operate the pumping action. Hope this helps. This past Thursday I took it our and ran it for the first time. This really stinks being that it is a brand new motor with no more than 10 minutes on it. If I let it idle long enough it would die. Hope this helps When you remove the front carb plate where the hole normally is and in the case of the 170, there is the 90 degree fitting. Then you see the pump diaphragm. In the center of that is a metal ring where there is a pin attached that fits into the metering fork. Now, if one were to lift or remove the actual pump diaphragm where the pin is as described, does that diaphragm stay attached to the gasket like material. On mine, the actual pump diaphragm is torn from the gasket. Let me see if I can attach a picture and that will clear tons up. Gaskets and diaphragms are easily separated. The gasket goes against the carb body on the metering side with the diaphragm on top. If it leaks when not running the inlet needle is not seating. <http://gainliving.com/upload/editor/bushi-kempo-manual.xml>



Could be a bent lever or the fork is not in the stud in the center. The last picture is what I am referring too. When you look from the front of the motor, on the upper right hand side of the pump, there is a tab of sorts. From there, the pump is separate from that black gasket you can see still

attached to the carb. Is that normal or is the pump trashed or torn That sucks because it would clear things up instantly about what I am referring too. If someone wants, I can just email the pictures to you and you can see what I mean. PM me your email address and I can shoot them right over. Actual settings will vary greatly depending on location. Tune the motor and see if any of your issues go away before worrying about the carb. Fuel accumulation that you are seeing could even be from the choking process. Why go through all this trouble without first tuning the motor All rights reserved. If you do not see what you are looking for we can order it for you. These design features make them a very durable in-cowl muffler. Included with DA mufflers are two pressure fittings for smoke and two plugs for the inlets if you do not run smoke. Enjoy your DA mufflers Today. Specs DA 35 DA 50 DA 60 DA 70 DA 100 DA 120 DA 150 DA 170 DA 200 These mufflers are made for DA Engines. Backed by the best service and support in the industry. Improved reed valve. A true legend in the world of giant scale aerobatics. Since the release of the DA150 in 1999, it has been the dominant engine for aerobatic competition. Years of refinement bring you the best in contest proven performance and reliability. With the experience of the extremely reliable DA150 in our mind, we created the all new DA170. Even lighter, even stronger and the same reliability as the 150 The new champion for your 40% airplane. After its first presentation at the 2002 TOC, the DA200 started its career winning every Shootout competition and much more. Now it is available to do its amazing job also in your 40-50% airplane.

Enjoy the extremely low vibration and the best midrange transition you can think of. The DA200, our new masterpiece. Weights individual Features Four petal reed valve, bottom induction CNC milled, 7075 aluminum alloy crankcase Desert Aircraft. Its perfect for any 25-30% aerobatic aircraft. Features Four petal reed valve, bottom induction CNC milled, 7075 aluminum alloy crankcase Desert Aircraft. Typical props sizes are 24x8 and 24x10. At only 3.1 lbs, the power to weight ratio is excellent. The DA reed valve and Walbro carburetor are well matched, providing consistent engine performance at all flight attitudes and throttle settings. Throttle and choke arms are preinstalled. Features Desert Aircraft, auto advance, electronic ignition Exclusive DA designed cylinders, pistons, and crankshaft. Designed for 1824 lb aerobatic aircraft. The all new DA85 combines the low weight and the affordable price of a single cylinder engine with the power usually only 100cc engines have. The perfect choice for your 35% sized airplane. The owner of Redwing RC has been suggesting it to you for a long time and now you can finally experience this great quality oil for your engine with super convenience. You won't find a smoother, cleaner and better lubricating oil out there for the price. It's the only one Redwing trusts to fuel their birds. It contains ester base oils with the highest film strength and affinity for hot metal, provides the lubricating qualities of castors, but with exceptional cleanliness less grease! and the LOW carbon residue dramatically reduces plug fouling and smoke. It's also compatible with reformulated fuels and each product works in both premix or injection systems. Sounds great, right! We definitely think so. Suggested ratio is 50:1 but is useful up to 100:1 depending on operating conditions. Dyno proven for gains of 35% and more power over longer runs, High temp stability prevents deposits on combustion chambers, exhaust ports, upper ring, and piston crown! Wow.



because I didn't want to make too much noise. Then I filled it with 140 mixture, and replaced the propeller to 30x12. It turned out that 30x12 successfully used with DA150 and DA170 due to high revolution count, was too noisy as well. Next time I'll take more propellers, and even one threeblade 29x12, but I expect it to be too small. Just after flying, I could put my hand on cylinder, with confidence. End of the engine block just behind the propeller was cold. I'm not expecting any bearing failure, or shaft snapping, as this engine isn't prone for overheating. Only delivery vans were produced at first, since they were in urgent demand during postwar reconstruction. In May 1946 the first platform car was completed and one month later the first boxtype delivery van; during september and october that year an ambulance car, based on this delivery van, and a police patrol car, on the basis of the platform car, completed the production range. Due to the difficult production conditions, the car bodies of these first models were, naturally, still rather primitive. In July 1947, production of the fourdoor saloon was resumed. Lueg was at that time a main representative of DaimlerBenz AG. In May 1949, the models 170 D and 170 S, the first new DaimlerBenz passenger car designs after the war, were presented at the technical export fair in Hannover. The 170 D basically matched the 170 V, but was equipped with a 1.7liter Diesel engine, which had been developed from the proven unit of the 170 V. It was the first Dieselpowered passenger car after the war and became the basis for the lasting success of this type of car.

<http://completedetailspainting.com/images/Detecto-As-334D-Manual.pdf>



The salient feature of the 170 D was the significantly lower rate of fuelconsumption, compared to its petrolpowered counterpart, while retaining almost the same driving performance. Longevity and economy became synonymous with the Mercedes Benz Dieselpowered passenger car. Another reason for the high popularity of the 170 D during the first years of production was the fact that even five years after WW II had ended petrol was still in scarce supply whereas sufficient Diesel oil was available everywhere. In May 1950, the 170 V and 170 D were reviewed and a whole range of measures was undertaken. The performance of both engines was improved by increasing their cubic capacity. The safety of the car was optimised by the integration of telescopic shock absorbers, an

enlarged rear track width and stronger brakes. There were improvements, too, regarding passenger comfort. The seats had become bigger, the inner width of the passenger cabine was increased, the boot was now accessed from outside, which was far more comfortable, vents were equipped with covers in order to protect passenger from draught. In order to make it easier to distinguish these improved models from the originals, they were called 170 Va and 170 Da at MercedesBenz. In May 1952 both models were again revised. The rear track width of models 170 Vb and 170 Db had become even wider, they now had onepiece bumpers, a bigger windshield with a windscreen wiper drive, which were encased inside and the bonnet louvers were now horizontally instead of diagonally aligned. Both models were built until August 1953; their successors were the 170 SV and 170 SD models. The 170 V, 170 Va, 170 Da, 170 Vb and 170 Db models were not only available as saloon, but as chassis, which were subsequently fitted by coachbuilders with special bodies.

Because the production capacities were limited and in order to meet the high demand for the 170 D saloons as well as possible the Diesel chassis became available for sale as late as June 1950 and was delivered for the first time in October. The special bodies manufactured by the Lueg company are particularly famous from December 1950 they also became available on the basis of the 170 D model and were officially sold by DaimlerBenz. In Bochum, too, estate cars, boxtype delivery vans and platform cars were built, the majority of which were equipped with Diesel engines. A significant number of chassis, however, was delivered to coachbuilders abroad, many of them in the shape of ckdsets to Argentina. From December 1951 until the middle of 1953, the 170 D model was also available as a platform car with a body produced at Sindelfingen. However, compared to the Lueg body, it was less spacious and thus did not lend itself for conversion into an ambulance car. A special version of the petrolpowered 170 Va model was also available with a platform car body produced in Sindelfingen, which was never officially advertised or sold, however. Only 35 of this type were manufactured in 1952, all of which were delivered to customers in Switzerland. But in Sindelfingen another special model was produced based on the 170 D an open police car with four doors and a light folding roof, detachable side windows and windscreen that could be folded down flat. In the years 1951 and 1952, 530 of these cars were built for the German Federal Border Police. If you continue to use the website, you agree to the use of cookies. These cookies are essential and cannot be deactivated. Close this window to refresh the page. Some of the most common hazards are discussed below, along with the best way to protect yourself and others.

Owner Responsibilities

The engines are designed to give safe and dependable service if operated according to instructions.

<https://www.helpfulhunks.com.au/wp-content/plugins/formcraft/file-upload/server/content/files/1628a4be2a72f5---canon-ir-5000-manual-service.pdf>

Keep children and pets away from the area of operation.

Refuel With Care

Gasoline is extremely flammable, and gasoline vapor can explode. Refuel outdoors, in a well ventilated area, with the engine stopped. Never smoke near gasoline, and keep other flames and sparks away. Always store gasoline in an approved container. If any fuel is spilled, make sure the area is dry before starting the engine.

Hot Exhaust

The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. Let the engine cool before storing it indoors.

To prevent fire hazards and to provide adequate ventilation for stationary equipment applications, keep the engine at least 3 feet 1 meter away from building walls and other equipment during operation. Do not place flammable objects close to the engine.

Carbon Monoxide Hazard

Exhaust gas contains poisonous carbon monoxide. Avoid inhalation of exhaust gas. Running the engine with a low oil level can cause engine damage. The Oil Alert system applicable engine types will automatically stop the engine before the oil level falls below safe limits. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup. Check the air filter. A dirty air filter

will restrict air flow to the carburetor, reducing engine performance. Check the fuel level. Turn the engine switch to the ON position. 5. If you operate your engine under unusual conditions, such as sustained highload or hightemperature operation, or use in unusually wet or dusty conditions, consult your servicing dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SAFETY Some of the most important safety precautions are as follows. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Use only a nonflammable solvent, not gasoline, to clean parts. Refill the tank if the fuel level is low. Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel. Stop the engine and keep heat, sparks, and flame away. Handle fuel only outdoors. Wipe up spills immediately. Refuel in a wellventilated area before starting the engine. If the engine has been running, allow it to cool. Refuel carefully to avoid spilling fuel. Do not fill above the fuel strainer shoulder. After refueling, tighten the fuel tank cap securely. Never refuel the engine inside a building where gasoline fumes may reach flames or sparks. Keep gasoline away from appliance pilot lights, barbecues, electric appliances, power tools, etc. Spilled fuel is not only a fire hazard, it causes environmental damage. Wipe up spills immediately.

MAXIMUM FUEL LEVEL

MAINTENANCE 14 Fuel can damage paint and plastic. Be careful not to spill fuel when filling your fuel tank. Damage caused by spilled fuel is not covered under warranty.

FUEL RECOMMENDATIONS Use unleaded gasoline with a pump octane rating of 86 or higher. These engines are certified to operate on unleaded gasoline. This is no cause for concern. If spark knock or pinging occurs at a steady engine speed, under normal load, change brands of gasoline. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.

ENGINE OIL CHANGE Drain the used oil while the engine is warm. We suggest you take used oil in a sealed container to your local recycling center or service station for reclamation.

Other viscosities shown in the chart may be used when the average temperature in your area is within the recommended range.

SAE Viscosity Grades

AMBIENT TEMPERATURE The SAE oil viscosity and service classification are in the API label on the oil container. We recommend that you use API SERVICE Category SE or SF oil.

AIR FILTER INSPECTION

- Remove the air cleaner cover and inspect the filter. Clean or replace dirty filter elements. Always replace damaged filter elements. Remove the wing nut from the air cleaner cover, and remove the air cleaner cover.
- Remove the wing nut from the air filter, and remove the filter.
- Remove the foam filter from the paper filter.
- Inspect both air filter elements, and replace them if they are damaged. Never try to brush off dirt; brushing will force dirt into the fibers. Foam air filter element Clean in warm soapy water, rinse, and allow drying thoroughly. Or clean in nonflammable solvent and allow drying. Dip the filter element in clean engine oil, and then squeeze out all excess oil. The engine will smoke when started if too much oil is left in the foam.
- Wipe dirt from the inside of the air cleaner base and cover, using a moist rag. Be careful to prevent dirt from entering the air duct that leads to the carburetor.
- Place the foam air filter element over the paper element, and reinstall the assembled air filter. Be sure the gasket is in place beneath the air filter. Or clean in nonflammable solvent and allow drying.
- Dip the filter in clean engine oil, and then squeeze out all excess oil. The engine will smoke if too much oil is left in the foam.
- Empty the used oil from the air cleaner case, wash out any accumulated dirt with nonflammable solvent, and dry the case.

Fill the air cleaner case to the OIL LEVEL mark with the same oil that is recommended for the engine. Oil capacity 2.0 US oz 60 cm³

- Reassemble the air cleaner, and tighten the wing nut

securely. 1. Wash the sediment cup and Oring in nonflammable solvent, and dry them thoroughly. 2. Place the Oring in the fuel valve, and install the sediment cup. Tighten the sediment cup securely. 3. Move the fuel valve to the ON position, and check for leaks. Inspect the spark plug. Replace it if the electrodes are worn, or if the insulator is cracked or chipped. 4. ORING SEDIMENT CAP SPARK PLUG WRENCH 0.0280.031 in 0.700.80 mm MAINTENANCE 21. In some areas, it is illegal to operate an engine without a spark arrester. Check local laws and regulations. A spark arrester is available from authorized servicing dealers. The spark arrester must be serviced every 100 hours to keep it functioning as designed. If the engine has been running, the muffler will be very hot. Use a brush to remove carbon deposits from the spark arrester screen. Be careful to avoid damaging the screen. The spark arrester must be free of breaks and holes. Water in the air cleaner will soak the air filter, and water that passes through the air filter or muffler can enter the cylinder, causing damage. Water contacting a hot engine can cause damage. If the engine has been running, allow it to cool for at least half an hour before washing. Fuel Gasoline will oxidize and deteriorate in storage. Old gasoline will cause hard starting, and it leaves gum deposits that clog the fuel system. If the gasoline in your engine deteriorates during storage, you may need to have the carburetor and other fuel system components serviced or replaced.

The length of time that gasoline can be left in your fuel tank and carburetor without causing functional problems will vary with such factors as gasoline blend, your storage temperatures, and whether the fuel tank is partially or completely filled. The air in a partially filled fuel tank promotes fuel deterioration. Owner's Manual Only the D Type is equipped for both electric and manual starting. Failure to do so could result in personal injury or equipment damage. Keep children and pets away from the Refuel outdoors, in a Never smoke near gasoline, and keep other Always store gasoline in an approved container. If any fuel is Let the engine Do not place flammable objects close to the engine. Avoid inhalation of exhaust gas. Never The fuel valve lever must be in the ON position for the engine to run. When the engine is not in use, leave the fuel valve lever in the OFF position to prevent Moving the throttle lever in the directions shown makes the engine run faster or slower. The engine switch must be in the ON position for the engine to run. Turning the engine switch to the OFF position stops the engine. The CLOSE position enriches the fuel mixture for starting a cold engine. The OPEN position provides the correct fuel mixture for operation after starting, and for Some engine applications use a remotelymounted choke control rather than the Be sure to take Always perform a preoperation Running the engine with a low oil level can cause engine The Oil Alert system applicable engine types will automatically stop the engine before the However, to avoid the inconvenience of an unexpected Check the air filter. A dirty air filter will restrict air flow to the carburetor, reducing engine Check the fuel level. Starting with a full tank will help to eliminate or reduce operating INFORMATION and the chapter titled BEFORE OPERATION. Breathing it can cause Avoid any areas or actions that Pull the starter grip lightly until you feel resistance, then pull briskly.

Under normal conditions, use the following procedure. It will also help Always follow the inspection and Other service tasks that are more difficult, or require special tools, are best handled by If you operate your engine Only you can decide Always follow the procedures and This will eliminate Be sure there is adequate ventilation whenever you operate the engine. Do not run the engine unless instructed to do so. Keep cigarettes, sparks and Check 0. Clean 01 Air cleaner. Replace 0 CheckClean 0 Replace 0 Refer to manual for service procedures. Refill the tank if the If the engine has been running, allow Do not fill above the fuel strainer shoulder. After Keep gasoline away from appliance pilot lights, barbecues, electric appliances, power tools, Wipe up spills Be careful not to spill fuel when Damage caused by spilled fuel is not covered under Unleaded gasoline produces This is no cause for concern. Check the oil level The Oil Alert system applicable engine types will

automatically stop the engine before the oil. However, to avoid the inconvenience of an unexpected shutdown, warm oil drains quickly and completely. Do not throw it in the trash; pour it on the ground; or down a drain. Use 4-stroke automotive detergent. Other viscosities shown in the chart may be clean or replace dirty filter elements. Always replace damaged filter elements. If equipped with an oilbath air cleaner, also check the. This type of damage is not covered by the Distributor's Limited Warranty. Dip the filter element in clean engine oil. The engine will smoke when started if too much oil is. Be careful to tighten the air filter wing nut securely. Or clean in nonflammable solvent and allow drying. The engine will smoke if tighten the sediment cup. Replace the O-ring if there is. Replace it if the electrodes are worn, or if the insulator is cracked or. Over tightening the spark plug can damage the threads in the cylinder head. 7. Attach the spark plug cap.

In some areas, it is illegal to operate. Check local laws and regulations. A spark arrester is. Allow the muffler to cool before. Be careful to avoid. Replace the spark arrester if it is. Clean all exterior surfaces, touch up any damaged paint, and coat other areas that may. Water in the air cleaner will soak the air filter, and water. If the engine has been running, old gasoline will cause hard starting, and. If the gasoline in your engine deteriorates. The air in a fuel deterioration problems may occur within a few months.

<http://www.diamondsinthemaking.com/content/bose-wave-radio-service-manual>