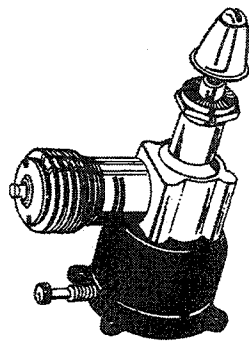




TEXACO* .049 & TEXACO* JR. .049 CARE & OPERATION



TROUBLE SHOOTING CHART	
TROUBLE	REMEDY
Poor battery connection	Check connections of wires to battery and check to be sure clip is firmly and correctly attached to glow head.
Weak or dead battery	A good battery should test 1-1/2 volts. Connect battery to a good glow head or flashlight bulb. If glow head coil or bulb does not glow bright - replace battery.
Burned out glow head	Remove glow head. Attach glow head to a good 1-1/2 volt battery. If glow head filament does not glow bright orange - replace battery.
Glow head loose	Tighten glow head with wrench
Engine wasn't primed	Squirt a few drops of fuel through exhaust ports and onto side of piston then continue with starting procedure.
Dirt under reed valve	Remove backplate. Wash reed and retainer in solvent or fuel.
Engine flooded, too much fuel in cylinder. Makes a sizzling sound.	Close needle valve 1 full turn and start again (without priming). 4 or 5 starts may be required to clear engine.
Loose propeller screw	Tighten propeller screw
Dirt under reed valve	Remove backplate. Wash reed and retainer in solvent or fuel.
Engine stiff PROPELLER TURNS HARD OR "KICKS"	Close needle completely. Leave battery attached and flip propeller (without priming) until short starting "burst" occurs. Then open needle valve 2-1/2 turns, and start again.
ENGINE STARTS THEN SLOWS DOWN AND STOPS	Close needle valve. Flip propeller until engine starts and burns out excess fuel. Open needle and restart.
ENGINE "varnished"	See instructions
SHORT RUNNING BURST (BRIEF START, THEN STOP)	Check tank fuel level - refill if necessary; or, open needle valve another 1/2 turn, prime and start again. It may be necessary to repeat this procedure 3 or 4 times, opening the needle valve 1/2 turn each time.
ROUGH SOUNDING ENGINE SLUGGISH WEAK POWER	Tighten glow head with wrench Readjust needle valve

Use only Cox model fuel - NEVER USE GASOLINE! Gasoline can explode and burn, causing serious injury to YOU AND OTHERS.
Cox model works only because it is FLAMMABLE - it burn with an almost invisible flame, it can burn you if not used with common sense - be careful and follow these rules:

- NEVER FUEL OR PRIME WITH BATTERY CONNECTED TO ENGINE.
- WIPE EXCESS FUEL FROM MODEL WITH CLOTH AFTER EACH FUELING OR PRIMING.
- DO NOT OPERATE ENGINE INDOORS.
- DO NOT SMOKE WHEN FUELING OR OPERATING MODEL



Cox Customer Service Department
350 West Rincon Street
Corona, CA 91720
Open 8-00 AM until 4:30 PM Pacific Time
Monday through Friday
800/451-0639

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3. Install propeller on engine should face engine. Tighten propeller.

CAUTION

A propeller which has been damaged with nicks, or cracks, or one which has been altered in any way can break apart during operation of the engine and causing serious injury you and others.

- Inspect propeller before each use.
- Do not alter, modify or customize your propeller.
- Discard and replace nicked, chipped, cracked or altered products.
- Use only propellers approved for use with your engine.

STARTING ENGINE

1. Close needle valve (turn clockwise). Do not force or over tighten valve. After closing, open valve (turn counterclockwise) 3 turns.
2. Fill fuel tank. Fuel will flow from overflow on top of tank when tank is full. Wipe any excess fuel from engine and tank.
3. Prime engine. Close exhaust ports by rotating crankshaft until piston blocks ports. Squirt several drops of fuel into exhaust ports. Flip propeller over 3 or 4 times to work fuel into engine.
4. Connect glow head clip to glow head. Bottom clip should rest on top of glow head. See Figure 1B.
5. Start engine. Flip the propeller over counterclockwise. To start the engine, the propeller must be flipped vigorously or use Starter Spring.

NOTE: If, after a few attempts, the engine does not start, open needle valve another 1/2 turn, reprime, and repeat starting procedure. If engine still won't start, refer to engine trouble-shooting section.

6. Slowly tighten needle valve (clockwise) until engine is running at top speed. At top speed, engine should produce a shrill whine. After engine has reached top speed, loosen needle valve approximately 1/2 turn, or until engine runs with a "crackling," or "bubbling," sound. Remove glow head clip and let engine run until fuel tank runs dry. Restart and repeat procedure until engine has burned a minimum of 3 tanks of fuel.
7. Restart engine. Tighten needle valve until engine is running at top speed. Remove glow head clip. If engine holds top RPM, it is broken in.
8. If engine is mounted in plane, tip nose of plane up to 45 degree angle. If engine speed changes readjust needle valve.

NOTE: The engine will gain RPM and consistency of run over the first 1/2 hour of run time.

ENGINE CARE

Cleaning. - Engine may be taken apart for cleaning or replacement of parts. Refer to diagram with "Parts List" for position of engine parts.
Disassemble and clean engine whenever it is dirty. Wash and oil parts before reassembly. Always disassemble and clean engine after crash or whenever you suspect that dirt may have gotten into parts. Dirt in engine will drastically shorten engine life.

Cox engineers and the nation's best Texaco competitors teamed up to design an extended duration production engine that provides the optimum combination of fuel economy and power needed to win Texaco competitions.

- A high velocity .062 diameter intake venturi.
- New free flowing reed holder.
- Light weight polymer tankback.
- Center guide drive plate.
- R.P.M.: 9,100 to 9,600 with 7D x 3.5P propeller.
- Tank Size:
Texaco: 8.4 cc
Texaco Jr.: 5.1 cc
- New five fin cool running head
- New zero drag starter spring.

NOTES:

- A. When adjusting engine speed, allow for a short delay between movement of needle valve and change in engine speed.
- B. Fuels must contain a minimum of 20% castor oil. Cox Super Power Fuel is recommended.
- C. You will need a 1-1/2 volt battery, a glow head clip, Cox Super Power fuel, and a filler hose to start your engine. These items are all available in the COX 400 or 880 Accessory kits.

PREPARATION FOR RUNNING

1. Mount engine in plane or on board. Never hold engine in hand or vise.
2. Obtain a 1-1/2 volt Cox dry cell battery or equivalent. Never use a higher voltage battery or the glow head may burn out. Connect Cox glow head clip wires to battery as shown in Figure 1A.

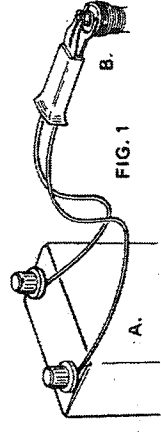


FIG. 1

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

Glow Head - Replace burned out glow head. Never attempt to remove hot glow head. A hot glow head will stick, and forced removal may damage cylinder. To cool glow head, pour fuel over head.

Use both wrenches when removing glow head. The top fin on the cylinder has two flats. Insert one wrench over these flats and hold in place while using other wrench to remove the glow head.

When installing glow head make sure it is tight!
Storage - Before storing, run engine until fuel tank is dry. Lubricant in fuel thickens upon exposure to air and may clog parts if allowed to remain in tank. Oil engine with light oil such as SAE 10, 3-IN-ONE oil, or sewing machine oil, then wrap in plastic bag or clean cloth to protect it from dust and dirt.

WARNING

USE OF THE FOLLOWING EQUIPMENT CAN DAMAGE YOUR ENGINE AND WILL VOID YOUR WARRANTY!

- ELECTRICAL STARTERS
- DIESEL CONVERSION KITS
- SHAVED OR EXTREMELY HIGH COMPRESSION HEADS
- PROPELLERS LARGER THAN 7" DIAMETER

WARRANTY

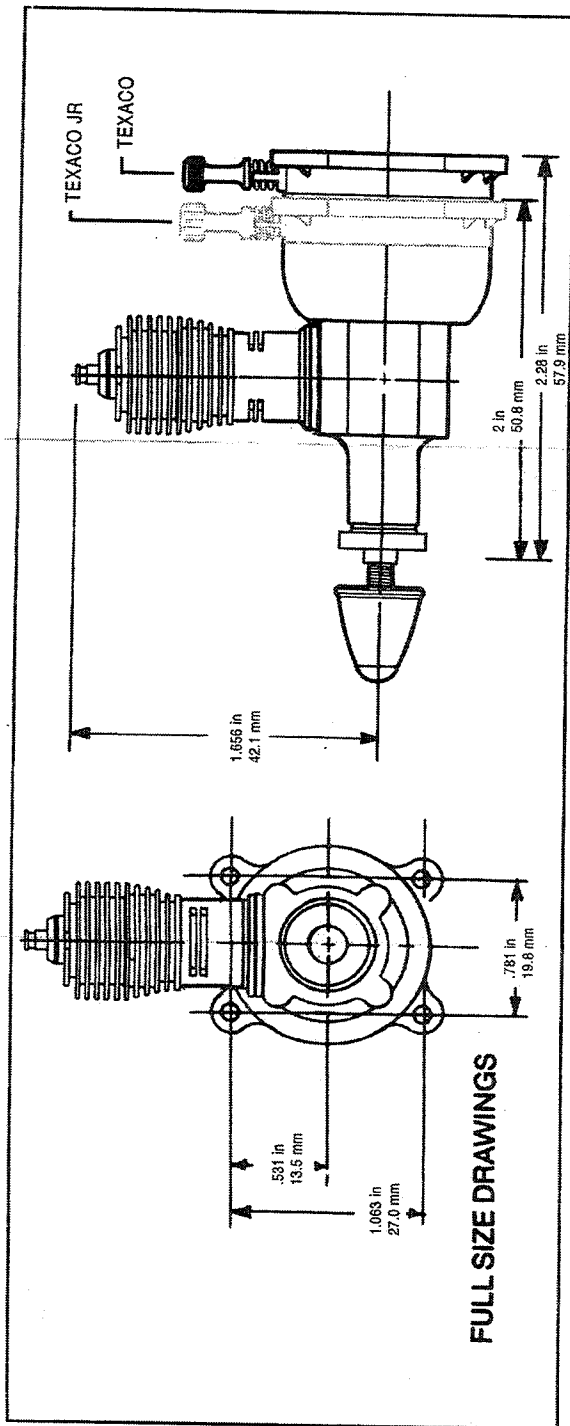
Your Cox engine is fully warranted against factory defect for 90 days from the date of purchase. GLOW HEADS are NOT WARRANTED since they normally require periodic replacement. Should your engine require warranty service, you may contact Cox at the address given on back page.

FACTORY REPAIR SERVICE

Minor repair, examination, or adjustments - \$4.00 plus parts. Complete overhaul, new engine performance guaranteed: \$13.25 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 AM to 4:30 PM Pacific Time, Monday through Friday. Prices and Design Subject To Change Without Notice.

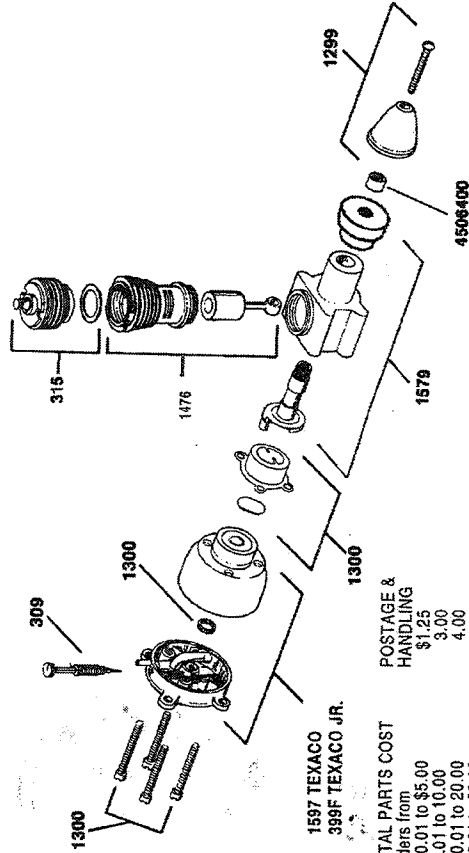


REPLACEMENT PARTS

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 instruction: You may order parts from Cox by telephone or mail. Orders may be charged to your Visa or Mastercard. For credit card order give the following information: name, card number and expiration date. For other orders please send a check or money order made payable to Cox Products for the full amount including the following postage and handling charges:

NOTE

The inside fuel pickup tube location is shown for radio control and free flight. The end of this tube must be relocated to the side of the tank for control line flying.



TOTAL PARTS COST

Orders from
 \$0.01 to \$5.00 \$1.25
 \$5.01 to 10.00 3.00
 10.01 to 20.00 4.00
 20.01 to 30.00 5.50
 30.01 to 40.00 6.50
 40.01 up 7.50

All international orders \$5.00 additional.
 CA residents only add state sales tax.
 No C.O.D. orders accepted. Telephone orders by Visa or Mastercard only.

CAT. NO.	DESCRIPTION	PRICE
309	Needle Valve & Spring	2.00
315	Glow Head & Gasket	3.80
1579	Crankcase, crankshaft & drive plate assembly	6.15
1476	Cylinder, Piston & Rod	10.50
4508400	7 x 3.5P Prop Center Adaptor	1.00
1300	Overhaul Kit (reed, retainer, gasket, screw set, spinner, prop screw (5-40) & venturi gasket)	3.00
	TEXACO .049	
1597	Tank front & back, tube, spring, & venturi gasket, reed, retainer	9.00
	TEXACO JR .049	
399F	Tank front & back, tube, spring, & venturi gasket, reed, retainer	9.00
	RECOMMENDED PROPELLERS	
246	7" x 3.5P (178 x 89 mm)	1.35
862	6" x 3P (152 x 76 mm)	1.35
	ACCESSORIES	
339	Starter Spring	1.00
7556	Glow Plug Clip with Wires	1.90
1550	Wrench	1.10
1796	Piston/Rod Reset Tool & Holder	3.20

Prices subject to change without notice.

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