BOXER 220s

INSTRUCTION MANUAL

CONTENT

1.0 INTRODUCTION

intro

Thank you for choosing our BOXER220s engine, designed and manufactured by SKY ENGINES. WE INVITE YOU TO READ THIS MANUAL CAREFULLY AND FOLLOW ALL THE MAINTENANCE OPERATIONS ILLLUSTRATED BELOW, **BEFORE USING THE PRODUCT**, TO AVOID SERIOUS DAMAGE TO THE ENGINE.

For further information or clarifications, or to purchase spare parts, please contact us at the telephone number or email address indicated on the cover page. Thank you for your attention and we wish you lots of fun, in the hope you are happy with your choice. Best regards,

Sky Engines s.r.l.

1.1 GENERAL WARNINGS:

• SKY ENGINES shall not be directly or indirectly liable for the use of its engine, especially if it has been modified or tampered with by third parties.

• **MAINTENANCE IS FUNDAMENTAL to avoid serious damage to the engine, please read chapter 4.0 of this manual carefully and strictly follow all the points.** For spare parts to replace damaged parts, consult paragraph 3.3 where all the assembly procedures are illustrated of the secondary parts which deteriorate over time.

• SKY ENGINES shall not be liable for damages caused by lack of maintenance or assembling errors, excluding the replacement of parts covered by warranty.

• The engine can carry a maximum of 150 Kg; a weight over 160 Kg may cause problems to the engine and during flight.

• We recommend carrying out all checks required to ensure the safety of the engine functionalities before taking off.

• Technical modifications may be made by the buyer, who assumes full liability for any damage; spare parts for the purpose of making changes are not covered by warranty.

• Any modifications made by the buyer to the engine or the removal of original parts can make use of the engine dangerous!

• SKY ENGINES reserves the right to make changes to the model on sale and/or in the catalogue, without prior warning, at any time, without any obligation; all relevant information can be found on the website www.skyengines.com.

• The aircraft powered by this engine should fly in open spaces, in areas reserved for flying! The pilot must acknowledge all the risks of using this aircraft and the fact that this engine may stall.

• See chapter 6.0 of this manual for the warranty conditions.

CAUTION!!
This is not a certified engine!
Its use is for experimental and non-certified aircraft.

1.2 RECOMMENDATIONS FOR ACCIDENT PREVENTION

Use of this engine is high risk, therefore you have to pay utmost attention during, before and after flight, to avoid very serious accidents.

You are therefore invited to follow the general measures illustrated here to avoid damage or accidents.

• The engine cannot resolve all flight problems, therefore you have to avoid unsafe situations; one of the most common errors is to fly very low over zones where you cannot land. You must always consider the eventuality of a fault and landing in an emergency.

• you must always consider the lack of engine power created during turbulence on flight stability:

-pay attention to swinging caused by flight changes which cause a fall of 4-5 metres

-The engine can be switched off at any time and you should pay attention to emergency landing in a safe area.

• STRICTLY avoid flying over water both for your safety and to avoid damage to the engine.

2.0 INSTRUCTIONS FOR USE

USO

The instructions for use in this manual refer to the production model at time of print; each type of change will not be directly notified to the buyer, but anyone looking for explanations on product development can check out the information you want on the website www.skyengines.com

2.1 FUEL

BOXER 220s is a 2-stroke engine which needs a fuel mix of petrol-oil.

Remember in 2-stroke engines it is extremely important to have correct carburation, and therefore the correct mix of fuel to avoid piston seizure, not covered by warranty.

ATTENTION!!
MIX PETROL AND OIL IN A RATIO OF 3% USING TOP QUALITY SYNTHETIC OIL FOR 2-STROKE ENGINES.

Pay attention to the excess quantity of oil, and lack of it IN BOTH CASES IT COULD DAMAGE THE ENGINE.

CAUTION!!!
PETROL IS AN EXTREMELY FLAMMABLE AND EXPLOSIVE SUBSTANCE.
CARRY OUT THESE OPERATIONS OUTDOORS, IN A WELL VENTILATED PLACE WITH THE ENGINE OFF.
DO NOT SMOKE, DO NOT CAUSE SPARKS OR OPEN FLAMES IN THE AREA WHERE FUEL IS STORED; KEEP OUT OF CHILDREN'S REACH.

CAUTION!!!
NEVER MIX DIFFERENT OILS TOGETHER.

- You are advised to use 100% synthetic oil BARDAL KITS, already tested by our mechanics.

PERIOD	PERCENTAGE OF OIL
RUNNING IN	3%
SUBSEQUENT	2.5%

2.2 RUNNING IN

USO

Good running in of the product ensures a long lasting engine and better performance of the components:
For the first 3 hours of flight, use the engine with caution.
do not use the engine at maximum power for a long time.
do not keep the accelerator in the same position for more than a few seconds; it is preferred to open and close the accelerator without climbing higher to avoid forcing the engine.
Use the engine for 10 minutes at a time, letting it cool. Repeat these operations each time the engine is serviced.
AFTER 10 HOURS OF FLIGHT OR 30 LITRES OF PETROL APPROX., THE ENGINE IS RAN IN!

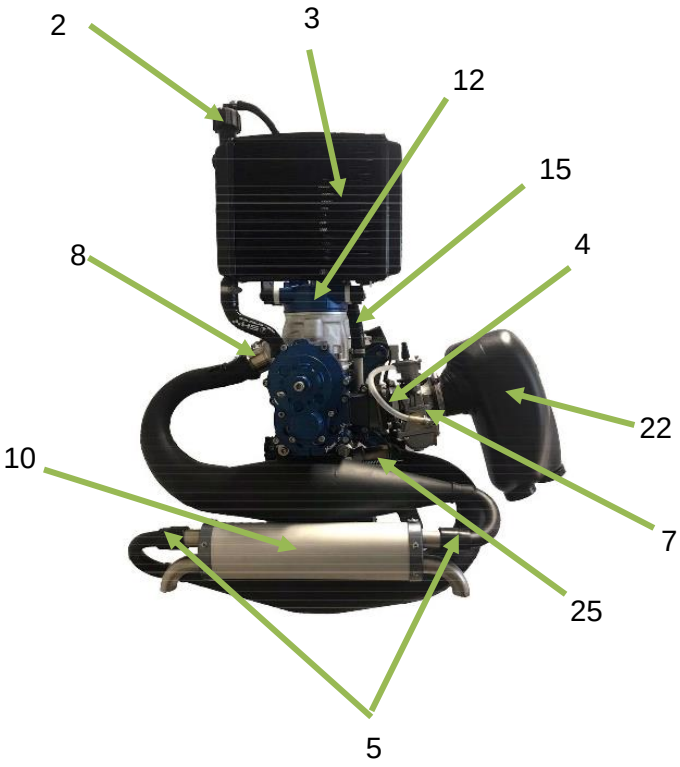
2.3 STARTING THE ENGINE

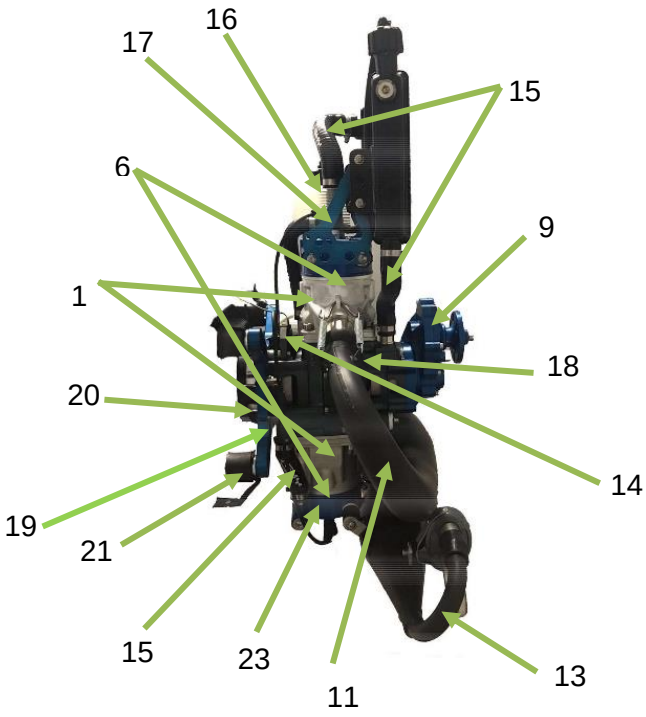
The BOXER220S engine starts via the pull “EASY START” with self-winding cord, which must be strongly pulled to avoid the engine flooding. Thanks to this type of ignition, the engine is easily started.

CAUTION!
• Engine exhaust gas contains carbon monoxide, which is lethal for the body; DO NOT START THE ENGINE IN ENCLOSED LOCATIONS, BUT OUTDOORS AND WELL-VENTILATED PLACES!!!
• never start the engine if not completely assembled, missing components could cause serious damage.
• pay utmost attention to the propeller, it can reach very high speeds making it no longer visible, always maintain a due distance.

With the engine cold, pump a little petrol in the carburettor and, after ignition, wait a few minutes to heat the engine, accelerate at intervals to avoid damage.

3.1 ENGINE ILLUSTRATION





1: CYLINDERS	SKYBO22005005A	13: LOWER EXHAUST	SKYBO22006004C
2: RADIATOR CAP	SKYBO22004032	14: IGNITION COIL	SKYBO22001014
3: RADIATOR	SKYBO22004014	15: RADIATOR TUBES	SKYBO22004002-3-4-29
4: REED VALVE	SKYBO22002002	16: EXPANSION TANK	SKYBO22004027
5: EXHAUST RUBBER SECTIONS	SKYB022006007	17: RADIATOR BRACKETS	SKYBO22004005
6: HEADS	SKYBO22005001	18: CASING	SKYBO22007004-5
7: CARBURETTOR	SKYB022002005	19: SPIDER	SKYBO22007003
8: UPPER EXHAUST MANIFOLD	SKYBO22005016	20: EASY START IGNITION	SKYBO22001
9: REDUCTION	SKYBO22008	21: SILENT BLOCK	SKYBO22007011
10: SILENCER	SKYBO22006001	22: FILTER CASING	SKYBO22002004
11: UPPER EXHAUST	SKYBO22006004B	23: LOWER HEAD COVER	SKYBO22005004
12: UPPER HEAD COVER	SKYB022005003	24: LOWER EXHAUST MANIFOLD	SKYBO22005019B

3.2 TECHNICAL CHARACTERISTICS

tecnica

TYPE	2-STROKE BI CYLINDER BOXER WITH LIQUID COOLING
DISPLACEMENT	220 CC
MAX POWER	38 HP @ 11600 RPM
PEAK SPEED MAX	12000 RPM
BORE	53 mm
STROKE	50 mm
REDUCTION	MECHANICAL 1:4 OIL LUBRICATED
THRUST*	108 Kg WITH THREE CARBON BLADES 130 cm AT 11800 RPM 112 Kg WITH THREE CARBON BLADES 140 cm AT 11600 RPM 121 Kg WITH THREE BLADES 150 cm AT 10900 RPM
CARBURETTOR	KEIHIN 38
TOTAL	WEIGHT WITH LIQUIDS 20 Kg
EGT	680 °C
CHT	170°C
COOLANT	95°C
DRY	CENTRIFUGAL CLUTCH

*Tests carried out in optimal conditions at sea level with the engine ran in

CAUTION!!

The recommendations in the technical characteristics are very important to avoid serious damage to the engine and your safety. PAY UTMOST ATTENTION TO THE ABOVE AND WE INVITE YOU TO COMPLY WITH THE MAXIMUM LIMITS STATED. SKY ENGINES CANNOT BE HELD IN ANY WAY LIABLE FOR DAMAGE CAUSED TO PROPERTY OR PEOPLE DUE TO LACK OF ATTENTION TOWARDS THE TECHNICAL CHARACTERISTICS STATED ABOVE.

3.3 ASSEMBLY OF THE SECONDARY COMPONENTS

técnica

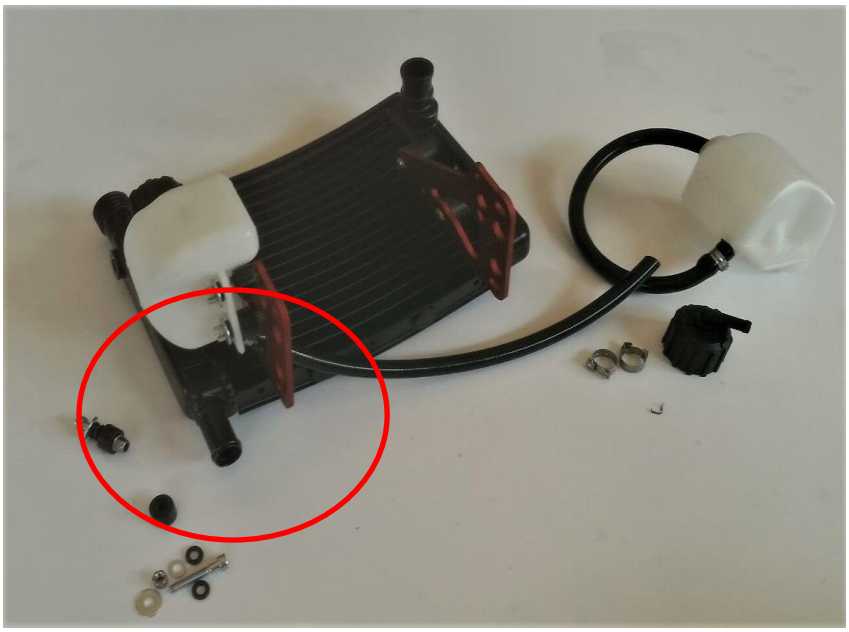
3.3.1 SPECIAL WARNINGS ON ASSEMBLY

Assembly of the BOXER220s engine is more complex than the other types and requires more assembly experience of the components, especially those inside. Being an engine with liquid cooling, assembly of the parts that use the coolant liquid of the radiator requires accurate cleaning which only an expert mechanic will have the ability to carry out.
Therefore, we ask anyone without the skills and ability to carry out assembly operations NOT TO TOUCH THE ENGINE, UNLESS FOR UNAVOIDABLE MAINTENANCE OPERATIONS; IN THIS CASE, WE ASK YOU TO FOLLOW THE INSTRUCTIONS OUTLINED STEP BY STEP WITHOUT IMPROVISING OR MAKING CHANGES THAT COULD CREATE SERIOUS DAMAGE FOR THE ENGINE NOT COVERED BY WARRANTY.

• Modifications to the engine can make it extremely unsafe!!
• Replace the engine components with original SKY ENGINES spare parts to ensure more reliable operation.

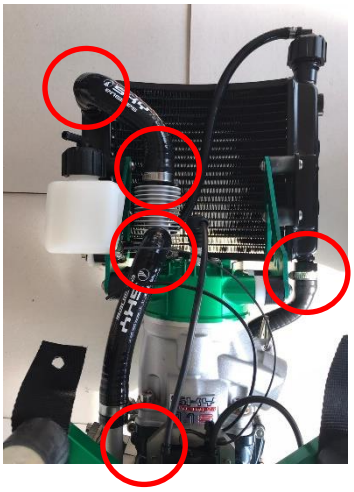
3.3.2 RADIATOR (also see 3.3.3 SILENT BLOCK BRACKETS)

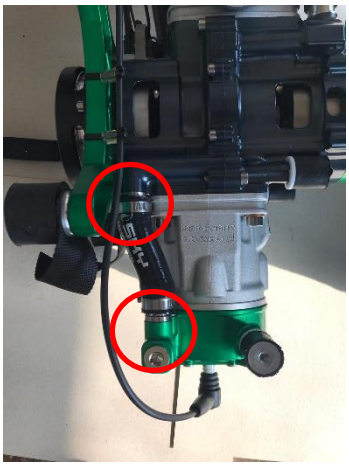
Assemble the specific silent blocks on the radiator and then the brackets on the silent blocks (on both sides).

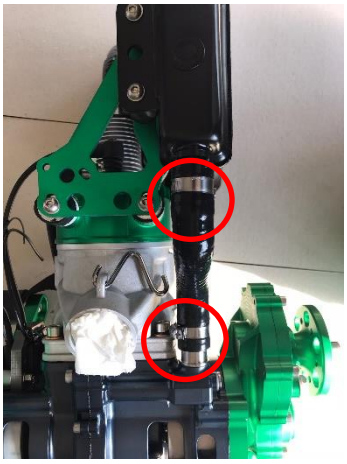


Then assemble the tank as in the figure.

Position the radiator on the upper head cover and insert the tubes in the respective openings as in the figures below.







Check the positions of the joints and insert the tube tightening clamps as in the photo.

3.3.3 SILENT BLOCK BRACKETS

Assemble the Teflon disc and then the silent block on the upper head cover as in the figure to the side. Then, assemble the head cover dissipator.

técnica

Assemble the brackets on the silent block of the upper head cover and the silent blocks on the brackets.

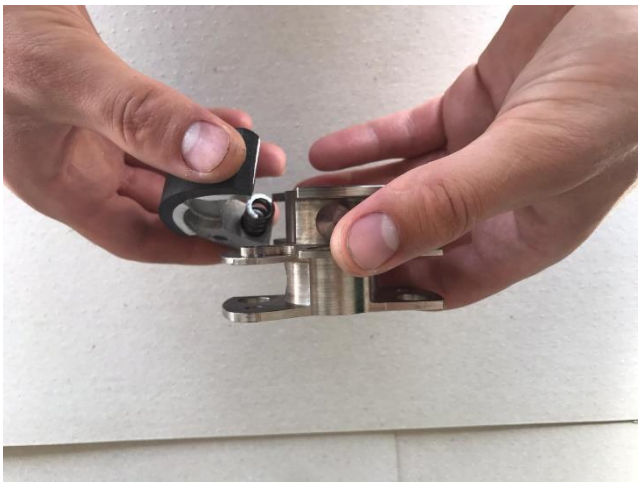
Position the tank on the bracket and avoid using the nut without tightening it, to see the tip of the screw exiting as in the figure to the side.

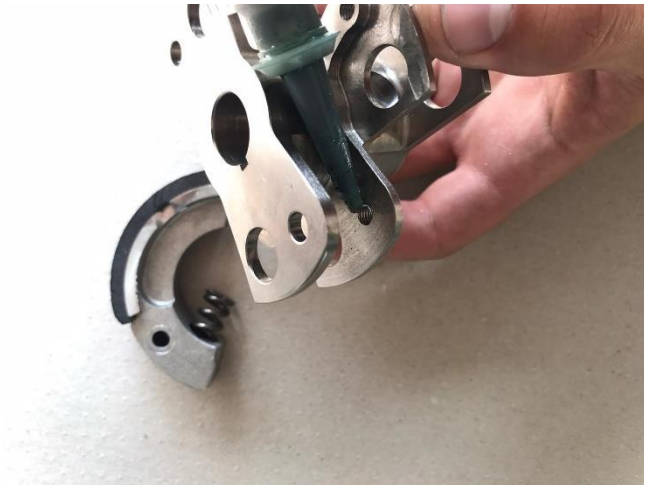
Lastly, assemble the radiator on the specific silent blocks.

3.3.4 CLUTCH

Before assembling the clutch, ensure you have the following parts.

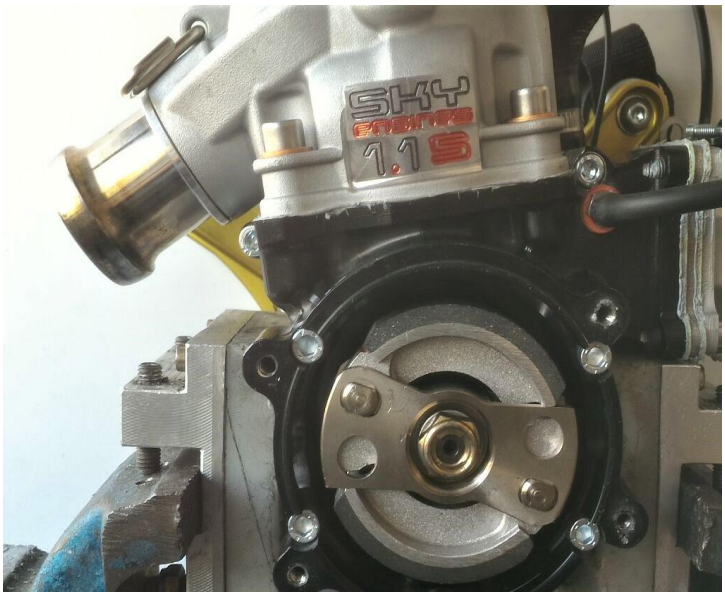
Position the spring in the specific compartment of the shoe and position the clutch body as demonstrated in the figures.
Before positioning the shoes and screwing in the screw, affix a drop of Loctite to block the thread in the specific hole.
This process should also be carried out for the other 3 shoes.





Arrange everything on a vice, aiding fastening with a cylindrical body ensuring the holes of the shoe and the clutch body match and insert the pin as in the following figure.

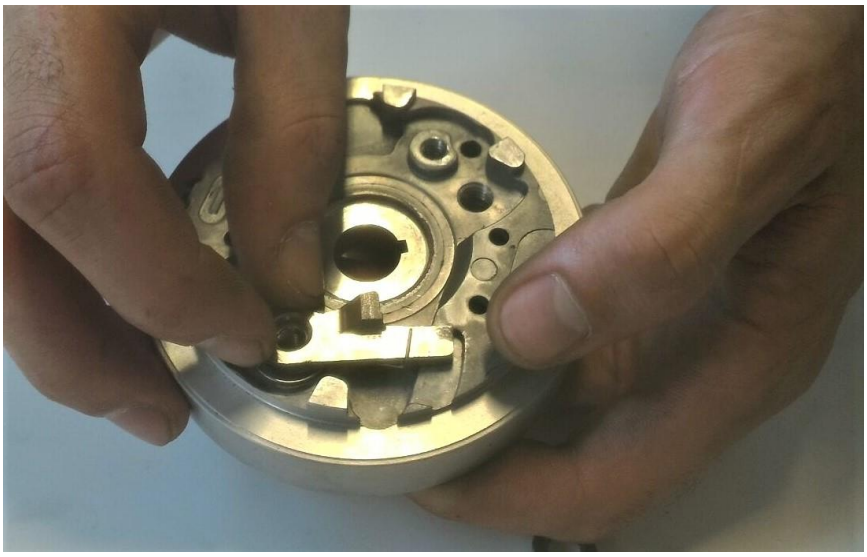
Lastly, assemble the clutch in the engine casing.



3.3.5 OVERALL IGNITION UNIT

Take the flywheel and ensure everything needed is present, i.e. ratchets, screws and spr
Ensure the parts in question are clean.

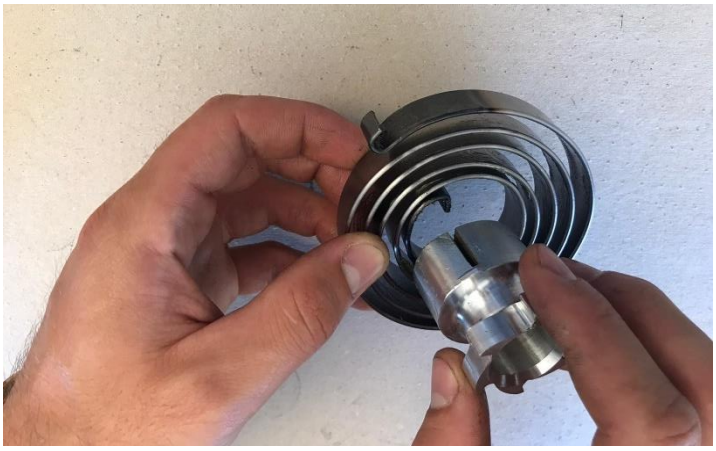
Position the spring in the specific hole and in the flywheel guide as in the photo to the side.



Rest the ratchet and ensure it fits with the spring.

Position the threadlocker and the specific screw provided, tighten and ensure the ratchet remains free to rotate as in the 2 following photos.

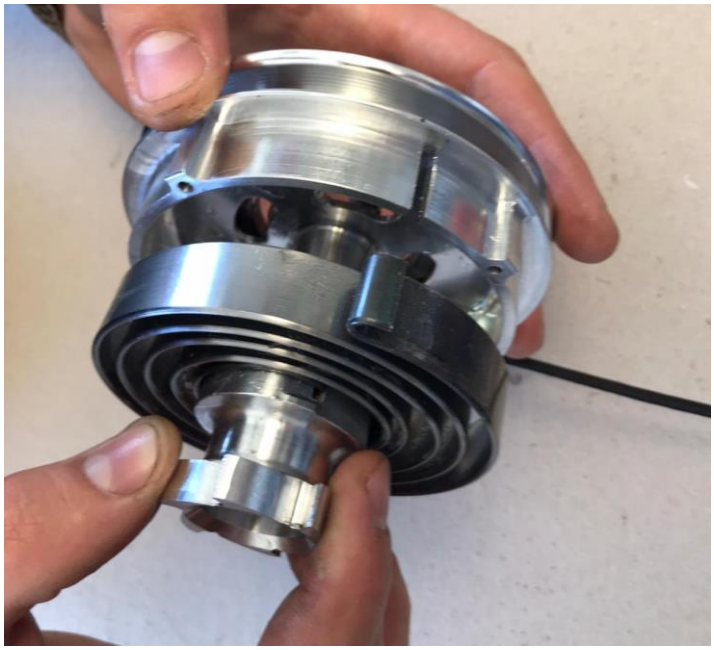
tecnica



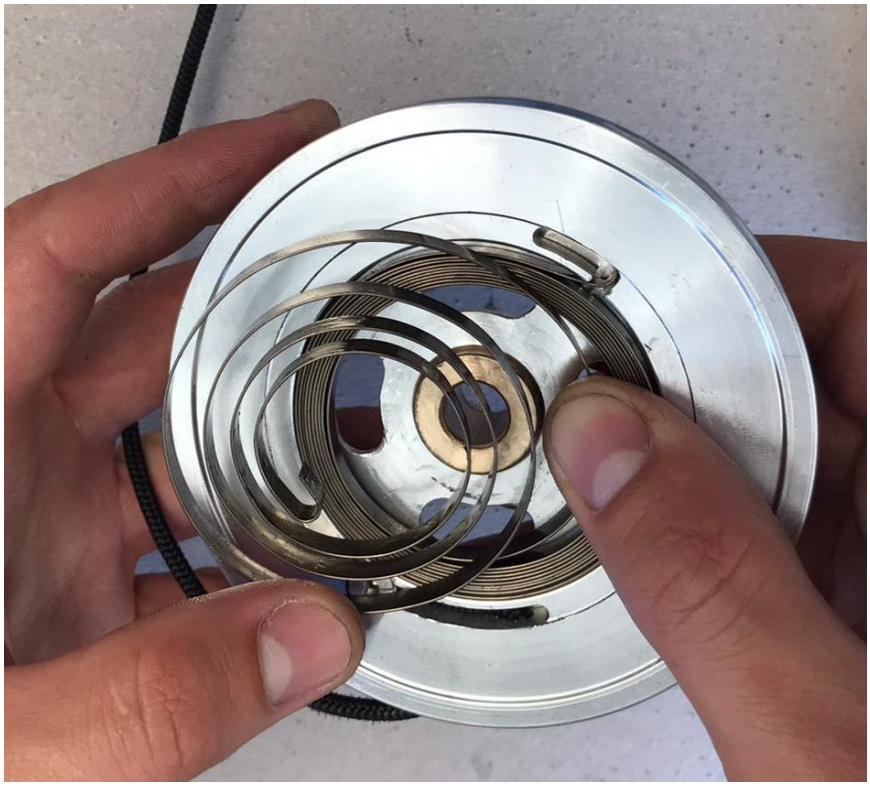
Grease the spring carefully.
Couple the serrated pin with the spring, fitting the latter in the specific slot.

Position the spring-serrated pin unit in the

specific compartment of the pulley, also here fitting the spring in the specific slot of the pulley. Then, screw in the grid as shown in the figures below.



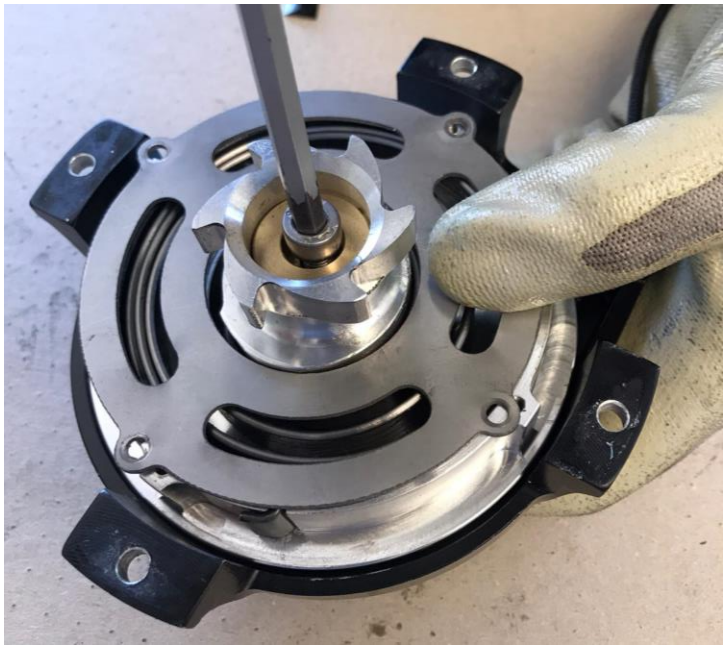
Insert the small spring from the other side of the pulley. As before, fit the spring well in the specific compartment.



Insert the cord in the hole of the pawl; tighten the grub screw on the cord, then insert it in the hole of the pulley. Lastly, fit the pawl in the specific hole on the pulley and wind the cord 8 rotations in the pulley as shown in the figures.

Position the rope in the specific hole of the cup. Insert the ignition unit assembled in the cup and connect the end of the small spring to the cup.

Insert the bushing as in the figure and tighten it to the serrated pin.



Lastly, check everything is assembled correctly by pulling.

3.3.6 EXHAUST

Insert the manifold of the upper exhaust in the respective receptacle of the upper cylinder.
Then, assemble the springs with the help of the specific hook.

Repeat the same operation for the lower exhaust as shown in the photo.

Fasten the upper exhaust to the two upper silent blocks, as shown in the figure.

Repeat the same procedure for the lower exhaust. Lastly, for the lower exhaust, adjust the correct inclination by tightening the screw as circled in the image below.

tecnica

Lastly, insert the steel cable between the hooks, letting it pass
inside the springs and tie it to the side of the manifold as in the figure below.

3.3.7 SILENCER

The silencer is supplied complete as in the photo below.

Before inserting the silencer, ensure you have positioned the rubber sections on the manifolds of the exhausts, as the first operation

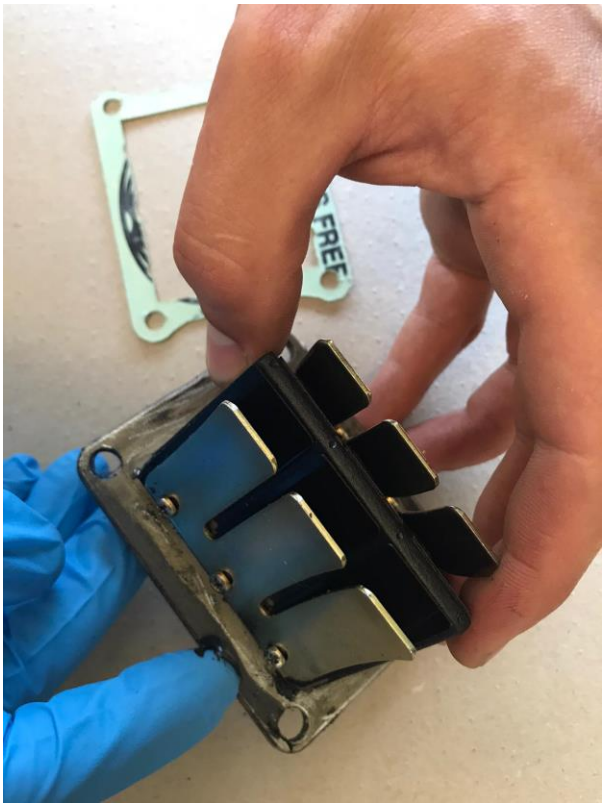
Insert the silencer in the manifold of the lower exhaust. The first side to insert will therefore be that circled in the image below.

Then, insert the silencer on the manifold of the upper exhaust as in the figure.

Screw in the silencer on the specific hooks on the exhausts, without forgetting the aluminium shim.

Slide the rubber sections to totally cover the slot between the silencer and the manifold of the exhaust.

3.3.8 REED VALVE



Apply and evenly distribute a non-excessive quantity of Motorsil on the internal flange,
avoiding dripping along the entire duct.
Position the specific “paper” gasket and distribute another layer of Motorsil the same as the first as in the following figures.

Place a drop of red Loctite in the holes for the screws

Position the reed valve in its compartment in the casing, position the rubber collector and screw in the 4 screws as in the figure below.

Position the clamp on the manifold, assemble the carburettor and tighten the clamp.

tecnico

3.3.9 CARBURETTOR

Unscrew the screws and proceed to replace the accelerator cable.

Open the cap by removing the spring and the guillotine. Hold the spring as in the figure, releasing the cable from its compartment in the guillotine.

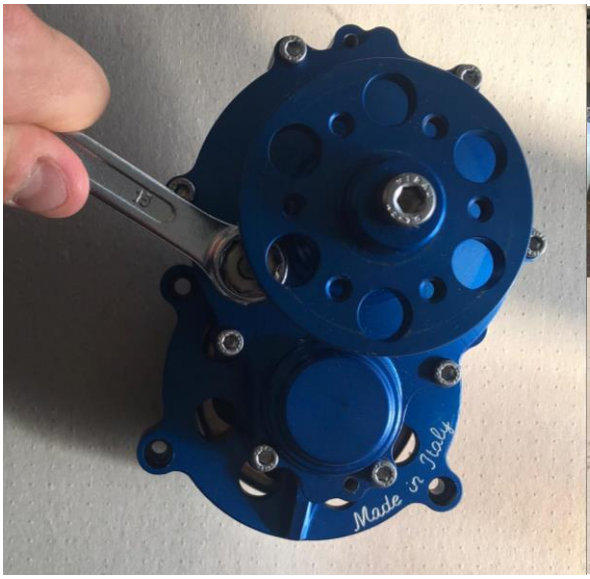
Proceed to replace the cable, ensuring you have correctly fitted the end of the cable in the compartment of the guillotine as displayed in the figure below.

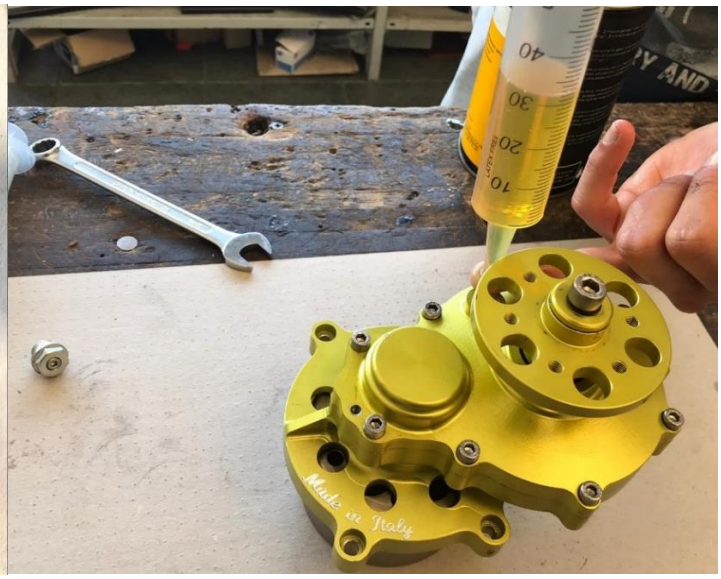
3.3.10 REDUCTION

manutenzione

Unscrew the 4 screws to extract the reduction body. Proceed to check wear on the shoe

Unscrew the cap of the reduction unit and proceed to change the oil after 100 hours of use. Having accurately emptied the reduction body of consumed oil, proceed to replace with new oil. Add 30÷35 ml of oil. SKY Engines s.r.l. recommends using Klüberoil GEM 1-150N oil. Alternatively, use thick synthetic oil.





4 MAINTENANCE

REMEMBER THE IMPORTANCE OF THIS CHAPTER OF THE MANUAL, READ ALL THE INSTRUCTIONS AND DEADLINES CAREFULLY; FOLLOW ALL THE ADVICE INDICATED FOR A LONGER LASTING ENGINE AND PREVENT PROBLEMS DUE TO WEAR.
REMEMBER THAT DAMAGE DUE TO POOR MAINTENANCE WILL NOT BE COVERED BY WARRANTY.

4.1 ESSENTIAL CLEANING

The BOXER 220s engine does not need excessive cleaning, remember not to clean the external or internal engine parts with corrosive solvents.
PAY UTMOST ATTENTION TO KEEP THE INNER PART OF THE ENGINE COMPLETELY CLEAN, TO AVOID RESIDUE GOING INSIDE THE CYLINDER OR WORSE, INSIDE THE CASING, STALLING THE ENGINE.

4.2 LIQUID TOP-UP

The only liquids to check are:

- Coolant liquid
- Reduction oil

COOLANT LIQUID SHOULD BE CHECKED EVERY 50 HOURS OF FLIGHT BY CARRYING OUT THE FOLLOWING OPERATIONS:

1. Unscrew the CAP OF THE RADIATOR;

2. Check the liquid inside the radiator reaches the height of the side nut beside the cap;

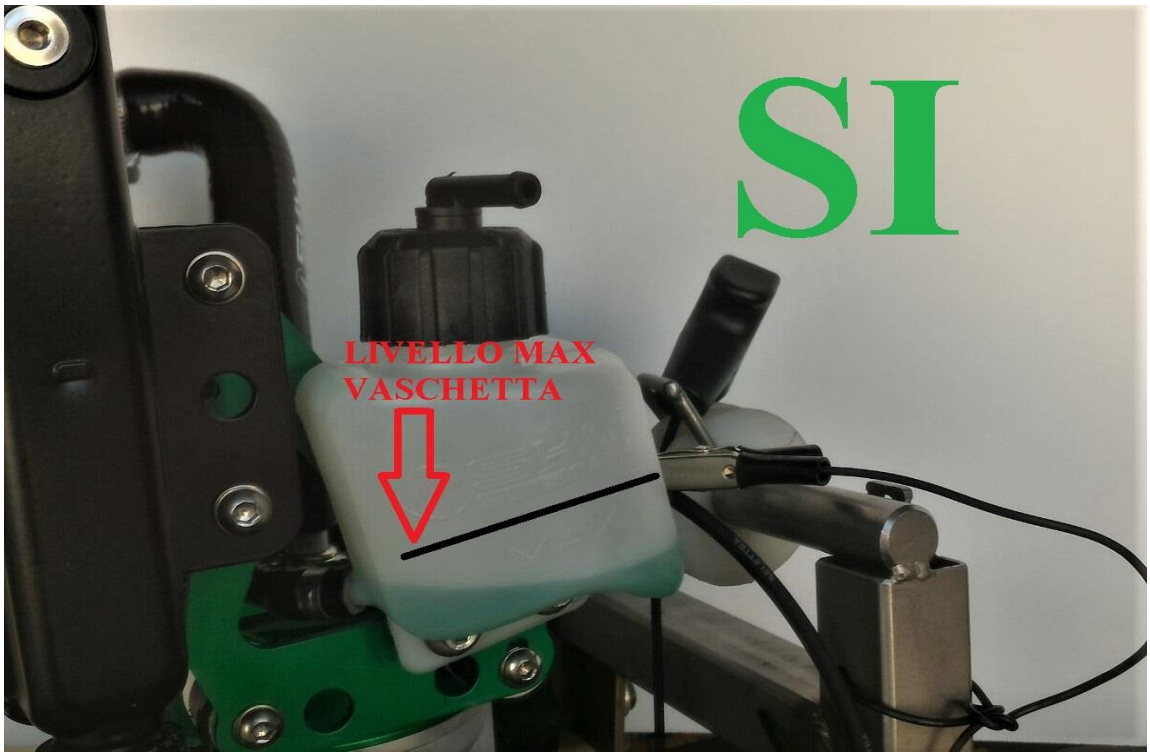
3. If the liquid is under the level indicated, fill the radiator as indicated above;

4. If refrigerant liquids should be completely topped-up, remember the total quantity of liquid in the engine should be approx. 1200 ML.

ATTENTION!!

THE REFRIGERANT LIQUID SHOULD ALWAYS BE SUPPLIED WITH THE **ENGINE COLD !!!**
IF LACKING, POUR THE LIQUID IN THE RADIATOR NOT THE TRAY, SINCE THE LATTER HAS THE SOLE FUNCTION OF COLLECTING THE EXCESS LIQUID IN THE RADIATOR AND NOT FILLING IT.
THE EXCESS LIQUID IN THE TANK MAY FLOW OUT AND IF LEAKS ARE NOTED, FIRSTLY CHECK THIS; IT MUST NOT EXCEED THE LEVEL INDICATED.

THE TANK IS FILLED TO THE LEVEL INDICATED BY THE BLACK MAX WRITING, LOCATED ON THE OUTER PART, AS IN THE PHOTO; REMEMBER THAT IT SHOULD NEVER BE COMPLETELY FILLED AS THIS WOULD CAUSE LIQUID TO FLOW OUT.



manutenzánti

THE OIL LEVEL FOR REDUCTION SHOULD PERIODICALLY BE CHECKED USING THE BUSHING ON THE FRONT (with the engine in the vertical position, the correct level is under the lower line of the bushing, it must be completely visible).

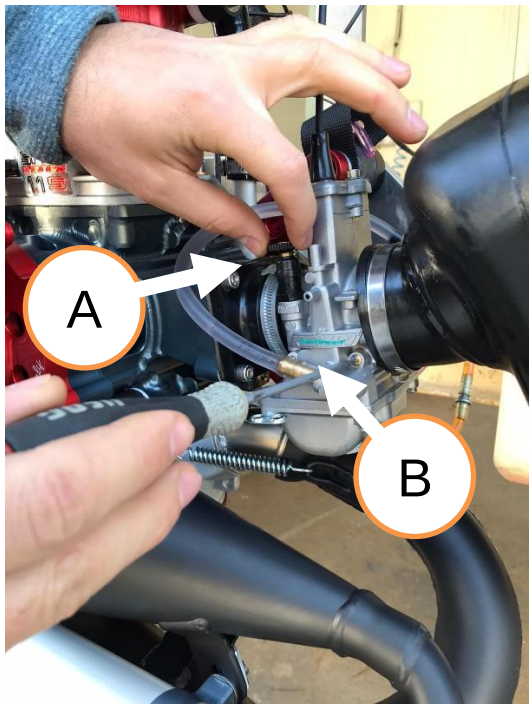
AFTER APPROX. 100 HOURS OR HAVING NOTED A CONSIDERABLE REDUCTION, REPLACE THE OIL INSIDE
To do so, open the bushing, carefully drain all the exhausted oil and insert 30÷35 ml of synthetic oil for transmissions W150.

- We recommend Kluberoil GEM 1-150N.

4.3 ADJUSTMENTS

The only adjustment which could be necessary is air-petrol passage in the carburettor.

For correct adjustment, carry out the operations outlined below:



ATTENTION!!! ADJUST CARBURATION WITHOUT THE PROPELLER PRESENT!

A – MECHANICAL ADJUSTMENT OF AIR PASSAGE

B – MECHANICAL ADJUSTMENT OF THE MINIMUM PETROL PASAGE

FOR CORRECT CARBURATION, TURN SCREW "B" UNTIL YOU HAVE A SPEED OF 2400÷2600 RPM. THEN, ADJUST SCREW "A" IN PROPORTION TO SCREW "B".

TO NOTE: ADJUST CARBURATION ONLY WITH THE ENGINE HOT AND AFTER OBVIOUS CLIMATIC CHANGES. WHEN THE ENGINE IS COLD IT COULD SWITCH OFF.

OUR ADJUSTMENT IS AS FOLLOWS: HAVING COMPLETELY SCREWED IN SCREW "b, UNSCREW BY A ROTATION AND A HALF.

4.4 DEADLINES AND MEASURES

This paragraph provides measures deriving from various tests carried out by our

mechanics and recommendations from clients; we invite anyone who finds faults or maintenance works not covered in this manual to send them to us, writing in the notes found at the end of chapter 7.0. You can also add your comments or requests, which we are more than willing to reply to.

Some components of the SKY BOXER 220s are subject to wear, therefore to avoid risking damage to the engine or to avoid malfunctions, please comply with the following deadlines:

- Before flight, check all the safety devices applied to the exhaust, the silencer and the filter box (connect or check the steel cables);
- Replace the spark plug every 50 hours of flight;
- The silent blocks supporting the radiator must be checked every 50 hours and after 100 hours of flight or a period of one year must be replaced;
- The same applies to the silent blocks of the spider and the exhaust; they should be checked every 50 hours and replaced after 100 hours of flight or after one year;
- Approx. every 50 hours of EFFECTIVE flight, check the clutch shoes; to dismantle them, read chapter 3.0 carefully in the paragraph on assembly of the secondary components;

• *take offs increase wear on the shoes; an excess number risks reducing the hours of effective flight; in this case, we advise you (especially flight beginners practising take offs) to constantly check wear on the clutch components.*

- Check the main bearing every 200 hours;
- Periodically check the flywheel ratchets;
- EVERY 50 HOURS OF FLIGHT, CHECK THE COOLANT LIQUID IN THE RADIATOR USING THE UPPER CAP AND IN THE RELIEF TRAY

✓Our technicians recommend Arexons glitech 4100 coolant liquid.

manutenzione

MAINTENANCE SCHEDULE

manutenzioni

Deadline	Check	Replacement
First 5 hours and after 15 hours	Overall check of nut and bolt tightening	
Every 25 hours	Condition of exhaust silent block and relevant fastening straps	
Every 50 hours	• Clutch shoe wear • reduction oil level • coolant level • condition of exhaust silent block, engine, spider	• Spark plug • Glass wool in silencer (optional)
Every 100 hours or each year (even if engine is not used)		• All silent blocks • Petrol tubing • Reduction oil
Every 150 hours	Descaling combustion chamber and piston crown	• Elastic bands • Piston roller cage • Propeller screws
Every 200 hours	Check wear on the main bearings and the engine shaft clearance	Engine shaft seals

5.0 SPARE PARTS

We actively advise you to use SKY ENGINES spare parts only. The spare parts catalogue can be found on our website: www.skyengines.it To order parts, contact us directly by telephone or e-mail, or contact your local dealer.
Further information can be found on replacement of parts under warranty in the following chapter.

6.0 WARRANTY

6.1 REQUIREMENTS

The warranty is valid for 12 months from sale or the 12 months after the delivery date of the dealer to the client. The requirements are indicated below:

2) THE WARRANTY COVERS:

- all spare parts and work with the exception of transport costs that remain the buyer's responsibility and is applied only in cases of correct use and maintenance of the product.

To request parts under warranty:

- send an e-mail or fax always indicating the serial number found on the side of the engine casing, always attach the photo of the damaged spare part, clearly displaying the damage and specifying the problem in detail; if you have not purchased directly from us, please contact your dealer first.

3) THE WARRANTY DOES NOT COVER:

- malfunctions/breakages due to improper use of the product, or negligence
- changes made to the engine not originating and not authorised by Sky Engines s.r.l.
- normal wear of all items, parts and spare accessories
- damage due to omission of accurate maintenance
- damage due to engine operation without the propeller
- damage due to erosion
- damage due to use of petrol without added lubricant, causing stalling
- use of the parts not designed by Sky Engines
- use of propellers that exceed the rotation limitations as specified by Sky Engines s.r.l
- loss of parts in flight due to improper tightening of the parts for assembly and dismantling due to relevant transport by the owner
- damage due to accidents, injuries, abuse or negligence by the owner or on behalf of the owner.
- damage due to any suction of foreign material
- damage caused by an incompetent mechanic or unqualified staff

4) SPECIAL WARNINGS: This is not a certified engine!

Any modifications made by the buyer to the engine or the removal of original parts can make using the engine risky!

The user acknowledges all the risks of use and acknowledges that the engine could switch off during use.

DO NOT HESITATE TO CONTACT SKY ENGINES S.R.L FOR ANY FURTHER INFORMATION NECESSARY FOR USE OF THIS ENGINE.

CERTIFICATE OF WARRANTY

ENGINE CODE: ……

MODEL AND COLOUR: ……

DEALER'S NAME ……..

PURCHASE DATE: ……

PLACE OF PURCHASE: ……

THIS CERTIFICATE GUARANTEES A 12-MONTH WARRANTY STARTING FROM THE PURCHASE DATE.
READ THIS MANUAL CAREFULLY FOR CONDITIONS.
FOR FURTHER INFORMATION, PLEASE CONTACT US BY TELEPHONE OR E-MAIL, OR VISIT THE SITE www.skyengines.com REMEMBER THAT FOR WARRANTY VALIDITY PURPOSES, YOU MUST ALWAYS RETURN THE CERTIFICATE COMPILED AND SIGNED, TOGETHER WITH THE REQUEST.

DATE

/ /

DEALER'S SIGNATURE

Return of the compiled form certifies the user accepts the warranty and safety conditions indicated in this manual.

C.da San Rustico,snc
63038 Ripatransone AP
www.Skyengines.com

CERTIFICATE OF WARRANTY

ENGINE CODE: ……

MODEL AND COLOUR: ……...

DEALER'S NAME ……

PURCHASE DATE: ……...

PLACE OF PURCHASE: ……...

THIS CERTIFICATE GUARANTEES A 12-MONTH WARRANTY STARTING FROM THE PURCHASE DATE.
READ THIS MANUAL CAREFULLY FOR CONDITIONS.
FOR FURTHER INFORMATION, PLEASE CONTACT US BY TELEPHONE OR E-MAIL, OR VISIT THE SITE www.skyengines.com REMEMBER THAT FOR WARRANTY VALIDITY PURPOSES, YOU MUST ALWAYS RETURN THE CERTIFICATE COMPILED AND SIGNED, TOGETHER WITH THE REQUEST.

DATE

/ /

DEALER'S SIGNATURE

Return of the compiled form certifies the user accepts the warranty and safety conditions indicated in this manual.

C.da San Rustico snc
63038 Ripatransone AP
www.Skyengines.com

CERTIFICATE OF WARRANTY

ENGINE CODE: ……

MODEL AND COLOUR: ……

DEALER'S NAME ……

PURCHASE DATE: ……..

PLACE OF PURCHASE: ……..

THIS CERTIFICATE GUARANTEES A 12-MONTH WARRANTY STARTING FROM THE PURCHASE DATE.
READ THIS MANUAL CAREFULLY FOR CONDITIONS.
FOR FURTHER INFORMATION, PLEASE CONTACT US BY TELEPHONE OR E-MAIL, OR VISIT THE SITE www.skyengines.com REMEMBER THAT FOR WARRANTY VALIDITY PURPOSES, YOU MUST ALWAYS RETURN THE CERTIFICATE COMPILED AND SIGNED, TOGETHER WITH THE REQUEST.

DATE

/ /

DEALER'S SIGNATURE

Return of the compiled form certifies the user accepts the warranty and safety conditions indicated in this manual.

C.da San Rustico snc
63038 Ripatransone AP
www.Skyengines.com