



SKY 150cc

INSTRUCTION MANUAL

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1.0 INTRODUCTION

Thank you for purchasing a SKY150cc engine, developed and manufactured by SKY ENGINES.

WE ADVISE YOU TO CAREFULLY READ THIS MANUAL AND FOLLOW ALL THE MAINTENANCE INSTRUCTIONS GIVEN BELOW **BEFORE USING THE ENGINE** IN ORDER TO AVOID SEVERELY DAMAGING IT.

If you require more information, have queries or need to purchase spare parts, please contact us by phone or e-mail using the contact details printed on the cover. We thank you for the attention, wish you the best of fun and hope you are satisfied with your purchase. Best regards,

Sky Engines s.r.l.

1.1 GENERAL WARNINGS

- SKY ENGINES shall not be directly or indirectly liable for the use of the engine, especially if it is altered or tampered with by third parties.
- **MAINTENANCE IS ESSENTIAL to avoid severely damaging the engine. Therefore, we advise you to CAREFULLY read Chapter 4.0 of this manual and thoroughly follow all the instructions.** For information on damaged spare parts, see paragraph 3.3, which illustrates the assembly procedures for all the secondary components that tend to deteriorate in time.
- SKY ENGINES shall not be liable for damages caused by an inaccurate maintenance or incorrect assembly, except for the replacement of components covered by the warranty.
- The engine has a maximum capacity of 90-120 Kg, which means that it is able to transport a person with a maximum body weight within these parameters. The use of the engine to transport heavier weights may cause problems to the trimming.
- It is advisable to perform all the inspections required in order to verify that the engine is safe and in good working order before flying.
- Technical alterations made by the user, though permitted, are full responsibility of the user. Spare parts used for said alterations shall not be covered by warranty.
- Alterations carried out by the user or the removal of original spare parts may jeopardize the safety of the engine.

INTRO

- SKY ENGINES reserves the right to change models and/or catalogues without warning and without any whatsoever obligation. Further information is provided on Web site www.skyengines.com
- Aircraft driven by this engine must be used in open spaces only and in areas reserved for these activities. The user must be aware of all the hazards connected with the use of this engine and be aware of the fact that it may accidentally switch off.
- For detailed information on the warranty terms, see Chapter 6.0 in this manual

WARNING!!

This is not a certified engine!

It is intended to be used for experimental and not certified engines.

1.2 RECOMMENDATIONS FOR THE PREVENTION OF ACCIDENTS

As the use of this engine can be very dangerous, it is important to adopt all the necessary precautions both during, before and after the flight in order to avoid severe accidents.

We advise you to follow the general precautions illustrated below in order to avoid damages or accidents.

- As the engine does not solve all flying problems, it is important to avoid risky moves. One of the most common mistakes is flying above areas that do not allow you to land at very low heights. It is always important not to underestimate the possibility of faults and the need of having to make an emergency landing.
- Always take into account that the lack of thrust of the engine may affect the flight stability.
 - Pay particular attention to swinging movements caused by the change of trimming that cause falls of 4-5 meters.
 - As the engine could switch off at any time, it is important to make sure you are able to perform an emergency landing if required.
- ALWAYS avoid flying above water for your own safety and in order not to damage the engine.

INTRO

2.0 INSTRUCTIONS FOR USE

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



The SKY150cc 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	3-3.5%
SUBSEQUENT	2.5%

2.2 RUNNING - IN

A good breaking-in ensures a long life of the engine and enhances the performance of its components.

Use the engine very carefully during the first 3 hours of flight.

Do not use the engine at maximum power for extended intervals of time.

Do not keep the accelerator in the same position for several seconds; in this case it is preferable to open and close the accelerator without increasing the elevation in order not to force the engine

Use the engine for 10 minutes at a time, then allow it to cool.

Repeat the same operations every time you check the engine.

THE BREAK-IN PERIOD CAN BE CONSIDERED COMPLETED AFTER 3 HOURS OF FLIGHT OR THE USE OF 10 LITERS OF FUEL!

2.3 STARTING THE ENGINE

SKY150cc engine is started by a manual starter. It must strongly pull the rope and avoid to flooding the engine.

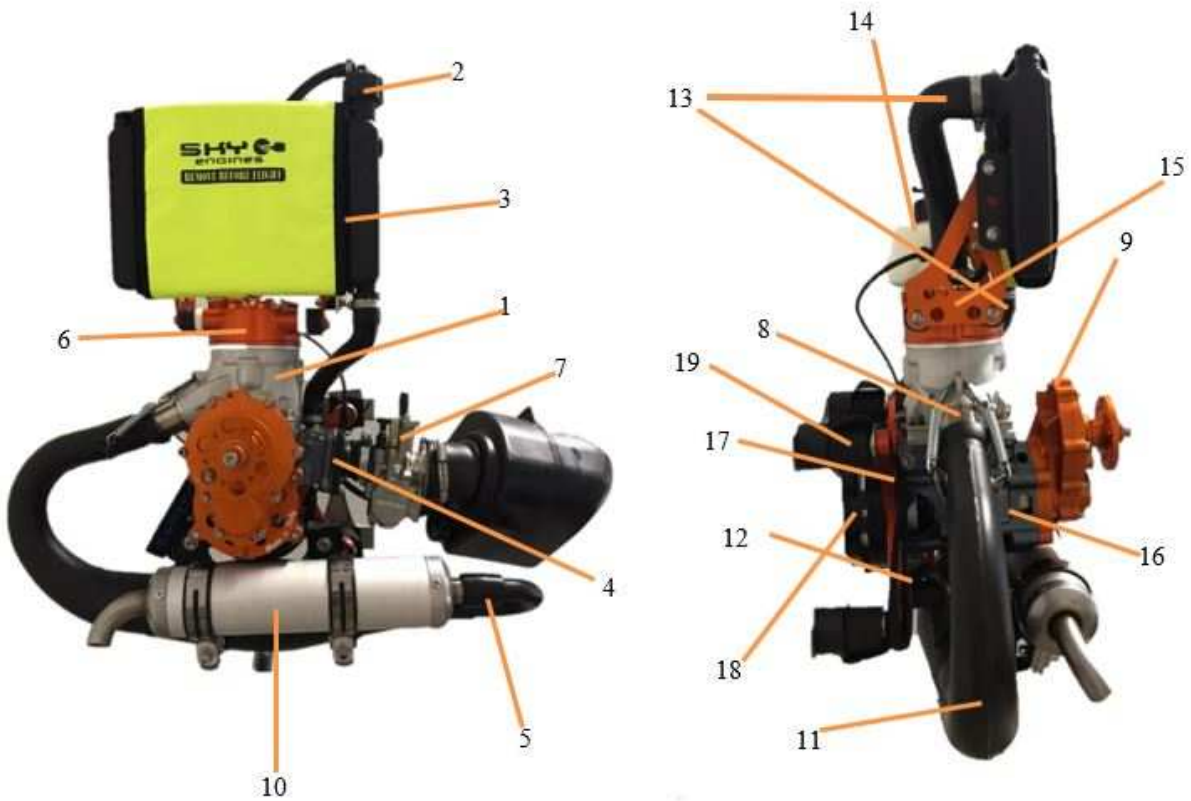
WARNINGS!

- The exhaust gases of the engine contain carbon monoxide, which can cause death. **DO NOT START THE ENGINE INDOORS. ALWAYS VERIFY THAT THIS OPERATION IS PERFORMED OUTDOORS IN ADEQUATELY VENTILATED AREAS.**
- Always start the engine after it has been completely assembled as the lack of some components could cause severe damage.
- Always handle the propeller with utmost care as it may reach very high speeds to the point of becoming hardly visible. Always maintain a safety distance.

If the engine is cold, always wait a few minutes after start-up to heat the engine and accelerate at regular intervals to avoid damaging it.

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3.1 FIGURE OF THE ENGINE



1: CYLINDER	SK006	11: MUFFLER	SK033
2: RADIATOR CAP	SK013	12: IGNITION COIL	SK040
3: RADIATOR	SK010	13: RADIATOR'S HOSES	SK011/012
4: LAMINAR BUNDLE	SK021/24/26	14: DRAIN RESERVOIR	SK014
5: MUFFLER SEAL	SK043	15: RADIATOR RODS	SK017
6: HEAD + COVER	SK007/08	16: GUARD	SK001
7: TANK CARBURETOR	SK019	17: SPIDER	SK032
8: MUFFLER MAINFOLD	SK045	18: MANUAL STARTER	SK036
9: REDUCTION GEAR	SK031	19: SILENT BLOCK	SK015/016
10: SILENCER	SK041		

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3.2 TECHNICAL SPECIFICATION

TYPE	SINGLE-CYLINDER 2 STAGE ENGINE WITH LIQUID COOLING
SWEPT VOLUME:	150 CC
MAX POWER	28 HP @ 10500 RPM
MAX. RATED SPEED:	10500 RPM
BORE	58 mm
STROKE	55 mm
REDUCTION	MECHANICAL 1:4 OIL LUBRICATED
THRUST:	78/80 Kg WITH THREE CARBON BLADES 130 cm AT 10800 RPM (TESTS CARRIED OUT ON THE BENCH, WITHOUT FRAME WITH A TEMPERATURE OF 22 ° C AT SEA LEVEL)
CARBURETOR	28 FLOAT
TOTAL WEIGHT:	WITH LIQUIDS 14 Kg
EGT:	660 °C
CHT:	170°C
MAX COOLANT TEMPERATURE:	95°C
MAXIMUM CAPACITY:	MAXIMUM WEIGHT OF USER: 90-120 Kg
CLUTCH	DRY CENTRIFUGAL

* Test was made in optimal conditions at sea level after running – in

WARNINGS!

The general recommendations included in the Technical Specifications sections are very important to prevent severe damage to the engine and for the safety of users. ALWAYS FOLLOW THE INSTRUCTIONS GIVEN ABOVE AND DO NOT EXCEED THE MAXIMUM VALUES SPECIFIED.

SKY ENGINES SHALL NOT BE LIABLE FOR INJURIES TO PEOPLE OR DAMAGES TO PROPERTY ARISING FROM THE FAILURE TO FOLLOW THE AFOREMENTIONED TECHNICAL SPECIFICATIONS.

3.3 ASSEMBLY OF SECONDARY COMPONENTS

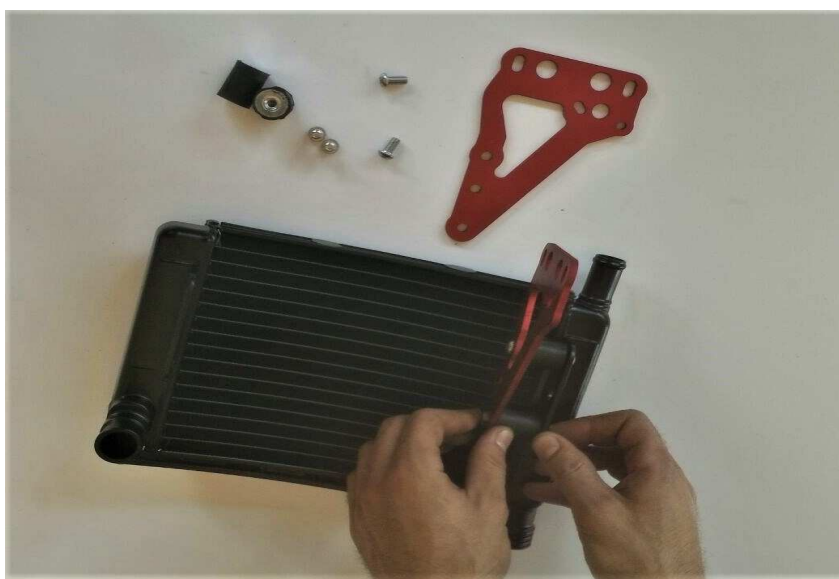
3.3.1 SPECIAL ASSEMBLY INSTRUCTIONS

Engine SKY150cc is more complex than other models and a greater experience is therefore required to assemble its components and specifically its internal ones. As the engine is liquid cooled, the assembly of the components that use the radiator's coolant requires the implementation of specific tasks that only a skilled mechanics is able to carry out.

Therefore, all users who are not specifically skilled or trained to perform these operations SHOULD NOT TOUCH THE ENGINE EXCEPT FOR ORDINARY MAINTENANCE OPERATIONS, WHICH SHOULD BE PERFORMED FOLLOWING THE DETAILED INSTRUCTIONS SPECIFIED BELOW. DO NOT IMPROVISE OR ATTEMPT TO MAKE UNAUTHORIZED CHANGES THAT COULD DAMAGE THE ENGINES NOT COVERED BY WARRANTY.

- Unauthorized changes could make the engine highly unstable!
- Replace the components of the engine with original SKY ENGINES spare parts to guarantee a reliable operation.

3.3.2 RADIATOR (see also 3.3.3 RODS SILENT-BLOCK)



Mount the special silent blocks on the radiator and then the brackets on the silent blocks (on both sides).

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Then mount the tank as shown.

Place the radiator on the cover and put the tubes in their respective outlets as shown below.



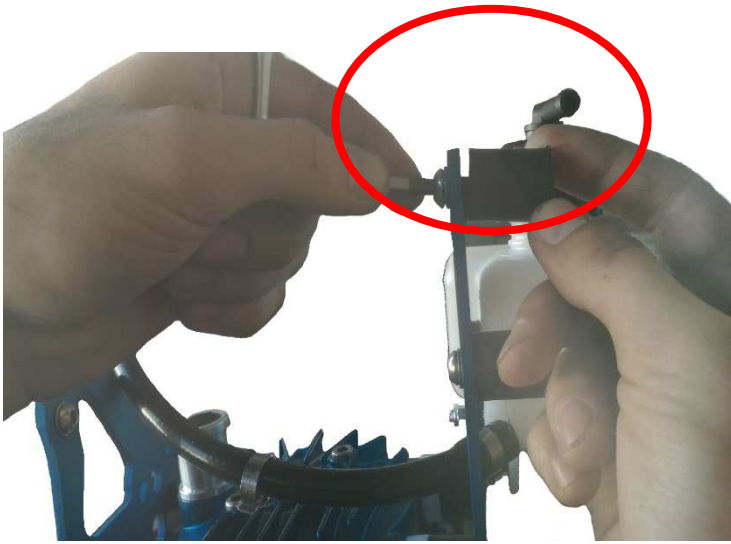
Check the fitting positions and insert the clamp straps as in the photos.



3.3.3 SILENT BLOCK STAFF.

Fit the teflon plate and then the silent blocks on the cover as shown in the figure.

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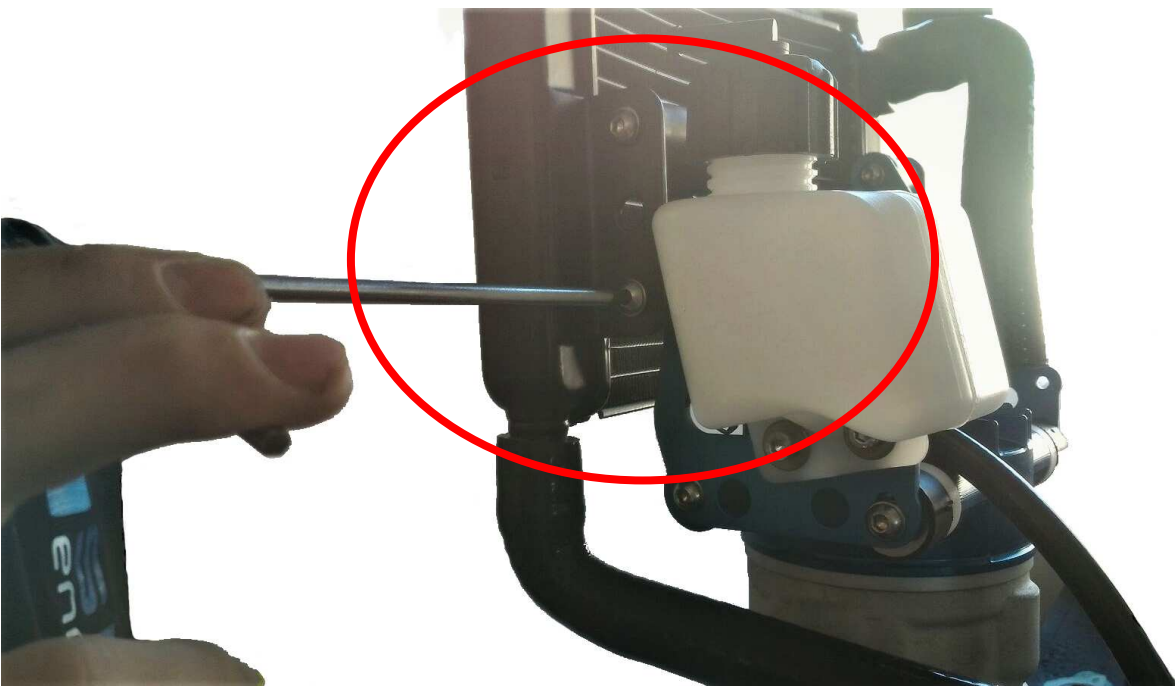


Mount the brackets on the silent block of the cover and the silent blocks on the brackets.

Place the tank on the bracket and screw the nut without tightening it, just to see the tip of the screw that goes out as in the figures to the side.



Finally mount the radiator on the silent blocks.



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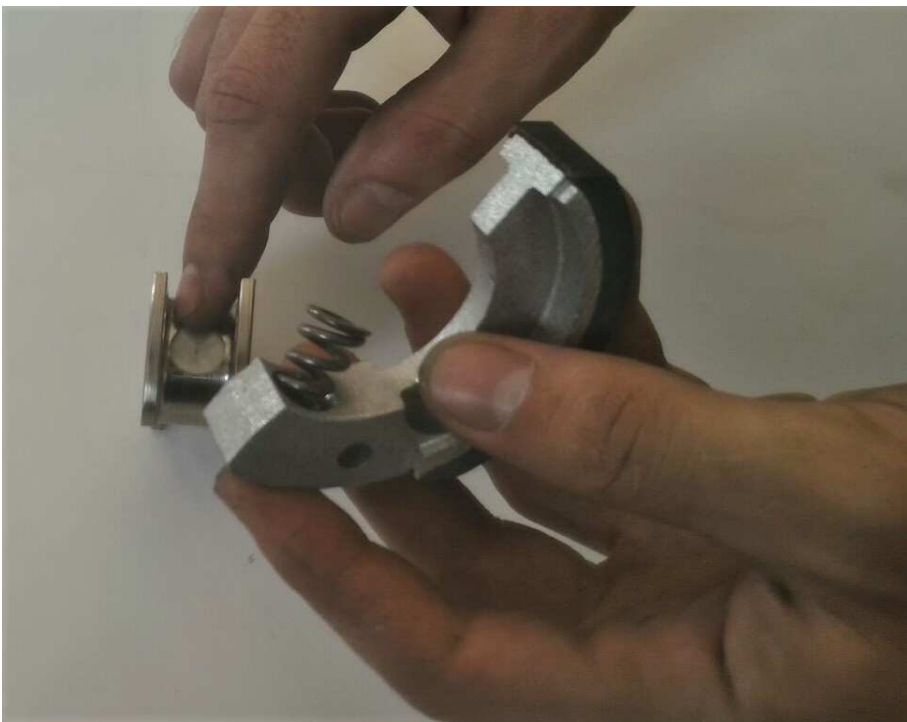
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3.3.4 CLUTCH

Before mounting the clutch make sure you have the following pieces.



Place the spring in the seat of the pile and place the clutch body as shown in the figure. Do this also on the other side.



Place the whole in a vice by helping to fix it from a cylindrical body by matching the holes of the clamp and clutch body and pushing the pin as shown in the following figure.



Place the pins on both sides, also place the washers and nuts put a loctite handle to block the threads.



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Tighten the nut without tightening the clutch body completely, leaving the relatively free mops in the picture.

3.3.5 OVERALL IGNITION UNIT

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



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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.

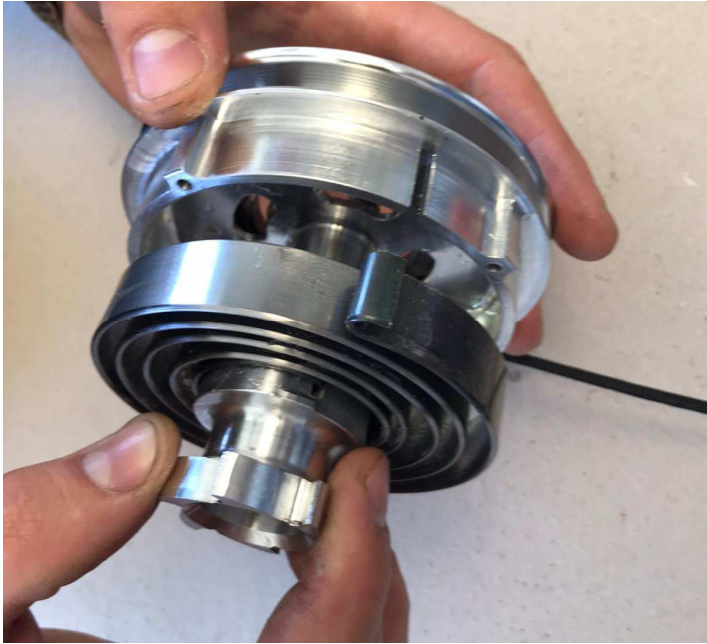


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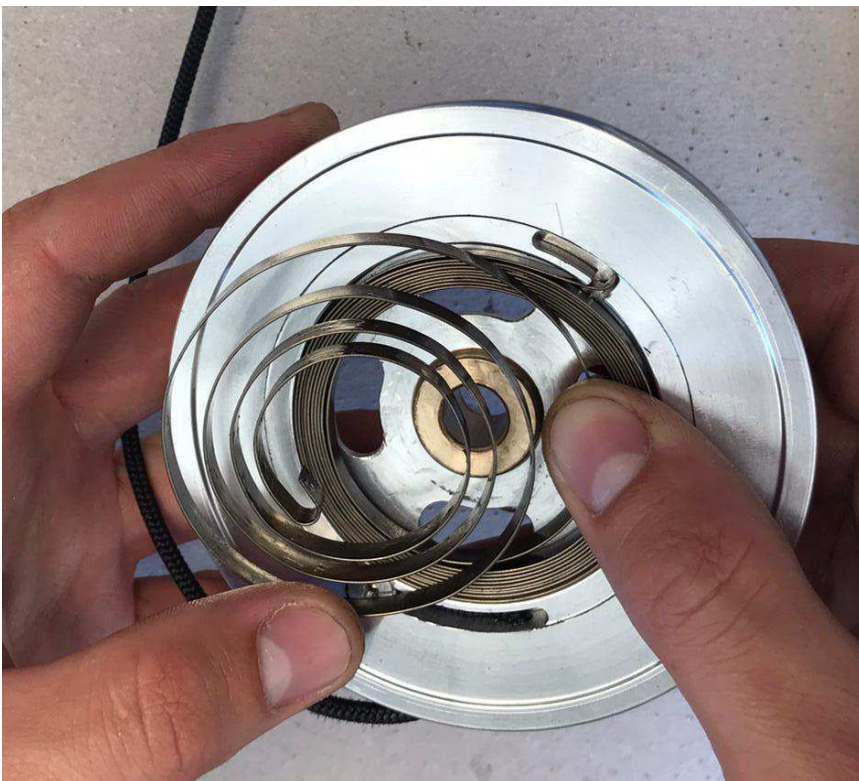


Grease the spring carefully.
Couple the serrated pin with the spring,
fitting the latter in the specific slot.

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.



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Lastly, check everything is assembled correctly by pulling.

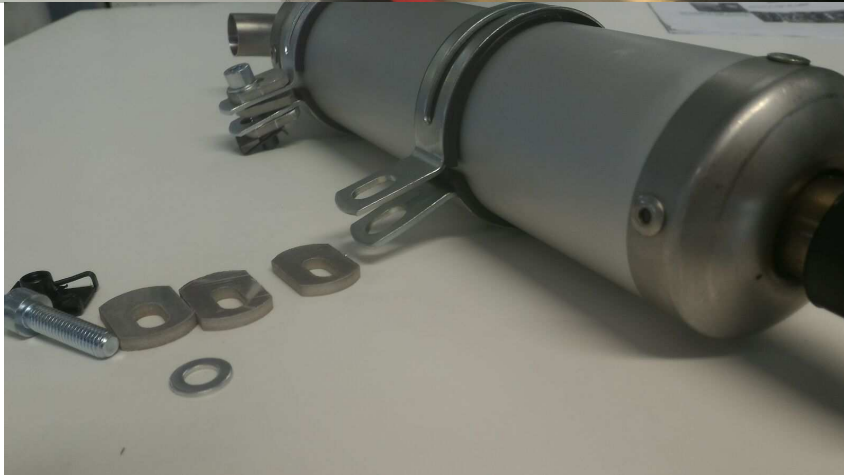


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3.3.3 MUFFLER



Mount the 3 washers bend over the bands and sort them as in the figure.



Complete the muffler as shown in the figure

Apply copper grease to the inner rim of the muffler manifold, then place the muffler on the manifold at the glue, pushing the manifold on the manifold as in the following figures.

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Tighten with 2 screws M6 x 12 and washers the muffler fittings with silent blocks of the engine chassis; place 2 straps between the silent blocks and the muffler as in the side photo.



Finally, insert the steel cable between the hooks by sliding it into the springs and tie it to the manifold side as in the picture below.

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3.3.7 SILENCER

Unscrew the bolts that connect the manifold to the base of the silencer.



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Unhook the tube base and remove the tube by holding the silencer out of the socket; then remove the worn glass wool.



Hook the new glass wool, roll it up, recirculate the tube and screw down the manifold as shown in the following pictures.

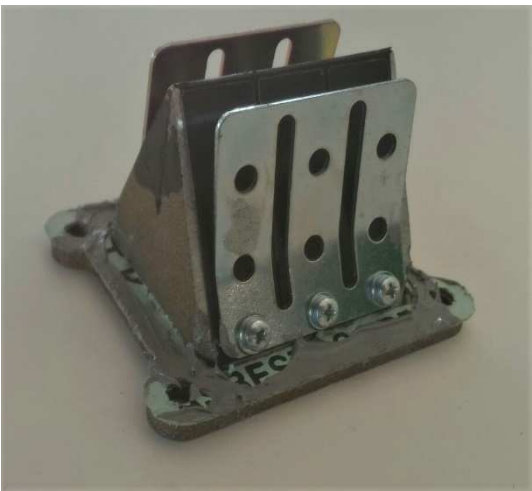
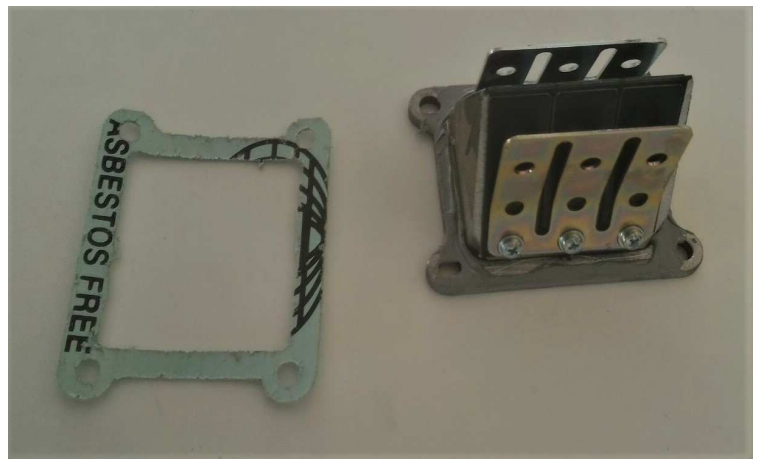


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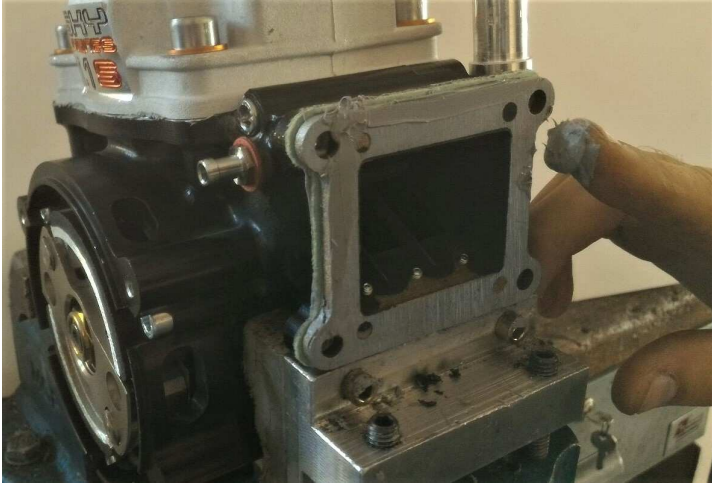
3.3.8 LAMELLAR PACK

Apply and distribute uniformly, avoiding sloping along the inner tube, an excessive amount of motorsil on the inner flange.

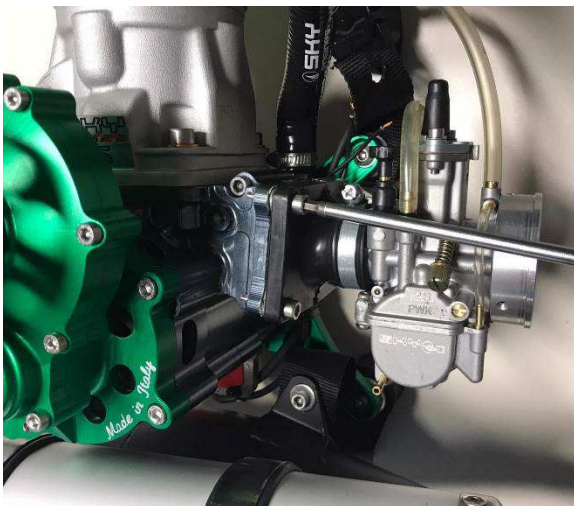
Position the "paper" gasket and distribute another motorcycle layer equal to the previous one as in the following figures.



Place the lamellar unit inside the compartment in the crankcase, making sure that the "yellow" sheet is oriented upwards, for example toward the head (the difference in color can be seen from the 2 photos at the top left).



Place another r layer of motorsil on the outside of the glue box, another paper gasket, and still motorsil, finally installing the carburetor and tightening as shown in the following figures.



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.



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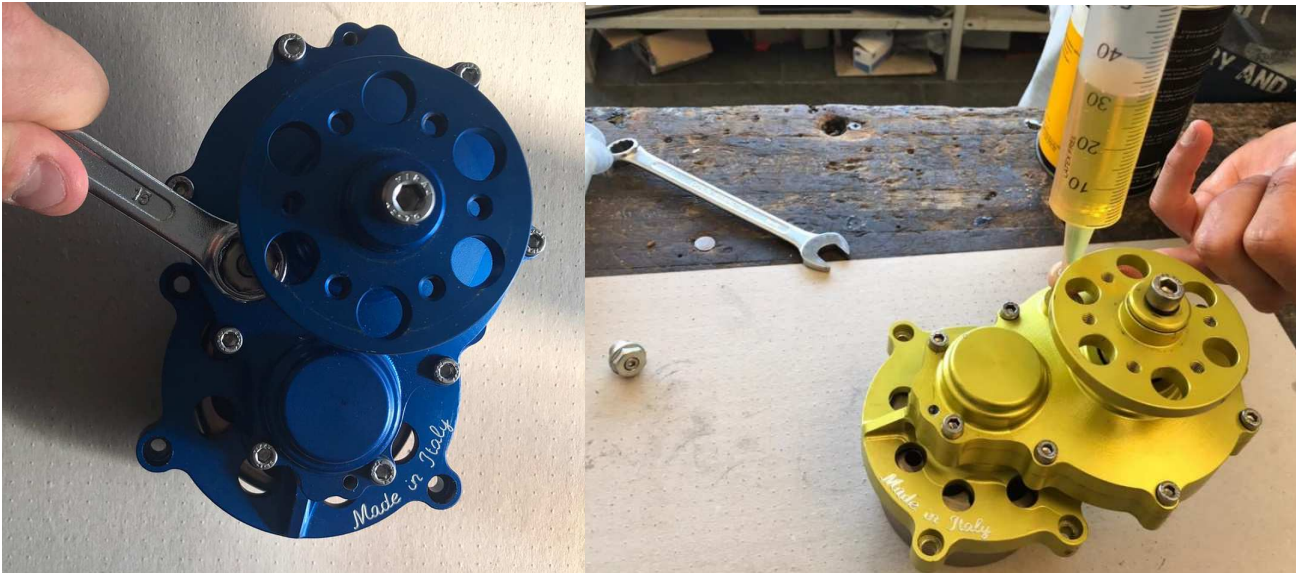
3.3.10 REDUCTION

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



Unscrew the cap of the reduction unit and proceed to change the oil after 30 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 MOTUL GEAR 300. 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 SKY150cc 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. 700 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.



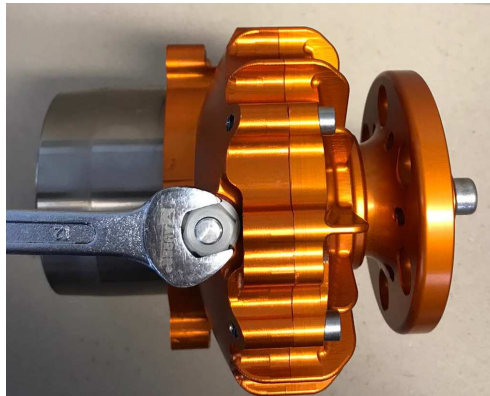


THE OIL LEVEL FOR REDUCTION SHOULD PERIODICALLY BE CHECKED USING THE BUSHING ON THE FRONT (with the engine in the vertical position, the correct level is under the lower line of the bushing, it must be completely visible).

AFTER APPROX. 30 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.

✳ We recommend MOTUL GEAR 300.

maintenance

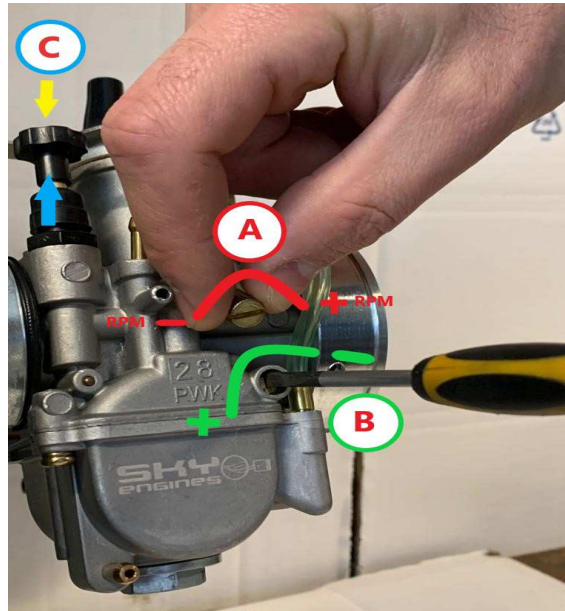


If you have a finned reduction, unscrew the cap located in the upper rear part and insert 60 ml of synthetic transmission oil.
We recommend MOTUL GEAR 300.

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+B ONLY WITH WARM ENGINE

A – MECHANICAL ADJUSTMENT OF AIR PASSAGE

-: less rpm +: more rpm

B – MECHANICAL ADJUSTMENT OF THE MINIMUM FUEL PASAGE : -
adjustment of FUEL micro-passage at low revs and idle speed

-: less FUEL in the airflow at low and medium revs

+: more FUEL in the air flow at low and medium revs

-move 1/4 turn at a time (open and close in the direction of + and - always with a warm engine)

-standard start 1 1/4 turns

C ONLY WHEN THE ENGINE IS COLD (CHOCK)

open only when the engine is cold AND THEN CLOSE (USE FORCE)

4.4 SCHEDULES AND GENERAL RECOMMENDATIONS

This paragraph lists a few recommendations that have been defined as a result of the tests carried out by our mechanics and on the basis of the feedback provided by customers. We kindly ask you to report anomalies or maintenance procedures that are not described in this manual using the space provided in chapter 7.0. You can also use this space for feedback or queries, to which we will be glad to answer.

Some components of SKY50cc are subject to wear. Therefore, to avoid damaging the engine or affecting its operation, we recommend you perform the operations described below at the specified intervals:

Before flying, always check the safety devices of the muffler, silencer and filter box (verify that the steel cables are in place and correctly connected).

Replace the sparking plug after approximately 50 hours of flight.

Inspect the silent blocks that support the radiator every 50 hours and replace them after 100 hours of flight or one year.

The same applies to the silent blocks of the crosspiece and muffler, which have to be replaced after 100 hours of flight or after one year.

Inspect the blocks of the clutch after approximately 50 hours of EFFECTIVE flight. For information on how to disassemble them, see the section on the disassembly of secondary components in Chapter 3.0.

- *the departures increase the wearing out of the blocks of the clutch: an exaggerated number of departures decrease the effective hours of flight. in this case we recommend (especially to the beginner, who are making exercises of departures) to check constantly the wear of the different component of the clutch.*

Replace the membranes of the carburetor after 100 hours of flight or one year.

Inspect the laminar bundle under the radiator every 50 hours of flight.

Inspect the bank bearings approximately every 200 hours.

Regularly inspect the teeth of the flywheel.

CHECK THE LEVEL OF COOLANT INSIDE THE RADIATOR EVERY 50 HOURS OF FLIGHT USING THE CAP SITUATED ON THE TOP OF THE RADIATOR, NOT THE ONE IN THE DISCHARGE CONTAINER.

✓Our technicians recommend the use of Arexons Glitech 4100 Coolant

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MAINTENANCE SCHEDULE

Deadline	Check	Change
First 5 hours And after 15 hours	Global check tightening bolts and screws	
Every 25 hours	Muffler's silent blocks conditions. Fixing wrappers	
Every 50 hours	<ul style="list-style-type: none"> • Clutch pads wear • Reduction oil level • Coolant level • All silent blocks conditions 	<ul style="list-style-type: none"> • Spark plug • Wool glass into silencer (optional)
Every 100 hours or every year (even if engine isn't used)		<ul style="list-style-type: none"> • <u>All</u> Silent blocks • Fuel pump • Gasoline hoses • Reduction oil
Every 150 hours	Cleaning combustion chamber and head of piston	<ul style="list-style-type: none"> • Piston rings • Piston rolling bearing • Propeller's screws
Every 200 hours	Crankshaft's ball bearings wear	Crankshaft seals

5.0 SPARE PARTS

The manufacturer always recommends the use of original SKY ENGINES parts only.

The catalog of spare parts is available on Web site: www.skyengines.com

Spare parts can be ordered by contacting us directly by phone or e-mail, or through local distributors.

For information on how to replace components covered by warranty, see the following chapter.

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6.0 WARRANTY

6.1 REQUIREMENTS

The warranty is valid for 12 months from the date of sale or from the date in which the product has been sold by the distributor. Specific requirements are listed below:

2) THE WARRANTY APPLIES TO:

- All spare parts and labor, except transportation charges that shall have to be paid by the customer, provided that the product has been used and serviced according to instructions. To order spare parts:
- Send the order by e-mail or fax, remembering to quote the serial number printed on the side of the engine guard. Always attach a photo of the faulty spare part, clearly highlighting the damage and describing in detail the problem. If the product has not been purchased directly from us, please contact your distributor first.

3) THE WARRANTY SHALL NOT APPLY TO:

- Failures/faults caused by an improper use or negligence.
- Engine modifications not specifically authorized and approved by Sky Engines S.r.l.
- Ordinary wear of components, parts and spare parts
- Damages caused by the failure to perform a regular maintenance
- Damages caused by the use of the engine without a propeller
- Damages caused by corrosion.
- Damages (seizure) caused by the use of gasoline without added lubricant
- Damages caused by the use of parts not specifically designed by Sky Engines
- Damages caused by the use of the engine at speeds above those recommended by Sky Engines S.r.l.
- Damages caused by the loss of components during a flight, originating from the improper tightening of assembly/disassembly parts, which is responsibility of the owner
- Accidents, injuries, abuse or negligence caused by the owner or by any other person using the engine in his name.
- Damages caused by the suction of foreign material.
- Damages caused by maintenance carried out by incompetent mechanics or unskilled personnel

4) SPECIFIC INFORMATION:

This is not a certified engine!

Alterations carried out by the user or the removal of original spare parts may jeopardize the safety of the engine.

The user agrees to accept full liability and acknowledges that the engine may switch off during use..

FOR ADDITIONAL INFORMATION ON THE USE OF THIS ENGINE, PLEASE CONTACT SKY ENGINES SRL DIRECTLY.

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6.1 WARRANTY CERTIFICATE

ENGINE CODE:

MODEL AND COLOR:

DISTRIBUTOR NAME:

DATE OF PURCHASE:

CUSTOMER NAME:

THIS CERTIFICATE GUARANTEES THE ENGINE FOR ONE YEAR, STARTING FROM THE DATE OF PURCHASE.

FOR DETAILED INFORMATION ON THE TERMS, CAREFULLY READ THE MANUAL. FOR FURTHER INFORMATION, PLEASE CONTACT US DIRECTLY BY PHONE OR E-MAIL OR VISIT www.skyengines.com

ALWAYS REMEMBER TO RETURN THE COMPLETED AND SIGNED WARRANTY CERTIFICATE TO ACTIVATE THE WARRANTY.

DATE

____ / ____ / ____

SIGNATURE OF DISTRIBUTOR



C.da San Rustico, snc
63038 Ripatransone(AP)
www.skyengines.com
Tel./Fax. 0735907494

This filled in document certify that customer accept all warranty and safety terms indicated in this manual



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6.1 WARRANTY CERTIFICATE

ENGINE CODE:

MODEL AND COLOR:

DISTRIBUTOR NAME:

DATE OF PURCHASE:

CUSTOMER NAME:

THIS CERTIFICATE GUARANTEES THE ENGINE FOR ONE YEAR, STARTING FROM THE DATE OF PURCHASE.

FOR DETAILED INFORMATION ON THE TERMS, CAREFULLY READ THE MANUAL. FOR FURTHER INFORMATION, PLEASE CONTACT US DIRECTLY BY PHONE OR E-MAIL OR VISIT www.skyengines.com

ALWAYS REMEMBER TO RETURN THE COMPLETED AND SIGNED WARRANTY CERTIFICATE TO ACTIVATE THE WARRANTY.

DATE

____ / ____ / ____

SIGNATURE OF DISTRIBUTOR



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63038 Ripatransone(AP)
www.skyengines.com
Tel./Fax. 0735907494

This filled in document certify that customer accept all warranty and safety terms indicated in this manual



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6.1 WARRANTY CERTIFICATE

ENGINE CODE:

MODEL AND COLOR:

DISTRIBUTOR NAME:

DATE OF PURCHASE:

CUSTOMER NAME:

THIS CERTIFICATE GUARANTEES THE ENGINE FOR ONE YEAR, STARTING FROM THE DATE OF PURCHASE.

FOR DETAILED INFORMATION ON THE TERMS, CAREFULLY READ THE MANUAL. FOR FURTHER INFORMATION, PLEASE CONTACT US DIRECTLY BY PHONE OR E-MAIL OR VISIT www.skyengines.com

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