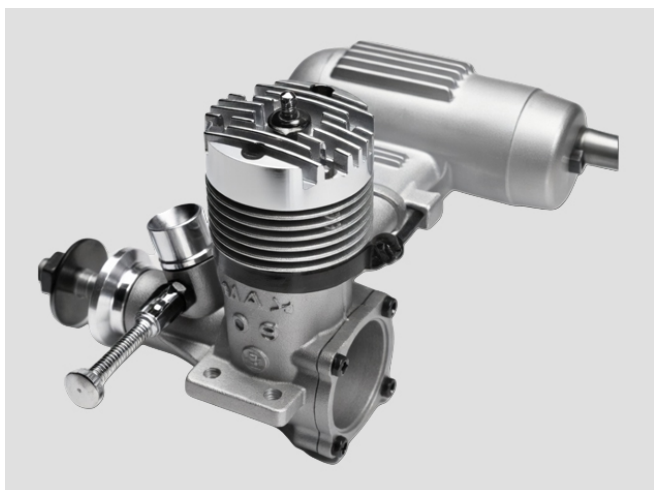


O.S Max-25STD & R/C



Like the Max-20, the Max-25 is supplied complete with this neat O.S. expansion chamber type silencer. Complete with silencer, this 4 c.c. engine weighs only 6.8 oz.

The latest O.S. engine to reach the British market via Keil Kraft, the U.K. sole agents, is the new Max-25 model which went in to production at the beginning of this year.

An 'in-between' size (at present the only other '25' is the Fox 25) this new 4 c.c. O.S. has the advantage of a 25 per cent greater piston displacement within the outer dimensions and weight of a '19'. It is the result of the development of a new dual displacement O.S. design, the smaller volume model of which, the Max-20, was released first and is rapidly becoming recognised as one of the best all-round engines in the '19' group. Outwardly, the 20 and 25 look almost identical: only the slightly taller head of the 25 identifies it. Mounting dimensions are exactly the same.

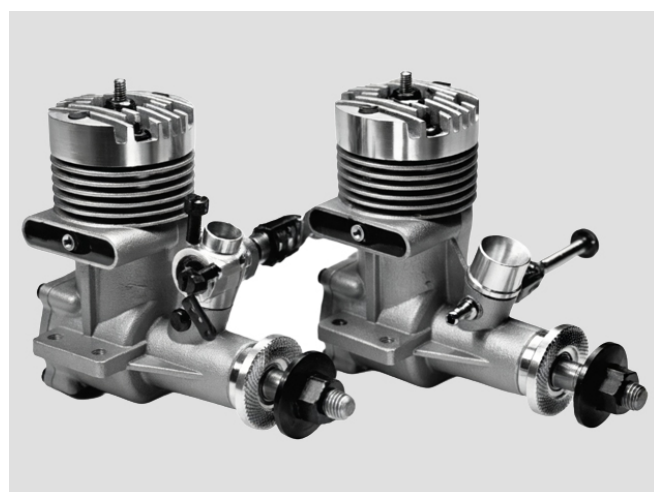
The Max-25 has a bore and stroke of 18 x 16 mm. (the 20 is 16.8 x 14.6 mm.) giving a swept volume of 4.072 c.c. or 0.2485 cu. in. Checked weights of our samples are 5.48 oz. for the standard model and 5.86 oz. for the R/C version.

Each engine is supplied complete with a silencer, adding 1.30 oz. to the above weights. The silencers are the OS-702 type, as supplied for the Max-20, but with 6 mm. (instead of 5 mm.) i.d. tailpipes to cope with the 25's larger displacement.

LATEST ENGINE NEWS

O.S. Max-25 by Peter Chinn

The Max-25, like the 20 and many other O.S. engines, has interchangeable venturi inserts enabling the carburettor choke area to be adjusted to suit different applications. As supplied, the engine has the smallest choke fitted. This has a minimum i.d. of 5.5 mm., opening to 6.0 mm. at the spray bar for an effective choke area of approximately 10 sq. mm., which should provide plenty of fuel suction and maximum flexibility for C/L stunt work. Also supplied with the engine is a 6.9 mm. choke giving an effective area of approximately 17 sq. mm. for increased power in installations where variations in fuel head are less exaggerated.



Displaying the usual excellent O.S. finish is the now O.S. Max-25. Three interchangeable intakes, plus a throttle, enable one basic engine to be used for a wide variety of C/L, F/F and R/C applications.

Finally, as an optional extra, a still larger venturi insert (approx. 23 sq. mm. e.c.a.) is available for

O.S Max-25STD & R/C

use with a pressurised fuel supply (a crankcase pressure fitting is also supplied) where maximum power is required. This set-up is currently being used with the Max-20 and Max-25 in Japan for C/L combat and R/C combat work.

The standard engine can also be easily converted to the full Max-25 R/C specification by simply switching to the stock throttle carburettor.

The same, incidentally, goes for the 20S and 20 R/C. This adaptability is a most valuable feature where, in the interests of economy, one wishes to have an engine that can be changed from one type of model to another. As with all the current O.S. Max series engines, the construction and finish throughout are first class.



**1971
MAX-25
4.07c.c.**



**1971
MAX-25R/C
4.07c.c.**

More: https://flyinghlsat.com/search.php?search_keywords=O.S-Engines

