

O.S. FS-91 SURPASS

Friends and associates in both the retail and wholesale ends of the hobby industry tell me that the initial interest in the 4-stroke engines has peaked and that sales are now on the decline. Some seem to interpret this as meaning that fellows are losing interest in the 4-stroke engines. This may be true to some extent, as the 4-strokers are not for everyone. Many fellows gave them a try and decided that they did not

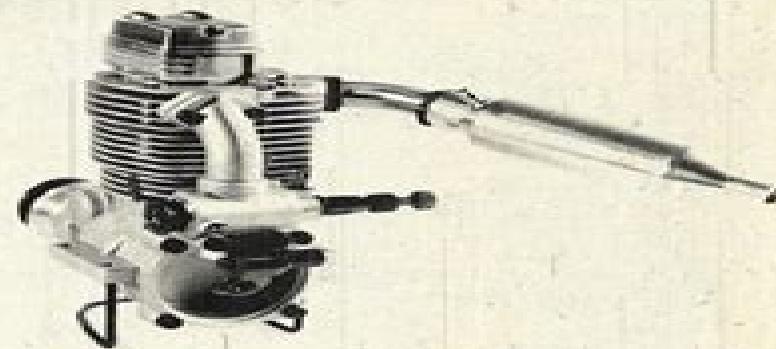
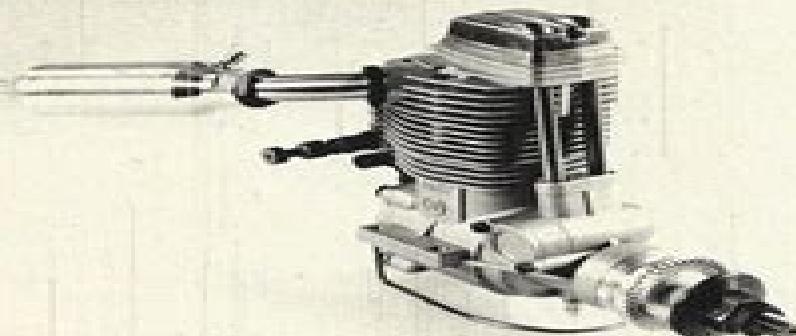
reviews will know, O.S. was the first model engine manufacturer to mass produce a 4-stroke engine — the O.S. FS-60 — which was introduced in 1976. The original intent was a quiet running engine with power being a secondary consideration. However, it wasn't long before fellows wanted more power out of their 4-stroke engines and the horsepower race was on. To stay competitive with the other 4-stroke engine manufacturers, O.S.

Product Report

By Clarence Lee

SPECIFICATIONS

Type: Single cylinder, 4-stroke cycle, air-cooled, glow ignition
Bore: 27.7 mm (1.091 in.)
Stroke: 24.8 mm (0.976 in.)
Displacement: 14.96cc (.913 cu. in.)
Compression Ratio: 7.65:1
Weight With Muffler: 22.8 oz.
RPM Range: 2,000-11,000
Horsepower: (Manufacturers) 1.6 or 11,000 rpm
Manufacturer: O.S. Engines Mf. Co., Ltd., Osaka, Japan
U.S. Importer: Great Planes Model Distributors, Champaign, Illinois



offer the type of performance that they desired. However, many others have discovered that the 4-strokes are fun engines to run and operate and cannot be beat for more scale-like performance and sound. The fact that sales of the 4-stroke engines have been on the decrease this past year does not mean that they will eventually disappear from the scene. As with anything new, there is an initial interest that gradually levels off to the normal sales demand. The Japanese engine manufacturers obviously feel that the 4-stroke engines are here to stay since they keep introducing new models on a regular basis. The O.S. 4-stroke line-up alone is now composed of no less than 14 engines. This past month we received the latest 4-stroke engine to be produced by O.S., the O.S. FS-91 Surpass, our review engine for this month. The FS-91 Surpass is a completely new design and not just an update of the earlier FS-90 that has now been discontinued from production.

As regular readers of these engine

developed their "Surpass" line of engines. To date, the Surpass line consists of the FS-40, the first engine in the Surpass line; the FS-48, FS-120; and the latest release, the FS-91. I imagine it will only be a matter of time before the FS-61 is also updated to Surpass specifications, although the FS-61 in its present form is already a strong running engine having evolved from the original FS-60. It has been very interesting the past ten years watching the evolution and development of the model 4-stroke engines and seeing how the various engine manufacturers are going about increasing the power of the engines. Most all of the power gains have come about through camshaft and valve train design changes that result in better breathing characteristics, and combustion chamber shapes that increase the power without any detonation tendencies. The new FS-91 develops approximately 20% more power than its predecessor, the FS-90, and yet weighs 2 ounces less giving it a power to weight improvement of

over 30%. So let's take a look at some of the construction features of the new O.S. FS-91 Surpass.

Crankcase: Like all of the engines in the Surpass line, the FS-91 uses a one piece pressure die cast aluminum crankcase with removable head and backcover and the front mounted camshaft housing cast as part of the crankcase. This is a major change



Os 91 Surpas Engine Manual

Sabine Zange

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