

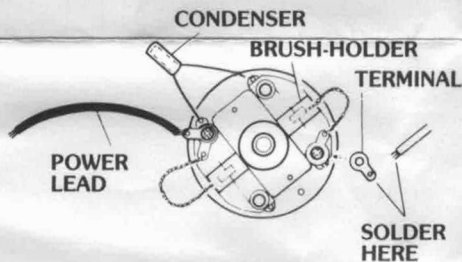
LE MANS 240ST 360ST

SOLDERING THE LEADS

If you have never soldered before, we **STRONGLY RECOMMEND** that you find a friend with soldering experience to help you. If you got your **LE MANS** with the purchase of a kit or one of the Kyosho Prop Drive Units, the leads may be soldered for you.

Solder the leads from your model's speed control or switch to the silver terminals on the end bell. Polarity (the relationship between positive and negative) is very important when hooking up the motor. Be sure to wire the positive lead (usually red) to the (+) terminal of the motor and the negative lead (usually black, white or green) to the (-) terminal. If you reverse these two connections the motor will appear to work (backwards) but will use **MUCH MORE** battery power.

Solder one of the condensers between the two power terminals as shown in the illustration.



BREAK-IN RUNNING

Breaking in your new motor is necessary to allow the brushes, commutator, and bushings to seat themselves into position. Break-in running should be done with no load placed on the motor; don't break it in while installed in your model. Since higher voltages tend to cause some vibration before break-in, the ideal break-in procedure is to run the motor at around 3 or 4 volts for a total period of 10 hours. If a source of 3 or 4 volts is unavailable, run the motor at a higher voltage for less time. Just remember, the lower the voltage, the better. Never exceed 7.2 volts for break-in. The Kyosho Break-In Machine (available separately) is perfect for this procedure.

After a particularly rough run in your model, the brushes and commutator may become dirty and start to bind. If this is the case, run the motor with a 7.2 volt battery for about 18-20 minutes with no load. This should restore the motor to its proper operating condition.

INSTALLATION

Install the motor using two screws bolted through the threaded holes in the front plate. Four holes have been provided for your convenience to suit most any model.

MAINTENANCE

To keep your new **LE MANS** motor in top condition, keep it clean and inspect it often. This motor can be run with a 7.2 volt or an 8.4 volt battery. However, using an 8.4 volt battery may shorten brush and motor life and will require the motor to be cleaned more often.

CLEANING

1. Since the Le Mans ST Motors are not designed to be disassembled, to clean the inside working parts, we suggest one of the new spray motor cleaners such as Trinity's "MOTOR DOCTOR" (follow the instructions supplied with the cleaner.) Never use spray lubricants such as WD-40 on your Le Mans motor!
2. Oil the front and rear bushings with a light machine oil such as 3-IN-1 Oil. Don't allow any oil to get into the inside of the motor and contaminate the commutator.
3. Occasionally check the terminals for oxidation and other contaminants.

Changing the Brushes

1. The motor brushes eventually will wear out. To replace them, slide the brush springs forward at the spring holder tabs and pull them back so that the brushes can be removed.
2. Carefully remove the brushes and install the new ones. For best results, ask your hobby dealer only for **Kyosho No. LM-05** brushes (2 per pack) and **No. LM-07** brush springs (4 per pack).
3. You will now have to break-in the motor again to allow the brushes to seat.

Thank you for purchasing the **KYOSHO LE MANS MOTOR**, we're sure that it will perform well for you.

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PRINTED IN JAPAN

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