

NOTE Read this manual thoroughly before you attempt to use this motor!

LE MANS™

COMPETITION SERIES

SUPER STOCK

20 MOTOR 34 MOTOR

SPECIFICATIONS

Super Stock 20No. 1992
Super Stock 34No. 1993
Rotor Windings (0.65mm x 27 turns)
Weight 170g

- Dynamically balanced rotor.
- One-piece steel casing to shield magnetic flux.
- Coils are hardened with a special epoxy resin.
- Precisely-finished diamond-tooled commutator.
- Special wet process ferrite magnets.

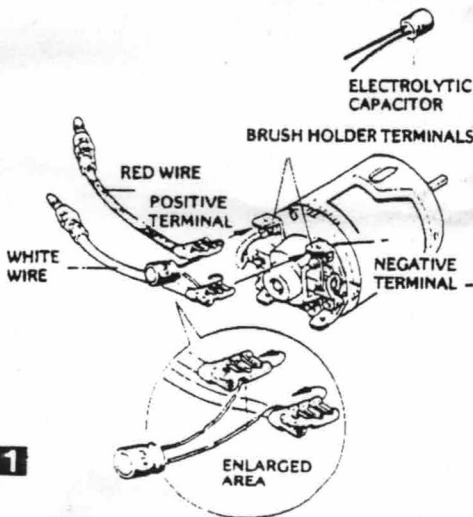
OPERATION

1 NOISE SUPPRESSION CAPACITORS

Insert both leads of the electrolytic capacitor through the connector leads as shown in illustration 1. If radio interference from the motor noise still exists, solder the mylar capacitors to the brush holder terminals and the motor case.

2 ATTACHING THE LEADS

Slide the connector leads onto the appropriate terminals on the brush holder assembly (red lead to the (+) positive and white to the (-) negative). When removing the connector leads, do so gently. Excessive force may damage the brush holder. To permit the least amount of resistance and the most current flow to the motor, we suggest soldering the leads directly to the terminals. If you have never soldered before, we strongly recommend that you find a friend with soldering experience to help you.



3 MOTOR MOUNTING

Use only screws with 3mm threads for mounting the motor. Use only the lace plate mounting holes. Use the holes that are directly across from each other (A&A or B&B). See illustration 2 below. The set that you do not use can be used as back-up holes should the other set become damaged. If this motor is going to be installed in an off-road car, we strongly suggest using a motor end bell cover or boot. This will protect the internal motor parts from damage caused by dirt and grit.

