



424703 Modified Motor

MOTOR SPECS:

Modified Racing Motor:

RPM: 27 000

Torque: TBA g/cm

Features:

High Ventilation, Open End Bell Design

Carbon Brushes

Supercharged Motor Magnets

Ball Bearings



SETTING THE GEAR RATIO

Optimizing the gear ratio will greatly improve your vehicle's performance to accommodate different surfaces, engine sizes and tracks. For the most part, when you change to a larger pinion gear, the top speed of your vehicle will increase, but acceleration and battery life decreases.

We suggest using a higher pinion gear for long straight tracks on hard surfaces without many turns.

When switching to a smaller pinion gear, the top speed decreases, but your vehicle will be punchier with faster acceleration and longer battery life.

We recommend using a lower pinion gear in short to medium track sizes with a lot of turns either asphalt, carpet or off road.

SETTING THE GEAR MESH



Loose

Optimal

Tight



WARNING:

- The pinion gear should fit snug against the spur gear, but not too tight.
- If the pinion gear is too tight or loose, you may strip your gears and/or cause the motor to overheat.



WARNING:

- Do not overgear your vehicle, especially with high speed motors w/ low torque. Doing so will cause the motor overheat and possibly burn out.

		Spur Gear			
Pinion Gear	8T	34T	32T	31T	30T
	10T	17.1	16:1	15.5:1	15:1
	12T	13.6:1	12.8:1	12.4:1	12:1
	13T	11.3:1	10.67:1	10.3:1	10:1
	14T	9.7:1	9.85:1	9.53:1	9.23:1
	15T	9.7:1	9.14:1	8.86:1	8.57:1
	16T	9:1	8.5:1	8.27:1	8:1
	16T	8.5:1	8:1	7.75:1	7.5:1

MOTOR RECOMMEND GEAR RATIO

Not Recommended
Fast Acceleration / Moderate Top End - Optimal
Moderate Acceleration - Ultra High Top End - Optimal
Slow Acceleration - Ultra High Top End
Not Recommended



DESIGN REGISTERED
 Design Reg. No. 07000185M Patent Pending
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