



AB Slotsport

Dedicated to supplying the best Slot Racing Products to Racers Worldwide

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Running in and maintenance of JK FK Motors

This tech sheet applies to the following motors;-

JK Hawk 7, JK Hawk Retro Motors

All the above motors are now high speed machine wound and quality is vastly improved compared with other types of FK Motor. The Hawk retro and Hawk 7 are also auto balanced within a set parameter, so you will find some motors with balance marks and those which meet the parameter which do not have balance marks.

All motors now share the harder motor brush introduced in the Hawk 25. This provides a longer motor life , but also means they take longer to “run in”.

The system of of “running in or breaking in” suggested here has been found to work well across the range.

- 1) Initially flush the motor with a proprietary switch cleaner and allow to dry.
- 2) Relubricate motor bushings. Do not overlubricate the brush end of the motor! Use a thin high performance lubricant such as Activ8.
- 3) Run the motor at 5 volts for 20-30 minutes (it may be necessary to re lubricate during this period).
- 4) Mount the motor in you chassis and get the perfect gear mesh (bolt in or solder in), then run the motor with gears attached for a further 20 minutes. This puts a little more load on the motor and assists the running in process.
- 5) Finally take the car down to the track and run for 50-75 laps without the blast relay turned on , on your controller and Job Done!

After racing : especially if the car is not going to be raced for a while, flush the motor with Switch cleaner, but remember to re lubricate before you race again! Cleanliness is the secret to long motor life! If you leave any oil deposits on the commutator and brushes, this will soften the brushes and may cause clogging of the commutator the next time you race. Remember , do not overlubricate the endbell (brush) end of the motor.

We have also found it beneficial to use Loctite 638 to attach pinions rather than soldering. This ensures that there is no contamination of the can bushing with acid flux , which can cause corrosion in the bushing. Pinions can also thus be removed using a pinion puller when required.