



LFL CUCARACHA

READY TO RACE 1:32 SCALE BUILT TO WIN!

Featuring the Revolutionary Iso-Fulcrum Chassis • Crash Resistant Polypropylene Racing Body • Powered by the Cox TT X-50 Motor

OPERATING TIPS

Your La Cucaracha is fully assembled and ready to run. However, best performance will result if these few operating tips are observed.

GUIDE BRUSHES

1. The contact strips used on each side of the track slot may vary in spacing from one track to another, making it necessary to adjust guide brushes to suit the track. The brushes should be combed out, then spread out along the rear half of the guide.
2. Place car on track to make sure brushes touch the contact strips. If the brushes on the guide do not match the braid on the track, fan out the brushes until they do. Guide brushes should not droop. They should hug the underside of the guide so that the blade rides deep in the track slot.

GEAR ADJUSTMENT AND LUBRICATION

1. After running the car approximately a dozen laps at top speed, touch the motor carrier to your cheek. If the carrier is too hot to hold to your cheek for at least three seconds, binding of pinion and driven gear is apparent, adjust the driven gear to the pinion so that a thin piece of paper, equivalent in thickness to this instruction sheet, will pass through the gears when rotated by hand.
2. Coxalloy gears require no lubrication.

REWIND

1. If you rewind the motor, Cox controller, Mark 4, 15 ohm, (Cat. No. 3450, or a Mark 5, 7.5 ohm, Cat. No. 4650) are recommended. The lower ohmage ratings are better for taming any "hot" performing motor.

LUBRICATING

1. The motor bearings should be lightly oiled occasionally. Do not get oil on the commutator. Coxlube, Cat. No. 3870 - .59 a tube, is recommended. To insure regular lubrication, get into the habit of doing it before each major racing session. It takes several hours of racing for the bearings to be fully "run in". A slight increase in speed will be noticed after this "run in" time. It is important that the car be kept as clean as possible.

RUBBER BAND

If the rubber band used on the self - centering guide should break, replace with a rubber band no thicker than 1/16" nor shorter than 2". A #14 band is the proper size to use.

TIRES

1. Keep tires as clean as possible. Oil of wintergreen is recommended as a cleaner. Apply to the tire, allow to stand about a minute, then wipe off with a lint free cloth.

2. After an extended period of racing, tire wear may cause a few low spots to develop. This will be apparent by constant bouncing of the car. The proper remedy is to retrim the rear tires. The best method is to use a tire trimming machine usually found at most raceways. If a trimming machine is not available, slip a thin sanding board under the rear tires, then with the guide in the raceway slot, rev the motor and gently lower the wheels onto the sanding board. Sand off just enough tire surface to make it "TRUE". Do this with care since a perfectly round tire is a prime requisite for proper traction. This is especially true of the La Cucaracha because of its high speed capability. A moderate radius, 1/16", is necessary on the outboard edge of the rear tires for proper drifting action through turns. Radius the inner edges just enough to eliminate the sharp square edge.

MOTOR SERVICE POLICY

The performance and life of your motor depend largely upon the care given to proper installation and operation. The motor has been designed to operate on 12 volts D.C. Should you operate the motor on tracks using a higher voltage, the life expectancy will be considerably reduced. Should your motor not give peak performance at any time, we will be happy to inspect and service it. Return the motor with \$1.25 to cover handling and postage. Do not send the entire car -- motor only! Allow 2 weeks for service and return. This offer does not apply to motors burned out due to excessive voltage or motors worn out through extended use.

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