

# COMPETITION RACING CARS AND PARTS BY PACTRA

PACTRA CHEMICAL CO., INC.

LOS ANGELES, CALIF.

6725 SUNSET BLVD.

## A FEW HELPFUL HINTS ON HOW TO MAINTAIN YOUR MODEL COMPETITION CAR

Your car has been set up, adjusted and tested at the factory. To readjust the nylon gear (F), untighten the 5-40 set screw (W), place the .005 paper that is provided in the set, between the brass pinion gear and the nylon gear, slide the nylon gear up snug to the brass pinion gear with the .005 paper between the gears, then tighten up set screw in the nylon gear, rotate rear axle to remove the paper, thus leaving .005 clearance between gears, gears are all set to go. Check the brass 5-40 jam nuts (D), keep the jam nuts tight to the boss on the wheel, both front and rear. To oil your car you may use the tire cleaner fluid that is included in the set, this is an excellent lubricant. The right places to oil your car are the rear axle bearings and the front axle. Just one small drop on each point is enough. DO NOT OIL THE BRUSH OR COMMENTATOR END OF THE MOTOR.

### REPLACEMENT OF PICK-UP BRUSHES (BRAID WIRE)

Unscrew the #2 self tapping screw (N) holding the solder lug (U) on the front of the guide shoe (S). Back off screw just enough to let the braid wire (T) come out (no need to take screw and lug off the guide shoe). Insert braid wire under solder lug, between nylon guide shoe and the lug, then tighten up #2 self tapping screw, push wire braid down flat to the base of the guide shoe.

### REMOVAL AND REPLACEMENT OF #CMX1250 MOTOR

Unscrew the #2 self tapping screw (M) in the aluminum motor locks (ZZ) that are on the frame rails holding front motor plate in place. Unscrew just enough to let motor locks on both sides to move forward, slide motor and plate forward, remove #2 self tapping motor lock screw (M) that is holding front motor plate to the motor, now motor is free, remove from frame. To replace motor just do the reverse, insert motor in frame, slide motor mount back to the motor, install #2 self tapping screw and tighten screw, next slide both aluminum motor locks up tight to motor plate and tighten up #2 self tapping screws.

### REMOVAL AND REPLACEMENT OF BODY

Pull out the three pins, one on each side of the body and the one in the rear. To replace body just push pins through body into 1/16" tubing, bend the pins in a slight S to hold into tube firmly. To install other G.T. bodies, you may have to alter or bend the 1/16" body mount tubing to fit. To install a G.P. type body, unsolder the two body mounts (P and O) and slip the G.P. body over the chassis.

### SUGGESTIONS FOR RUNNING YOUR MODEL COMPETITION CAR ON THE TRACK

For the first few laps take your time, run your car slowly until you get the feel of it, then start building up your speed. Accelerate down the straight and then shut off 6 or 8 feet before the corner, give a little power into the corner, then accelerate again out of the corner, then flat out down the straight. Remember - PRACTICE MAKES PERFECT!! This is a professionally built car, proven in competition. Have fun, race and win with COMPETITION MODELS AND HOBBIES.

### GUIDE SHOE ASSEMBLY

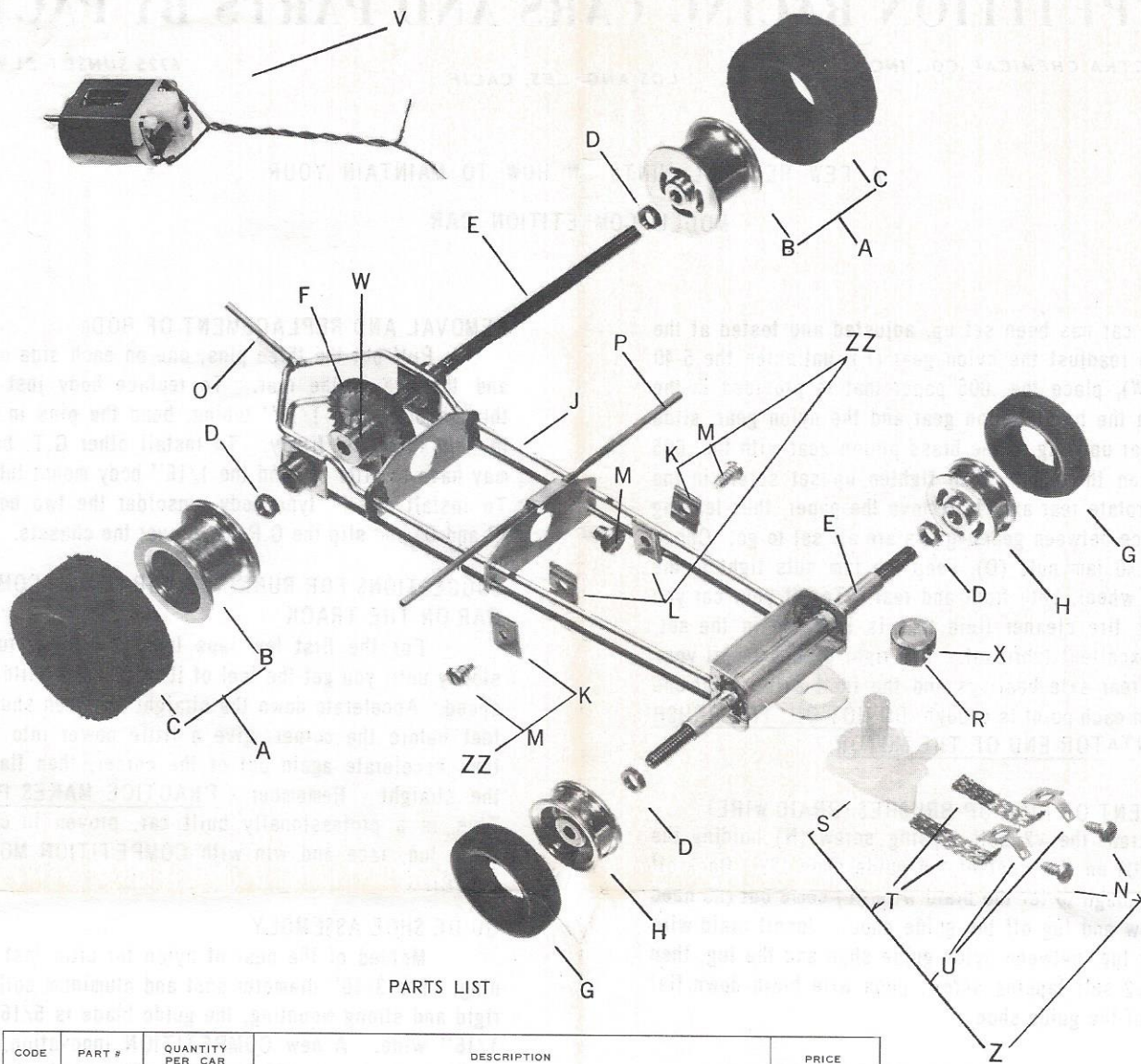
Molded of the best of nylon for ultra fast smooth running. The 3/16" diameter post and aluminum collar makes a rigid and strong mounting, the guide blade is 5/16" deep and 1/16" wide. A new COMPETITION innovation, this guide blade is designed .004 to .006" wider at the bottom of the shoe, thus improving holding qualities in the track groove. The base is 3/32" thick and 1/2" wide, this allows for perfect and trouble-free wire braid mounting. The guide blade is constructed with a 1/8 x 1/16 tail piece to utilize long braid wire that will lay flat to the guide base, this incorporates less spring action and keeps the guide deeper in the tracks' groove without shorting out the ends of the braid.

The solder wire lugs are constructed to clip the wire braid and hold next to the front of the guide base, no need to run the self tapping screw through the wire braid, this is a competition proven guide.

### SERVICE WARRANTY

COMPETITION CMX1250 motor is tested and inspected at the factory. Its performance and life depend upon your ability to properly maintain, install and use it. Since it is manufactured specifically for 12V D C operation, it is not recommended for continued use on tracks of higher voltage. Do not disassemble, alter or misuse your COMPETITION CMX1250 motor.

Should you wish to have our factory check and examine or service your motor, please send motor and \$1.00 (to cover postage and handling) to COMPETITION, Spares & Service Department. Send motor only without any other parts of your car. Worn out or abused motors cannot be serviced.



PARTS LIST

CODE	PART #	QUANTITY PER CAR	DESCRIPTION	PRICE
A*	460	2	Rear German Type Tire and Wheel Assembly Cut	Pr. \$1.95
B*	440	2	Rear Wheel Tapped 5-40 Thd.	Pr. 1.30
C*	450	2	Rear German Type Tire	Pr. .80
D	435	4	Jam Nut 5-40 Thd.	2 for .05
E	436	2	Axle 5-40 Thd. 2-5/8" long	.30
F*	400	1	32 Tooth Nylon Gear and Set Screw	.50
G	431	2	Ribbed Front Tire	Pr. .40
H*	430	2	Front Wheel	Pr. 1.15
J	300	1	Chassis Assembly	Ea. 2.95
K	312-1	2	Motor Lock Plate	2 for .10
L	312-2	2	Motor Lock Nut	2 for .10
M	312-3	3	#2 x 3/16" Self Tapping Screw	2 for .05
N	472	2	#2 x 5/32" Self Tapping Screw	2 for .05
O	311	1	Rear Body Mount	.15
P*		1	Purchase 1/16" Brass Tubing	
R	475	1	5-40 Thd. x 1/8" Pan Head Screw	2 for .05
S	471	1	Nylon Guide Shoe	.40
T*	473	2	Pick Up Wire Braided	2 for .15
U*	476	2	Terminals Wire Connector	2 for .05
V	CMX1250	1	COMPETITION 12V Motor with 8 Tooth Brass Pinion	Ea. 3.00
W*	402	1	5-40 Thd. x 1/8" long Cup Point Set Screw	2 for .05
X*	474	1	Steel Set Collar	.15
Y*	750	1	Ford G.T. Decals	Ea. .30
Z*	470	1	Nylon Guide Shoe Assembly	Ea. .60
ZZ	312	1 set	Motor Lock Assembly	.25
*	420	1 oz.	Tire Clearer Fluid	.40

\* Available from your Dealer