PROFESSOR MOTOR

Thanks for purchasing the "**CARRERA SEMIPRO**" Model Electronic Controller PMTR2124

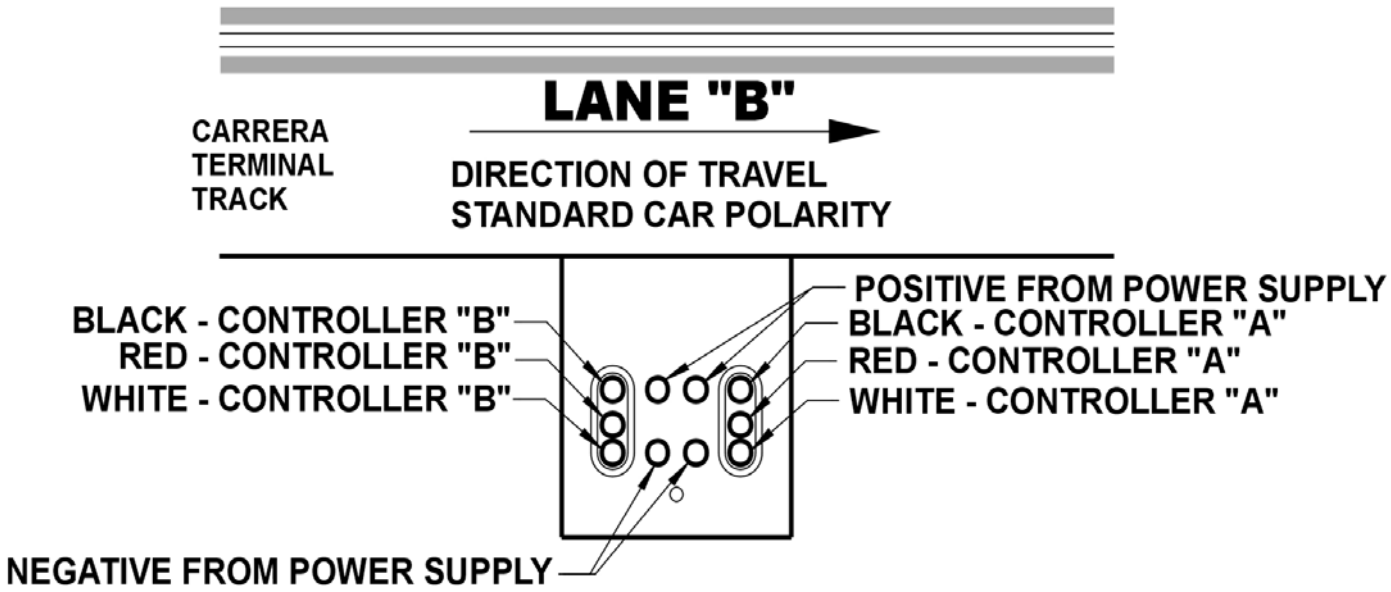
Intended application : 1/32 & 1/24 Carrera home & club track racing on Carrera track.

This model features the following high quality features

- **Recommended operating voltage range 14 to 19 volts DC**, Wired for **NEGATIVE** polarity tracks
- Variable Sensitivity System (high quality single wire wound pot to adjust sensitivity setting)
- Electronic "Platinum Series" transistor design with ultra wide range of control
- Internal handle-protected aluminum heat sink, Extra long, heavy duty 16 gage PVC insulated controller leads
- High impact polycarbonate plastic molded handle, stainless steel hardware throughout
- Low friction silver alloy wiper button with ultra hard nickel plated contact surface

Use & Care Instructions

- Sensitivity Adjust - Adjust the silver color-coded knob with the white line "up" for MINIMUM sensitivity. Turn that knob counter-clockwise to increase the sensitivity (provide more power to the car on initial application of the throttle).
- **Caution ! :** Regular maintenance is required to keep the controller contacts clean and free from foreign objects & debris. Failure to properly clean, lube and maintain the contacts will cause the controller to fail, will allow the car to be driven without the throttle being depressed and can result in the wire wound pot used for sensitivity control becoming short circuited & damaged. Please take this warning seriously and follow this process to keep the contacts clean & properly lubricated :
    1. Remove the front half of the controller case by loosening the three bolts
    2. Clean all debris from the nickel-plated contacts with a Q-Tip and lighter fluid
    3. The sliding contacts MUST be CAREFULLY lubricated to reduce contact wear and provide a smoother controller action. To lube, do so as follows :
        a. Place a SMALL amount of Super Lube PTFE lube on the end of a Q-Tip & apply to the nickel contacts in the area where the silver alloy contact travels
        b. Cycle the trigger a few times
        c. Use a Q-Tip with lighter fluid to remove any excess lube outside of the area where the contacts meet (remove 90% of the lube you just applied)
        d. Examine the contact area to insure that cotton fibers from the Q-Tip are removed and that residual lube is minimal & barely visible
    4. Repeat this whole cleaning / lube process on a frequent basis (every 1-2 weeks) for best results.
- Periodic Maintenance – lube the trigger pivot bushing with plastic compatible oil



Optional Upgrades

- Power Relay System PMTR2037 – provides a more positive low resistance path at Wide Open Throttle

For technical information, questions or the latest catalog of available service parts and upgrades please visit us on the World Wide Web : www.professormotor.com