

This is the most accurate modified lathe developed, CAD design drastically minimize harmonic vibrations, ultra fine threads provide unsurpassed accuracy, lowest possible CG, auto alignment technology eliminate "parallel adjustment". Your new Team Integy lathe is the smallest precision auto motor lathe in the world.

CAUTION: YOU MUST WEAR SAFETY GLASSES OR OTHER SUITABLE EYE PROTECTION WHENEVER OPERATING THIS LATHE. ***CAUTION*******

The Auto-Super Lathe is designed for re-cutting the commutator of your racing motor. Re-cut the commutator as soon as you notice any large decrease in motor performance. Usually, 27 turns stock motor should be re-cut between 5 to 20 runs. 7 to 11 turns motor should be re-cut every 2-3 runs. 12 to 14 turns motor should be re-cut every 4-5 runs. 15 to 17 turns motor can be re-cut every 10 runs. This machine comes standard with a carbide-cutting tool. It works well, but requires more frequent sharpening. The carbide-cutting tool will do a quality job, but it cannot match the finish of the cut or the durability you'll get from the optional diamond-cutting tool. Carbide replacement units are available from us directly. Also, we have developed a new type of diamond cutting tool (Xipp #90020) that cuts 3 times sharper than other diamond bits on the market.

If you bought a diamond cutting tool, take good care of it and it will last a long time. The diamond is extremely hard. That's what gives the commutator such an excellent finish. Its hardness also makes it very brittle and easy to damage. The diamond's hardness allows it to wear very well with almost no sharpening required.

Whichever tool you use, its height is crucial. Diamonds are especially sensitive to changes in height and angle. A minor change can make a big difference in the quality of the surface finish.

In either case, the tool must be set dead center (or above) to the commutator. Use the flat metal shim stock provided with your lathe and/ or make your own shims out of plain paper.



The gib adjustment for the carriage is located on the front of the lathe and below the cross-slide. The carriage should be adjusted so that it is free of play, yet guides smoothly so you get a clean, even cut on your commutators. These adjustments will be properly set from the factory, but you must fine-tune the adjustments as the gibs wear with use.

As you become proficient with your lathe, you may want to take lighter and lighter cuts to extend the life of your race motor as much as possible. To this end, when making a second or third cut, try moving the cutting tool in only half of $1/1000''$ -inch. This is done by looking at the indicator lines on the handwheel and only turning the hand wheel half a line. It takes practice and a delicate hand to know when and how to do this. It all comes down to practice...and patience.