
PLEASE READ THIS FIRST!!!!

TRINITY RC2117 P2K PRO

Trinity P2k Pro motors come dyno-tuned on Robitronic Pro-Master Dynos, which use state of the art technology to deliver the utmost precision for optimum performance and consistency. The data is printed onto the yellow label on the back side of each motor. The maximum RPM, power, efficiency, and torque of the motor is printed onto the label for your reference.

Break-in -- As received, the brushes in the P2K Pro motor should require no break-in. If however you elect to change to a different type of brush, follow that brush manufacturers recommendations for use and break-in.

Gearing -- Since the new armature and can design of the P2k give it more power and torque than the original Paradox, you may be able to gear the P2k several teeth higher than you could gear the Paradox motor. Because of the improved power curve, you'll generally be able to increase your pinion gear size by about 2 teeth or so over what you would normally gear a Paradox motor. *Please note: This is only a general rule. It will vary depending on the type of racing and on the track conditions.*

Running the P2K Pro Stock Motor -- The P2K, like the D4 Modified, utilizes "Copper Head" Technology, and is designed to run cooler and last longer than any motor you can buy. It also uses state-of-the-art SMD (Surface Mount Device) capacitors already internally installed from the factory. **DO NOT SOLDER CAPACITORS ON THIS MOTOR!** Soldering on additional capacitors will reduce their effectiveness.

Capacitors -- The SMD capacitors are installed under and between the brush hood hardware. If you take the endbell apart (the plastic end), be careful. The capacitors are very small and could easily get lost. If you do lose any parts of this system, you can purchase a new SMD capacitor kit from your hobby store, part # D4007. This kit will only fit the D4 Modified and the P2K Stock motors.

Rebuilding your Motor -- You may simply remove the endbell by loosening the two timing ring screws. By backing the screws out almost all the way, you can pull out on the endbell and rotate it in the CCW direction until the endbell comes off with the timing ring still attached. This will allow you to simply reattach the endbell by rotating the endbell back in place. Be sure to line up the indexing square with the cut-out in the can. With the endbell off, you may remove the armature and cut the commutator on any modified motor commutator lathe such as the Tru-Lathe 2 Pro (RC4111), it is recommended that you install new brushes, part #RC4499 whenever the comm is trued. Never replace the brushes without truing the commutator first. It will cause excessive comm wear and you will have to replace the armature. *Make sure that the shims are put back in the correct position on both ends of the shaft before reassembling the motor.*

Cleaning the "Copper-Head" - After spraying out the endbell with motor cleaner, the copper can be cleaned with dish washing soap, warm water and a tooth brush. Any slight tarnish can be removed with jewelry cleaner. Also, be careful while disassembling and cleaning. The copper solder tabs can bend more easily than standard tabs on other motors.

Warranty -- Trinity motors are warranted against defects in manufacturing and workmanship. Please use the warranty form on the reverse side if necessary.

TRINITY PRODUCTS INC. 36 Meridian Road Edison, NJ 08820
(732) 635-1600 fax: (732) 635-1640 -- Internet @ www.teamtrinity.com
