

## A/FX SUPER II PRODUCT FEATURES

1. Dual Wound "Bullet Proof" Quadra Lam™ armature capable of 68,000 RPM @ 15 Volts on Rectified DC.
2. 5° advanced super flat printed circuit commutator plate.
3. Improved long wearing super conductivity commutator brushes spring mounted in machined brass "heat sink" brush holders.
4. Elimination of brush "Float" by spring mounted brushes.
5. Gold plated pickup shoes with copper "braid" to provide a 20% increase in electrical pickup from track.
6. Up to 35% faster than a stock A/FX car when operated at the same voltage.
7. Double ended "DEEP SLOT" guide pin for operation on A/FX High Performance track or regular HO racing track.
8. Fully articulated chrome plated lead side weights to lower the center of gravity and dampen vibration. The result is Super handling on flat turns.
9. Screw Mounted chrome plated brass and lead nose weight to keep the nose down during acceleration and cornering. Hinged body mount integrated with nose weight.
10. Glued and trued cellular sponge rear tires mounted on light weight machined aluminum-set-screw racing wheels and combined with a bullet proof steel axle gets the "muscle" to the track!
11. Super round low friction "O" ring front tires mounted on light weight machined aluminum racing wheels to eliminate drag.
12. Prepainted ready-to-race Vacuum Formed body with highly detailed cockpit, driver, and air scoop. Hinged mounting provides instant access to chassis.

**AURORA**™  
**A/FX**™  
MODELIMOTORING®  
**SUPER**

*The A/FX Super II is the fastest most advanced HO Racing Car ever introduced. Its "Bullet Proof" QUADRA-LAM™ armature is capable of over 60,000 RPM! Side and Nose weights, Braided Pickup Shoes, Super Trued rear tires and lightweight vac-formed body shell add up to unequaled performance. A/FX Super II . . . the true track tamer.*

## DRIVER'S MANUAL and INSTRUCTIONS

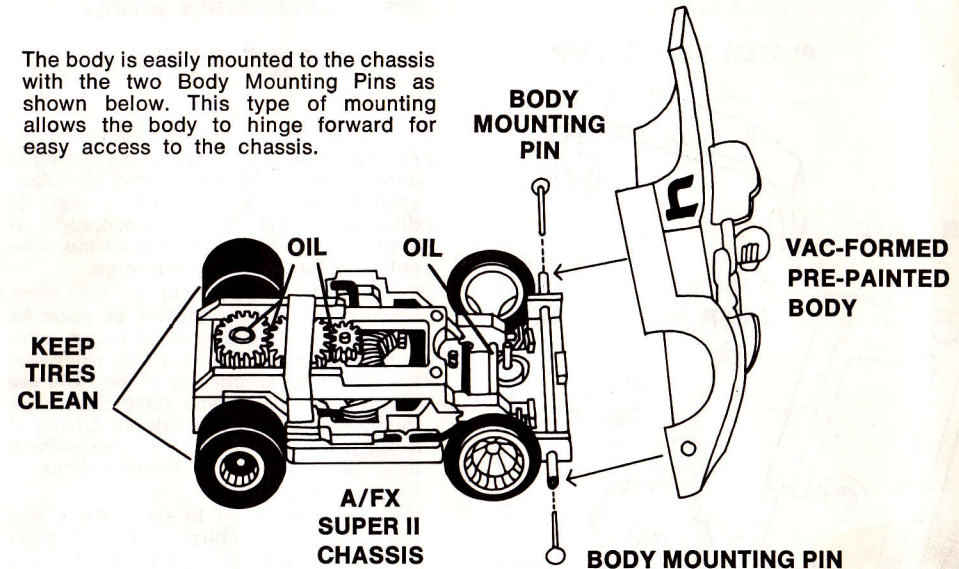
### INTRODUCTION

Any car, regardless of its size, requires basic care and maintenance to keep it in top running condition. Your Aurora A/FX Super II is no exception to this rule. It is an intricate piece of machinery. Given proper care, it will retain its speed and reliability.

Read this booklet carefully. It will give you many helpful hints on assembling, tuning, trouble-shooting, and race-preparing, plus driving tips for your Aurora A/FX Super II.

## 1 ASSEMBLING THE BODY TO THE CHASSIS

The body is easily mounted to the chassis with the two Body Mounting Pins as shown below. This type of mounting allows the body to hinge forward for easy access to the chassis.



## 2 CLEANING AND TUNING

Three things are absolutely essential to the proper performance of any H. O. race car. Proper oiling, clean rear tires, and correct pickup shoe adjustment cannot be over-emphasized.

Oiling LIGHTLY is a must. The most harm is done by over oiling the bottom armature bearing. As a result oil gets on the commutator and motor brushes. This causes overheating, loss of speed, and undue wear to the motor brushes.

Remember, excess oil collects dust and dirt. Another common error is to over oil the axle holes. The axles quickly become loaded with dirt and cause excess friction.

The gears require very little oil as nylon is self lubricating. The best oil to use is Aurora A/FX Model Motoring Racing Oil.

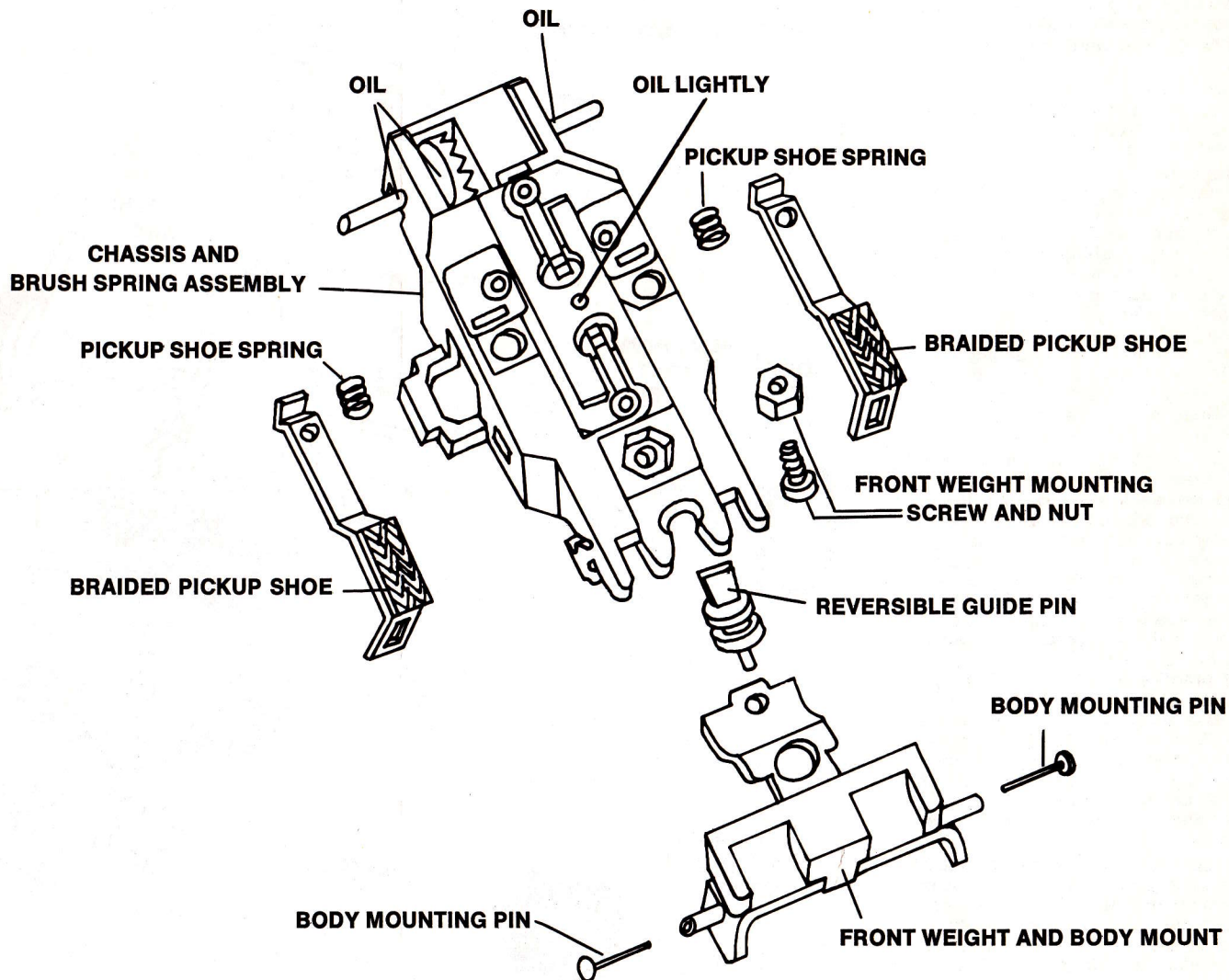
You should clean your car approximately every two hours of operation, depending on track conditions. (1) Begin by removing the body and wiping it clean both inside and outside. (2) Now strip down the entire car. Pry the gear clamps off with a screwdriver. Carefully lift out the top plate assembly. Take out the motor brushes and inspect for wear. Remove the magnets and rear wheels. Remove the commutator brush springs. Now set all the parts aside and begin cleaning. Using hot and soapy water wipe the magnets, chassis, gears, motor brushes, and gear clamp clean. Make sure they are dry before assembling. If there is carbon (black circle) on the commutator rub it away using a new pencil eraser. It is very important that the commutator and motor brushes be wiped perfectly clean and dry with a tissue. NEVER use



# UNDERSIDE OF SUPER II CHASSIS

## IMPORTANT

Your Super II will run only on *clean track*. Be sure and wipe off all dust before running your car.



## CLEANING AND TUNING (cont.)

any type of lubricant on the commutator or motor brushes!!!! Clean any dust from the axles and wheels. Install rear wheels making certain that you have the maximum tread width permitted ( $1\frac{1}{4}$ "'). Always grasp the short end of the wrench when tightening the wheels. Install the magnets in their original location. A squirt of lighter fluid is sufficient to clean the springs and holders. Be sure all parts are dry before assembling. Install motor brushes and top plate. Refer to exploded view. Clean pickup shoe pivot point if dirty. Never switch the positions of used pick-ups because it results in excessive "arcing" and lost power.

Next, place the car on a piece of track, NOT a test block. Be sure all four tires touch the track. It is extremely important that the braids lie perfectly flat on the conductor rails. Adjust with a tweezer if necessary. Finally, check the weights and chassis for track clearance. If the chassis scrapes the rails the rear tires are probably worn down and must be replaced.

Finally, replace the body on the car using the two pins which are pressed into the tube on the front weight.



### 3 RACE PREPARATION

Winning races consistently is by no means an easy thing to achieve. It takes experience in properly setting up a car, some driving skill, and most of all—practice.

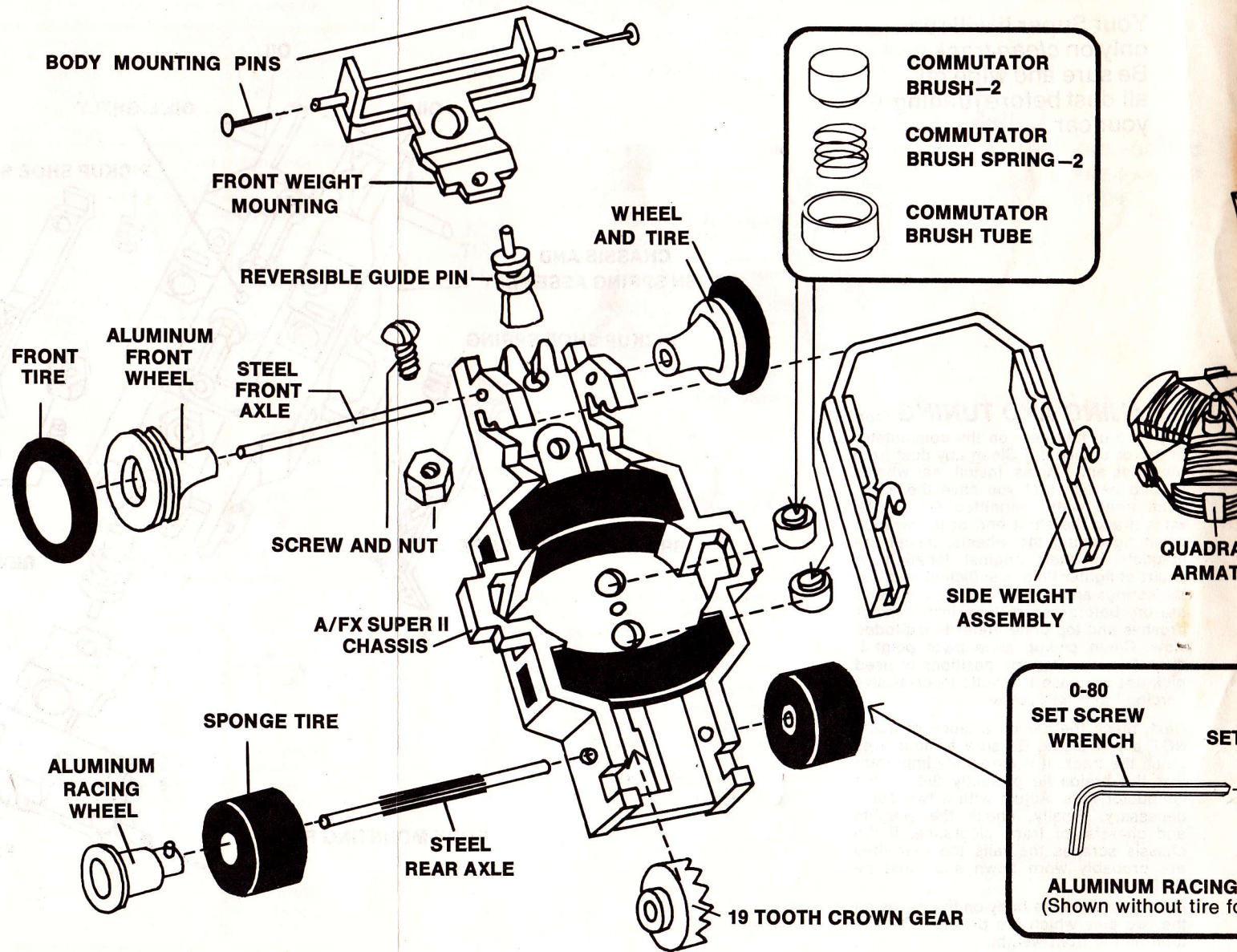
No one should ever expect to win their first race. If you simply try the best you can and learn from your mistakes, eventually you will start to win.

When preparing your car for a race, ask yourself the following questions: (1) Are my tires worn down, or out-of-round, should I replace them? (2) Are my gears in good shape, meshing properly, not binding? (3) Are my motor brushes arcing, do they need replacing? (4) Is the commutator perfectly clean and dry? (5) Is any part of the car scraping the track? (6) Are the tires touching the body? (7) Do I have extra tires, braids, motor brushes and parts? (8) Most important—Does the car run well—Is it competitive?

Once you are satisfied with the car ask yourself these questions: (1) Have I practiced on each lane of the track, especially the difficult ones? (2) Am I driving the car well, am I consistent? (3) Am I deslotting too often? (4) Do I feel scared or confident? If you are scared, then you just might defeat yourself! If the race is a very important one, then consider these points: Do I have a race car and a practice car? Some people start practice with a fast car, but a few crashes later, it is much slower. It is a good idea to set up TWO cars for a big race. Pick the fastest and don't over-run it. Practice all you can with the slower car. Also, do you have an extra controller in case of an emergency? If your only controller should slow, can you borrow one there?

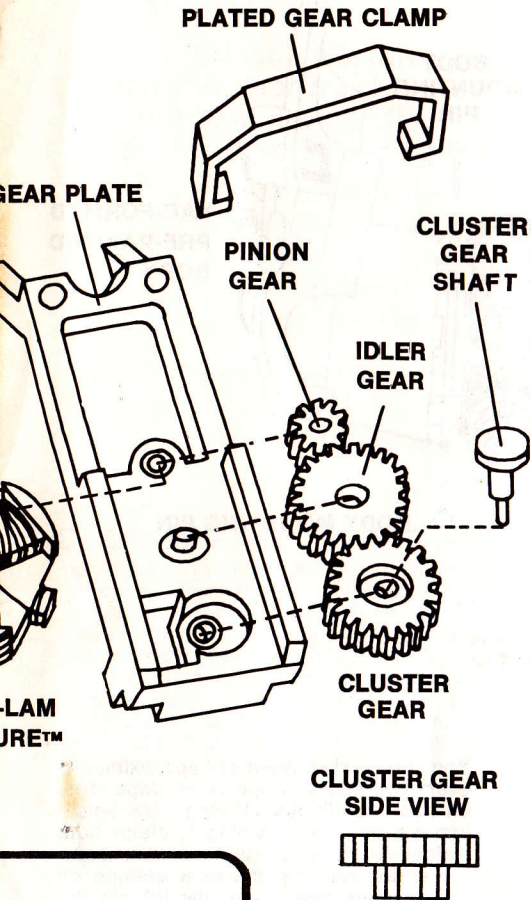
Finally, make sure you know the race rules. Be sure your car's tread width is the maximum that is allowed. Also cut open as many vents, scoops, and legal openings in the car body as possible. Only after you have double checked all these points will you be ready to race.

### EXPLODED VIEW OF A/FX SUPER II CHASSIS





## 4 DRIVING AND RACE STRATEGY



For the beginning racer, good driving is hard to learn. PRACTICE and perseverance is about the only way to learn to drive well. First, concentrate only braking for a corner as late as possible without deslotting. Set up markings.

If you brake too soon you will lose time. Next, practice accelerating as soon as possible when coming out of a turn, without fishtailing. Remember that whenever the car fishtails from side to side you are losing time. When you have these two things learned, concentrate on driving at a fast pace as long as you can without deslotting. The key to winning races, is Driving Consistently.

Now you are ready to race. While you are waiting to qualify, relax and don't ever watch others qualify or you may become nervous. If you must watch, stand on the same side of the track as the driver. Never stand opposite the driver and watch him race because you are in effect looking at the track upside down.

Always have your tools at hand in case of an emergency. In between the race segments, check out the car. Refer to tuning tips: Clean the tires, oil it, have new braids handy if you need them. Make sure all four tires touch the track by placing the car on a piece of track. Don't forget to place your car in the proper lane.

When it is your turn to qualify, run as many laps as you can before you are timed. Concentrate on working up to a fast pace without deslotting. Most important though, is to stay calm. DON'T talk to anyone while you are qualifying, just drive. Also, be considerate of others when they qualify.

NO.	NAME	PRICE
8531	SUPER II Fully Oriented Super Magnets	1.50
8550	SUPER II Commutator Brushes (Pair)	.35
8551	SUPER II Commutator Brush Springs (Pair)	.10
8552	SUPER II Commutator Brush Tubes (Pair)	.15
8553	SUPER II Quadra-Lam™ Armature and Gear Plate with Gears	2.75
8554	SUPER II 19 Tooth Crown Gear	.15
8555	SUPER II Rear Axle	.10
8556	SUPER II 2 Aluminum Rear Wheels SUPER II 2 0-80 Set Screws SUPER II 1 0-80 Set Screw Wrench	2.00
8557	SUPER II Untrimmed Rear Sponge Tires (Pair)	.50
8558	SUPER II Mounted and trued sponge tires and aluminum racing wheels with 2 0-80 set screws and 1 0-80 set screw wrench	2.75
8559	SUPER II 2 0-80 Set Screws	.50
8560	SUPER II 1 0-80 Set Screw Wrench	.15
8561	SUPER II Side Weights (1 set)	.60
8562	SUPER II Front Weight with 2 Body Mounting Pins and Mounting Screw and Nut	1.00
8563	SUPER II Painted and Trimmed Body with Cockpit and Driver's Head	1.25
8564	SUPER II Cockpit with Head	.50
8565	SUPER II Gold Plated Pickup Shoes with Springs (Pair)	.75
8566	SUPER II Chassis and Gold Plated Brush Spring Assembly with Brush Tubes	2.00
8567	SUPER II Plated Gear Clamp	.15
8568	SUPER II O-Ring Front Tires mounted on front wheels (pair) with front axle	1.25
8569	SUPER II O-Ring Front Tires (Pair)	.25
8570	SUPER II Aluminum Front Wheels (Pair) and Axle	1.00
8571	SUPER II Reversible Guide Pin	.15
8572	SUPER II Cluster Gear and Shaft	.25
8573	SUPER II Quadra-Lam™ Armature and Pinion Gear	2.25
8574	SUPER II Instruction Booklet	.25



# EXPLODED VIEW OF A/FX SUPER II CHASSIS

