

Do you use, or are you thinking of using, a Reedy KR Quad-Mag motor? If so, please read on.

1. Racers increase timing to get more out of their motors. Reedy KR 4-magnet motors require less timing than 2-magnet motors, and motors with 12 degrees (set from factory) or less timing. There is no need to increase timing on 4-magnet motors.

2. 4-magnet motors are more powerful than 2-magnet motors. In most cases, you can get by with one less turn of a 4-magnet motor than your old 2-magnet motor. Billy Easton won the 2003 IFMAR Off-Road World Championships with a 14 turn Reedy motor.

3. Don't apply the same gearing as your 2-magnet motor. If you retain the stock timing of 12 degrees, start your gearing with one tooth less than what you would with the same turn 2-magnet motor.

4. Increase the brush spring tension. Normally, the brush arms are at angle to each other. Apply tension until they are in a straight line with each other.

5. We recommend Reedy #766 brushes for all 6-cell applications and Reedy #767 brushes for 4-cell applications.

If your brushes are burning:

A. Turn down your timing. Motor timing is accomplished by loosening (but not removing) the two top screws of the endbell (not the brush hood screws) and turning the endbell slightly. Then the screws are tightened again. Turning the endbell to the right (increasing timing) on Reedy motors gives you more rpm and less torque, to the left (turning down timing) results in less rpm and more torque. The timing has already been set optimally by the factory, so carefully mark a tick mark on the can aligned to a tick mark on the endbell so you can later return it to its original position. Reedy strongly recommends you keep the factory setting. Do not turn your endbell to the left beyond the timing point on the can.

B. Be sure your spring tension is stiff enough. See Tip #4 above.

C. Make sure you are geared properly. The chart below, which was compiled with 2-magnet motors in view, comes from Associated kit manuals. See your manual for actual spur and pinion gears used, then gear down one tooth on the pinion for KR motors.

Touring Car

Motor Turns = Final Drive Ratio

8T = 9.1

9T = 8.5

10T = 7.9

11T = 7.3

12T = 6.7

Off Road Buggy

Motor Turns = Final Drive Ratio

10T = 11.08

11T = 10.53

12T = 10.03

13T = 9.57

14T = 9.16

Off Road Truck

Motor Turns = Final Drive Ratio

10T = 12.57

11T = 11.91

12T = 11.13

13T = 10.77

14T = 10.28