



### **Rotary Brake Pot Installation for “Platinum Series” – PMTR2039 / 2041 / 2042**

Tools & supplies you will need - pencil type soldering iron with small tip, lighter fluid, Q-tips or similar cotton swabs, rosin core solder, 5/16" nut driver / socket, #1 Philips screwdriver, small diagonal cutters, solder wick (optional) and a 1/16" Allen wrench

Important notes – All solder flux residue remaining after any soldering on the circuit board must be removed after soldering with a cotton Q-tip swab and lighter fluid to prevent corrosion of the circuit board and resulting damage from short circuits. For the same reason, **acid core solder and acid flux should never be used** on this or any other soldering operation on the circuit board or any other soldering of copper wires. For best results follow these steps in the sequence that follows.

**Step 1** – Select the best value brake pot for your application. PMTR2039 is a 5 Ohm pot and is appropriate for commercial type slot racing with 16D, Falcon motors and similar. PMTR2040 is a 25 Ohm brake pot and is best for 1/32 scale racing and particularly magnet racing. PMTR2041 is a 35 Ohm pot and is favored by scale racers that race non-magnet type cars.

**Step 2** – Open the handle sections and cut the soldered-in jumper as indicated in the upper right with a yellow arrow (if no brake pot was originally installed).

**Step 3** – Unsolder and remove the sections of that jumper (at the green arrows) or the original brake pot (if so equipped).

**Step 4** – After removal of the jumper or original brake pot use solder wick material to clear the residual solder from the holes where the jumper was soldered. If you do not have solder wick then heat up the solder and gently tap the circuit board assembly on a terry towel or soft surface to remove the excess solder.

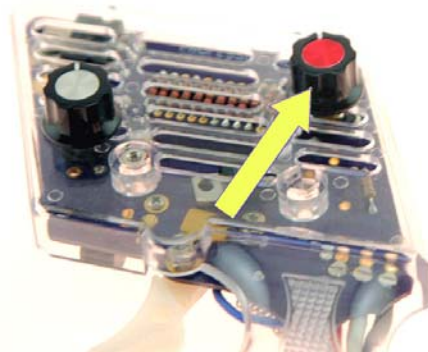
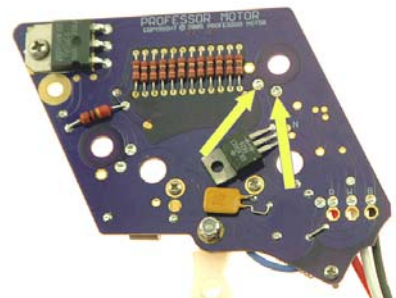
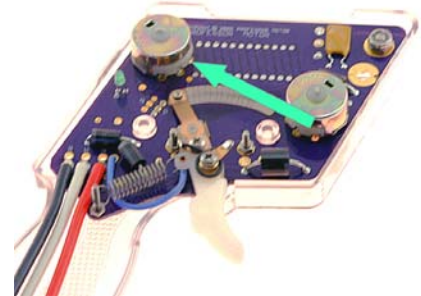
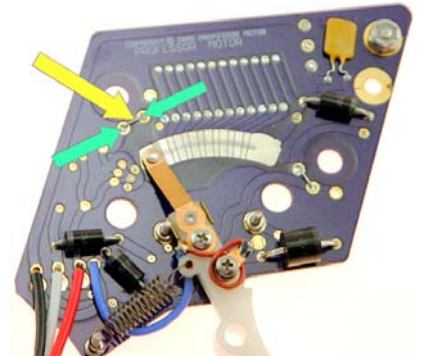
**Step 5** – Insert the brake pot in position with one of the paper insulating washers supplied on each side against the circuit board. Add the lock washer and then tighten the nut supplied. The finished install should look as on the left side of the 2<sup>nd</sup> picture

**Step 6** – Flip the assembly over and solder in the 2 legs of the brake pot where the jumper was originally located. The third leg of the pot does not require soldering. The points to solder are as in the 3<sup>rd</sup> picture to the right.

**Step 7** – Close up the case and then install the brake knob. Make sure to allow some clearance between the back of the brake knob and the controller case so that the brake knob can be rotated smoothly without rubbing on the controller case. Position the brake knob in such a way on the pot shaft such that the pot is rotated fully clockwise when the white line on the pot is pointing straight up. When the pot then is in this position the brakes provided will be “full” and rotating the pot counter-clockwise will then reduce the braking effect.

**NOTE** – The brake pot is also provided with a small section of silicone insulated wire. This wire is used when the brake pot is adapted to another brand of controller such as a Parma Turbo or other similar controller.

**IMPORTANT TECH TIP !** – After the brake pot is installed and when finished racing always turn the brakes to the “full on” (white line up) position to allow the circuit breaker in the system to protect the brake potentiometer if the controller is misconnected when next racing



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