



Thanks for purchasing the **COMMERCIAL TRACK LOW COST** Electronic Slot Racing Controller PMTR2104
Intended application : Commercial track racing through 16D and JK Falcon. Not recommended for Group 12 / Group 15 or high-powered glue racing

This model features the following high quality features

- **Recommended operating voltage range 10 to 15 volts DC**
- Wired for **POSITIVE** polarity tracks (not for direct connection to home set power base)
- Electronic "Platinum Series" **DUAL** transistor design with wide range of control & ultra precise adjustments
- Fault tolerant robust circuit design to protect against overload or short circuit damage
- Internal handle-protected **DUAL** aluminum heat sinks
- Fully functional in 2 wire (non-brake) applications
- Extra long 16 gage PVC insulated controller leads
- Nickel Plated Steel alligator clips with color coded vinyl insulating boots
- High impact polycarbonate plastic molded handle, Stainless steel hardware throughout
- Low friction silver alloy wiper button with nickel plated ultra hard contact surface
- Wire strain relief bushing at bottom of controller handle for improved wire harness durability

Use & Care Instructions

Caution ! : Regular maintenance is required to keep the controller contacts clean and free from foreign objects & debris. Failure to properly clean, lube and maintain the contacts will cause the controller to fail, will allow the car to be driven without the throttle being depressed and can result in controller damage. Please take this warning seriously and follow this process to keep the contacts clean & properly lubricated :

1. Remove the front half of the controller case by loosening the three bolts
2. Clean all debris from the nickel-plated contacts with a Q-Tip and lighter fluid
3. The sliding contacts **MUST** be **CAREFULLY** lubricated to reduce contact wear and provide a smoother controller action. To lube, do so as follows :
 - a. Place a **SMALL** amount of Super Lube PTFE lube on the end of a Q-Tip & apply to the nickel contacts in the area where the silver alloy contact travels
 - b. Cycle the trigger a few times
 - c. Use a Q-Tip with lighter fluid to remove any excess lube outside of the area where the contacts meet (remove 90% of the lube you just applied)
 - d. Examine the contact area to insure that cotton fibers from the Q-Tip are removed and that residual lube is minimal & barely visible
4. Repeat this cleaning / lube process on a frequent basis (every 1-2 weeks) for best results.

- **Periodic Maintenance** – lube the trigger pivot bushing with plastic compatible oil

Optional Upgrades

- Power Relay System PMTR2037 – provides a more positive low resistance path at Wide Open Throttle

For technical information, questions or the latest catalog of available service parts and upgrades please visit us on the World Wide Web : www.professormotor.com