

OVERDRIVE

Thank you for purchasing the RSM3 tyre truer. The RSM3 provides the solution for tyre truing required by dedicated slot racers. It eliminates the disadvantages encountered with conventional tyre truing methods.

Using the RSM3 you will

- True tyres on the rims they will be used on.
- True wheels on the axles which they will be used with.
- Maximise concentricity of tyres, wheels and axles.
- Reduce the load on slot car motor and gears
- No more broken rims due to incompatible tyre truer axles.
- Wheels are rounder and cars are quieter!

The RSM3 caters for all types of tyre material: Rubber, Urethane, Sponge/Foam and Silicone. The RSM3 provides the basis for true round tyres/wheels to the experienced slot racer as well as the novice.

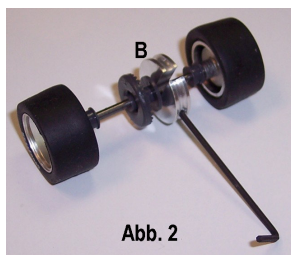
Note: When referring to the term axle, we are referring to the complete rear assembly, including tyres, rims, bushes and even Crown or Spur gears.

Connecting the power supply

A Power supply is not included with the RSM3. We recommend a variable Voltage power supply 5 – 12V with min 3A.

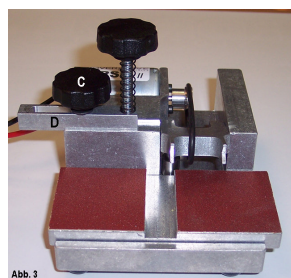
Fixing the pulley to the axle

The pulley (B) must be slid over the axle and secured using the supplied Allen key. The pulley should be mounted 90 degrees to the axle. The pulley should also be in line with the motor pulley (Abb 4)

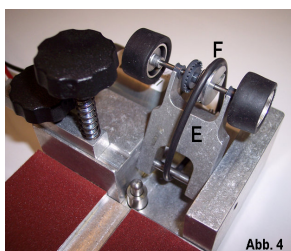


Inserting the axle into the axle holder

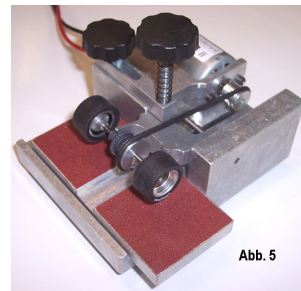
Loosen the knob (C) which secures the horizontal travel guide for the depth stop. Please ensure that the depth stop is not protruding at the base of the horizontal travel guide. Move the horizontal travel guide all the way to the left to allow the axle holder to swivel into the upright position. (Abb. 3).



Now slide the axle through the rubber belt (F) and insert it into the axle holder using the axle bushes in the V-cutout of the axle holder. Now slide the rubber belt (F) into the motor pulley and the axle pulley (Abb. 4).



Next, fold down the axle holder which tightens the rubber belt (F). Push the horizontal travel guide to the right and ensure that the depth stop can freely protrude and push down the axle holder. Secure the horizontal travel guide by tightening the knob (C Abb2).



Now turn the depth stop to lower the axle holder assembly. (Abb. 5).

Important: Only use axles with bushes in the V-cutout of the RSM3 axle holder. Never use steel axles without bushes in the aluminum V-cutout!

Working with other axles

The RSM3 not only facilitates for truing typical 1/32 scale rear axles. Optional axle holders fitted with ball bearings are available for 3/32 and 3mm axles. These holders are easily exchanged for the standard axle holder. With the bearing fitted holders it is simple to true set screw rims of modern 1/32 or 1/24 scale cars.

Grinding the tyres

Please ensure that the pulley on the axle is in line with the motor pulley. The motor pulley can be loosened and adjusted on the motor shaft if required.

Insert the grinding base and align the cut-out with the pulley on the axle.

Turn the depth stop to lower the axle towards the grinding base until the tyres touch the base.

You may move the grinding base sideways within the confined limit of the pulley cut-out.

General Tips for grinding

Each tyre material grinds differently.

Silicone tyres are very hard to grind.

Rubber tyres require a lower rpm (less voltage) and a coarse sand paper. Too much pressure on rubber tyres tend to overheat them which makes them gooey and unusable.

Urethane tyres require a medium grinding speed with a medium to fine sand paper, for finishing even a wet sand paper can be used.

Foam/Sponge tyres can be trued using fast speed and fine to very fine sand paper.

Some tyres require being glued to the rim before grinding. If the tyre is loose on the rim, it will not be trued correctly unless glued on first.

Security information

The RSM3 must not be used with more than 12 Volt.

The RSM3 is only suitable to be used in dry conditions and should be kept away from wet areas.

During grinding it is recommended to wear safety goggles and a dust mask.

The RSM3 is 'Made in Germany' and patented (Patentnr. 10152873 DPMA).

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