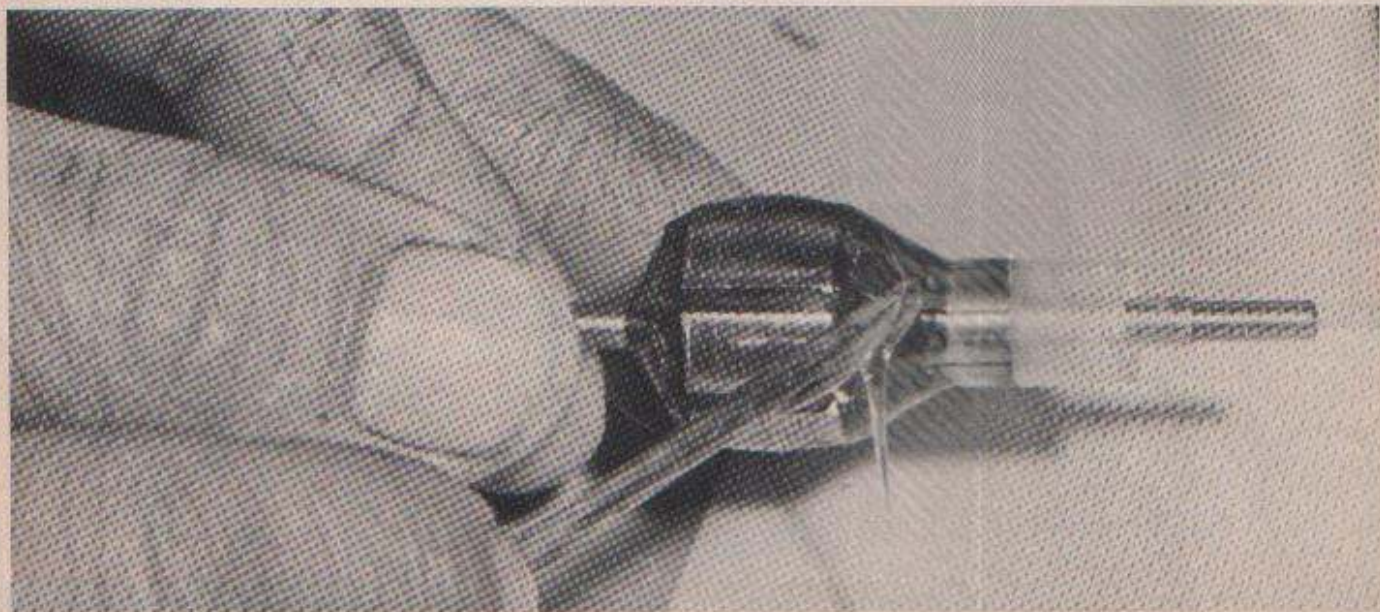


8) Stock laminations are shown on the top. In the middle are the re-ground laminations for the top of the motor and the other laminations are for the bottom of the motor. There are an infinite number of variations in grinding the field laminations and you can use your own ingenuity to come up with a winner. As a rule of thumb, the thicker the laminations the more starting torque you will have but the less rpm also. Thin laminations will give you less starting torque, more rpm and less weight.



9) Place stock armature in drill press, set for slow speed, turn on and check armature shaft for straightness. If the shaft wobbles, correct this until it is straight and then switch armature ends in the drill press and check the other end. About one third of the shafts I've seen were bent and needed straightening.



10) Using a good brand of epoxy, I prefer Klenks, we'll epoxy the armature next. Put several turns of Scotch Magic tape around the commutator to keep the epoxy off it. After mixing the proper amounts of epoxy together, apply to fully cover the windings.