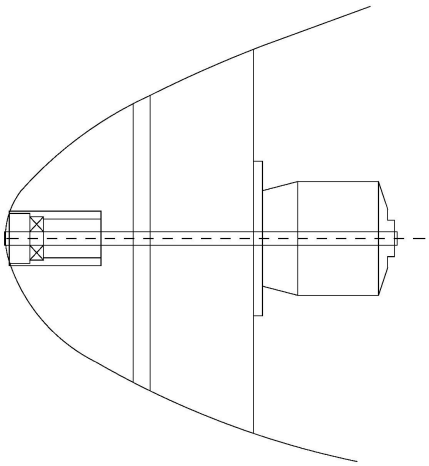

The motor that we have been using is the Turnigy G60/400Kv motor. The shaft is pressed into the bell of the motor, and locked in with a grub screw. The grub screw is really a waste of time as it takes over 300Kg to move the shaft, so it is never going to come out in normal usage. As an added insult they loctite the grub screw in. To get the grub screw out I hold a large and very hot soldering iron on the casing next to the grub screw. This softens the loctite, and the screw can be removed. The bell and the shaft are then put in the press, and the shaft pushed out. A new shaft is cut from silver steel,a little over length to allow trimming back to the correct length during installation. The silver steel is a press fit in a 6mm bearing, so is polished down with some wet and dry with oil, until it is a sliding fit in said bearings. It is then very carefully pressed back into the motor housing, and retained with the grub screw. A bearing housing is then turned up out of ally bar, to hold the front bearing. The front of the housing is opened out in front of the bearing to allow the boss on the prop driver to fit inside. This allows the shaft to be cut virtually flush with the front of the housing, and a small cover to be fitted when the prop is removed. This is to fool the Scale Police.