

Armature Wind Specifications

Motor	# Turns	Gauge	Stack L	Stack D	Comments
JK Falcon F7	65	30	.375"	.513"	15 Degree timing with internal brushes and springs. A cheap motor great for D3 and Flexis
TSR D3	65	30	.375"	.513"	3 Degree timing with internal brushes and springs. Great for D3 racing
Euro Mk1	80	31	.400"	.513"	20 Degree timed Chinese made for Pro Slot. External brushes and springs
Puppy Dog	75 - 80	31	.400"	.513"	25 Degree timed American made sealed motor. External brushes and springs. PS Euro Mk1
16D	70	30	.600"		Cheap Chinese junk arm, n/balanced, need to buy 20 to get good one, D-can setup, uses S16D magnets
Contender Sportsman Competitor Challenger II	55	30	.440"		C-can setup, available balanced and unbalanced, consistent US made arms
Super 16D	60	28	.500"		Balanced, D-can setup, Chinese and US arms available
Super 16C	55	28	.490"	.513"	C-can setup, close to Group 12 in performance, used in GTP classes where C-can are used
Outlaw Super 16D	55	28	.450"	.513"	
Box Stock 12	50	29	.350"		
Box Stock 15	50	29	.440"	.513"	
Wasp Super Wasp Hornet	60	30	.350"		C-can setup, slight edge on the Group 11
Group 11	55	30	.440"		C-can setup, aka Challenger II, Competitor, Contender & Sportsman, popular in GT-1, beginners wing car, National 4.5", NASCAR, JRL
Group 12	50	29	.350"	*	Used in Box stock wing cars, Scale Group12, GTP 12, Outlaw 12, X-12 usually just means X-tra high timing. This arm is also configured for strap motors where the armature can be smaller than .513"
Group 15	50	29	.440"	*	* 12 & 15 come in varying diameters and are used in setups from C-cans to cobalt strap setups for various classes
Group 20	38	27	.440"	.513"	C-can setup used in wing cars and Drag Racing
Group 27	38	27	.440"		Hand wound, any diameter, used in cobalt strap setups

Open or Group 7					Anything goes
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