

Parts and Accessories

DRS-101 Glueboard "With Handle & Non Skid Feet"

"The original." We were the first to use The Glueboard and was the first accessory sold by DRS!

DRS-103 3/32" Hi-Speed Axle Bearings True At 125+Mph

DRS-104 1/8" Hi-Speed Axle Bearings

DRS-105 2x5mm Unflanged Open Motor Bearing True At 125+Mph

DRS-107 2x5mm Flanged Open Motor Bearing True At 125+Mph

Our bearings are new premium quality high-grade bearings. We do not use the common term ("grade 7") to describe our bearings as this term can sometimes be misleading. From what we have been told by leading bearing engineers "to be classified as grade 7 that they only have to meet "grade 7" specifications on one dimension." We at Drag Racing Specialties do not claim to be bearing engineers and this information has been provided by outside sources therefor we can not guarantee accuracy on this.

However there is one fact that we will state and that is these are the same bearings that have set numerous records and won countless titles in the sport of slot drag racing. This also includes more below .500 second passes and more 110+ M.P.H. passes on the scale 1/4 mile than all other brands combined! With the axle bearings we recommend that you install these with super glue or some type of liquid "bearing retainer". We also use this method in our road-racing program with great success. We do this to prevent corrosion that can happen when you solder in the bearings. To remove them, you simply heat them slightly and they will come right out. With motor bearings that must be soldered in after you are finished you should wash them in hot soapy water to neutralize the acid flux then rinse and dry completely. Then oil them with a high quality bearing oil such as Koford's #M327. One trick that we do on motors that take a 2x6 mm can bearing is to open up the hole slightly and use a 2x5mm flanged bearing with the flange centered in the hole and soldered in place. This makes a smaller, lighter more compact package, also allows the pinion to be installed closer to the can which is very important on drag cars.

DRS-111 Screw In Motor Tab

Our Screw In Motor Tab "Fits Most Sidewinder C-Can Chassis". It is used to make a car with a screw mounted motor. Unlike a stamped chassis this makes a very rigid mount that will keep your gear mesh where you set it. Good for the beginning racer and is not a permanent modification so when your soldering skills improve you can remove it.

- "These Are The Only Factory Approved Replacement Parts For DRS-25, 26!"

DRS-115 Replacement Rear Wheel Assembly For DRS-25, 26 Dragbike

These are complete with hub, tire, pulley, and set screw.

DRS-116 Replacement Drive Belt For DRS-25, 26 Dragbike

This is for motor pulley to rear wheel pulley.

DRS-117 Replacement Press On Motor Pulley For DRS-25, 26 Dragbike

DRS-118 Replacement Front Wheel Assembly For DRS-25, 26 Dragbike

This comes complete with o-ring.

DRS-120 Hollow Set-Screws

We grind small setscrew flats on the axle 120 degrees apart. We do this because when you drill a wheel or gear to install a setscrew you are adding material that is a lot heavier than you remove. Therefor, installing your wheels and gear 120 degrees apart you are distributing this added weight evenly. DRS-120 Hollow Set-Screws are lighter in weight and help to further cut down on vibration. the flats also allow you to tighten the set-screws down less tightly, causing less distortion of the axle bore. they come 15 to a package.

DRS-132 Drag Braid "This Is The Stuff We Use!" Thin And Flexible *10 Pair

DRS-133 Drag Braid "This Is The Stuff We Use!" Thin And Flexible 100 Pair

We use DRS-132 or DRS-133 drag braid. We like this braid for all applications because it is not as stiff as the other styles and allows the braid to conform to the track braid easily. When you use a stiff braid on a drag car it tends to keep the front of the car up causing two problems. First it does not provide good electrical contact. Second it tends to make the car sit up on the wheelie bar wheels, which in turn keeps the rear tires up off the track causing wheelspin.

Something else to remember: the cars will get faster as the braid wears. This happens because the braid starts to form a slight groove in the center and this helps the braid to conform to the braid on the track. You will find that this will really help the miles per hour. On one of our test cars that exceeded 120 miles per hour the braid was so ragged and short most would have thrown it away. There is no way to shorten the braid it just has to wear down.

We also have a preference for braid conditioner made by Speed Trick. It comes in a very nice bottle and is a lot thicker than the others. We comb the braid about 1/8" on the end and apply a little Speed Trick about every 10 passes. One last thing is to keep the braid clean on both the car and the track and do not forget the shutdown area. When the cars go through the glue in the shutdown area it causes it to cloud up under the car and reapply itself all over the track braid. When the cars pick up this glue in the shutdown area it is then carried to the starting line and will cause contact problems.

DRS-134 Drag Guides These Are the Ones We Use, Black Color for Trik Trax Timing Systems

These guides are what we use instead of the inferior graphite guide. The graphite guides are not as straight when installed. Also if your car arcs a little it can cause the braid to melt to the guide. We sell the guides in the color black to trip the sensors on Trik Trax Timing System. *These Are The Guides Of Choice On The Fast Record Setting Cars!!*

DRS-135 Wheelie Bar For Stamped Steel Chassis

Put spring steel wheelie bars on your stamped steel chassis and end your problems with the ones made from wire.

DRS-138 Wheelie Bar Axle w/Wheels Fits All drag cars

Why take the time to build your own when you too can have the same wheelie bar axle set-up that we use.

DRS-142 .047 Retainers

Use w/ DRS Wheelie Wheels And DRS Front Wheels

DRS-143 .063 Retainers

DRS-144 Precision .047 Axle Wheelie Wheels

The best there is. Same as used in our rollers, Rtd's, and the DRS-138 wheelie bar axle.

DRS-145 Retrofit Pillowblocks

For DRS-05, 06 from DRS-49

DRS-146 Stainless Steel .050 Pintubing for Body Mounts

Used to mount bodies on all slot cars. You absolutely must use stainless pin tubing when you use the front axle for the front body mount (highly recommended).

DRS-147 Wheeliebar Assembly.

DRS-135 & 138 Assembled

DRS-155 Hollow Axles

Hard! So they do not bend and compress to the point where you can not remove the axle from the bearings due to dimples on the axle.

DRS-156 Pillowblocks W/ Wheelie Bar Brace

Fits most of the drag chassis on the market. Works well with the new high downforce bodies like the DRS-506, 515, 516.

DRS-157 Inline Motor Tab

Fits DRS-43, 44, 45, 46, 67, 68, 71, 72. Allows the use of a screw in motor!

DRS-158 Body Pins

These have a larger shaft size for a great fit in .050 pin tubing.

DRS-161 Genuine DRS Stainless Steel Chassis Tubing

This tubing is the real deal. Bob found this tubing in 1986 and has used it ever since. As used in the "Gunslinger" Tube Chassis!

DRS-189 .050 Stainless Steel Body Tubing 12" Long.

The same tubing as our DRS-146 Pin Tubing. 12" long for you to cut to the length you need. Great for scratch builders.

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For further information

Contact Bob or Brenda Herrick

Drag Racing Specialties

PO Box 940891

Plano, Texas 75094

USA

<http://www.slotcar.com>

bherrick@slotcar.com

Phone 972.881.0209

Fax 972.422.7734