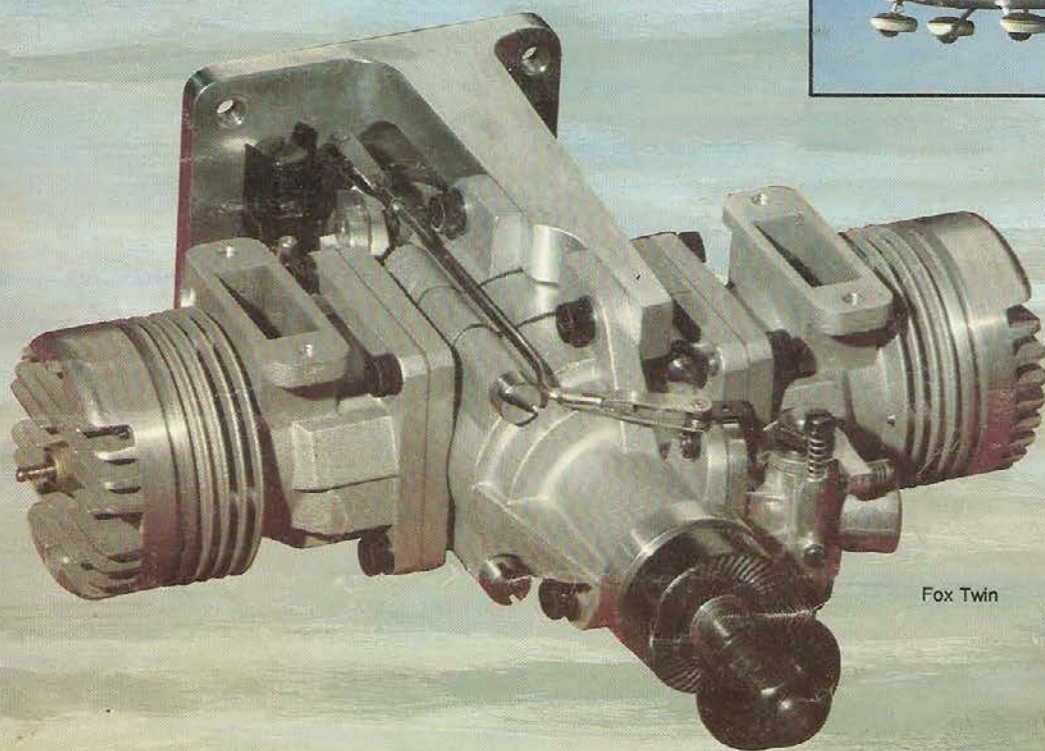


MODEL AIRPLANE PRODUCTS BY FOX

CATALOG NUMBER 31

BUILDER OF FINE AIRPLANE MOTORS FOR 31 YEARS



Fox Twin

The Fox Twin is the finest two cylinder model airplane motor ever produced. Every design consideration and manufacturing care has been taken to make the Fox Twin a really practical power plant.

The two cylinder opposed simultaneous firing configuration was selected because equal and opposite piston motions cancel each other out vibration wise and produces a smoother running configuration than the alternate firing in line motor. In addition, the opposed cylinder configuration cools better and fits most scale models better.

The cylinder configuration is of the most modern and advanced schneurle porting, featuring Fox exclusive angle side flow bypasses.

The cylinder is glass hard and the pistons are made of the hardest piston alloy available. The crankshaft is of hardened steel, and extremely massive compared to any other motor you have seen. The massive crankshaft construction was necessary because the terrific power of the engine twisted earlier experimental crankshafts in half. The dual carburetion makes possible adjusting each cylinder for maximum power, a failing of most earlier twins, where a single

carburetor would result in one cylinder running rich and the other lean. Although the Fox Twin can turn a 17, 18 or 19 inch propeller faster than most chain saw engines of equal displacement, its true potential is achieved by letting it rev up. The result is the ability to fly your airplane in a realistic manner, using a scale type propeller, but if you are performance minded, then put on a smaller propeller and really move out. We recommend a 14-6 for average models.

Each Fox Twin is factory run at full power, assuring you that when you buy this and put it in your model, you can fly. The carburetor has been adjusted and synchronized for atmospheric conditions at the factory. Unless you are at a rather high altitude, no further adjustments should be necessary.



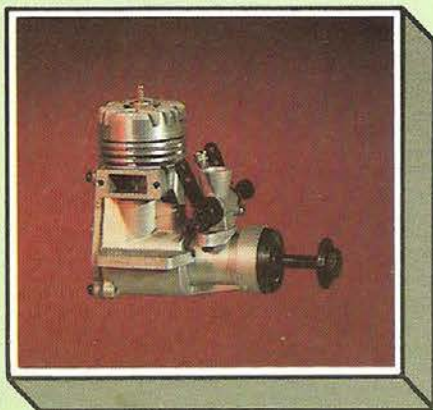
Fox Twin \$250.00

SPECIFICATIONS:

Bore907
Stroke937
H.P. (at 14,000 RPM) 3 plus
Weight 2# 8oz.
Standard accessories: Firewall type motor mount, carburetor interlink, fuel line "Y" fitting.

POWERFUL - RELIABLE - DURABLE AMERICA'S FINEST MOTORS AT A PRICE YOU CAN AFFORD.

FOX 15 SCHNEURLE BALL BEARING



Bore590
Stroke550
Displacement15

Weight6 oz.
RPM with 8-4 prop 14,000

The new Fox 15 BB is truly an exceptionally advanced design motor. The Fox version of schneurle porting provides four separate bypasses arranged to produce maximum amount of power as well as exceptional low speed characteristics. Performance-wise the Fox 15BB is in the same league as the most powerful full race engines. However, unlike others, the Fox is neither cranky nor difficult to keep running at idle and cruise speeds. Some outstanding construction features are: Fox patented crankcase; separate head button; flange mounted carburetor for quick change from control line to R/C; removable prop stud; special 10mm bore ball bearings; super durable 8620 crankshaft. The Fox 15BB is your best bet for FAI Combat, Goodyear type control line racing, or Quarter Midget R/C racing, as well as sport FC flying.

11698 Fox 15 RB for C.L. \$49.95
21698 Fox 15 BB for R/C 59.95
90242 Conventional Silencer 5.95

90301 Tuned Muffler \$15.95
21750 Oversize Carburetor
for Quarter Midget Racing 12.00
40716 Button Plug for Racing 3.50

FOX 40BB

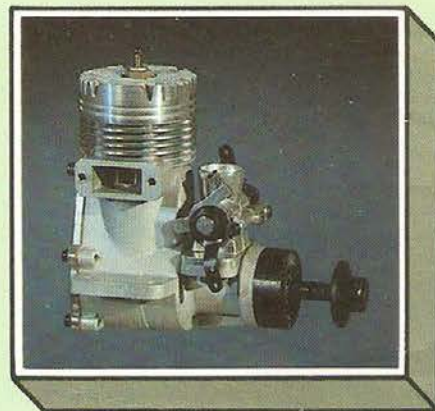
Bore800
Stroke790
Displacement399

Weight11 oz.
RPM with 10-6 prop 14,000

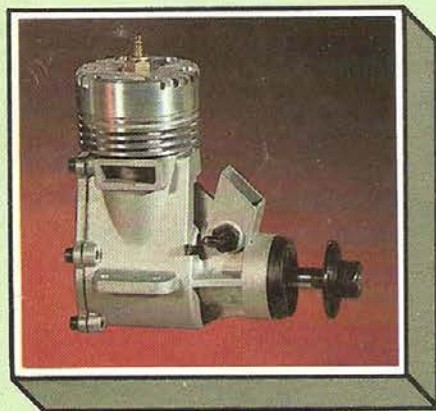
The Fox 40BB is undoubtedly one of the finest 40s you can buy. We have concentrated on getting the Fox 40BB to pull a useable size propeller as fast as possible. We know of no other 40 engine, regardless of cost, which will pull a 10-6 prop faster. However, this has been done without any sacrifice of idle or throttle characteristics. The motor features the Fox patented crankcase design which is extremely sturdy and crash resistant. The flange mounted carburetor we feel is superior to the clamp in design because it produces no crankcase distortion. Improvements for 1979 include a completely redesigned bell shaped combustion chamber which runs faster than before, and a restyled exterior which we feel you will like. The measure of any engine is how it flies your airplane. In this department the Fox 40 excels. It is very easy starting, docile to handle, and puts out excellent power even in over-rich or over-lean settings. The parts are sturdy and structural failures almost never occur. The cylinder is nitrided for long life, the piston fitted with one free to rotate compression ring which practically never wears out.

14100 Fox 40 Schneurle BB for C.L. \$54.95
24100 Fox 40 Schneurle BB for R/C 64.95
90252 Conventional Silencer 7.95

90302 Tuned Muffler \$19.95
90412 1/2" Prop Extension 3.00
90413 3/4" Prop Extension 3.00



FOX COMBAT SPECIAL



Bore800
Stroke715
Displacement359
Weight8 oz.
RPM with combat prop 18,000

First introduced in the summer of 1976, this new Fox Combat Special was an immediate success. It won first place at the American Nationals and the Canadian Nationals, and first places at many contests throughout the country. Whenever the Combat Special was flown it was obviously faster than the rest of the field. A suction type restrictor and needle valve are included with the motor. This suction venturi makes the Combat Special a surprisingly docile motor for beginner type profile airplanes. As modeler's skill progresses and he wants to go faster, he will be able to switch from the suction intake to bladder type and this way the same motor will progress right along with the modeler from the first profile model up through the fastest competition type combat models.

13700 Fox Combat Special \$49.95
90412 1/2" Prop Extension 3.00

FOX 60 EAGLE

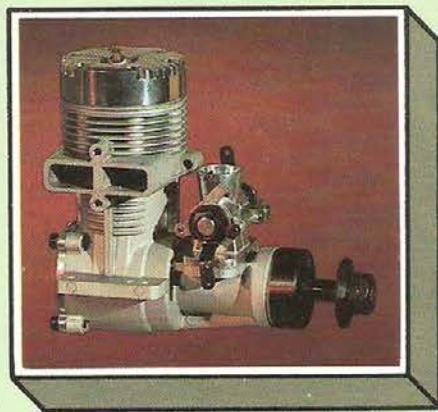
Bore907
Stroke937
Displacement604

Weight15 oz.
RPM with 11-7 1/2 prop 12,000

Although schneurle ported engines generally produce more power, the baffle type configuration still has quite a bit going for it. A baffle type engine burns less fuel because the gas strikes a hot baffle which more thoroughly atomizes and vaporizes the fuel. A baffle engine is also more economical to produce. Unless you are power hungry and prepared to shell out substantial quantities of money for an engine and fuel the Fox Eagle 60 may be your best bet. Of all the baffle 60s on the market the Eagle is probably the most powerful and certainly one of the most economical.

For 1979 the Fox Eagle has many significant refinements. The whole crankcase lower end has been enlarged to provide heavier wall sections and clearance for a more sturdy rod. We have developed improved machining techniques and now the crankshaft bore is step bored to provide a close fitting seal area forward of the carburetor and absolute concentricity with the front bearing. The port section and aft is bored larger to provide shaft clearance. The problem of heat sag which we had on some earlier Eagles has now been completely eliminated. The new crankcase also features bosses on the front and rear of the motor which make the muffler attachment easier. We no longer install exhaust valves except on special order, as most people use a muffler which makes the exhaust valve unnecessary. The crankcase is now bead blasted which we think gives a very pleasing contrast to the polished head and rear cover and the black hardware. If you have to work for your money, you should take a long hard look at the Fox Eagle.

16099 Fox Eagle for C.L. \$59.95
26099 Fox Eagle for R/C 69.95
90232 Conventional Silencer 9.95
90303 Tuned Muffler 24.95



FOX
MANUFACTURING CO.
5305 TOWSON AVE. FORT SMITH, ARK. 72901
PHONE 501-646-1655

THE AMAZING NEW FOX EAGLE II New, Different and Better

Bore:907
Stroke:937

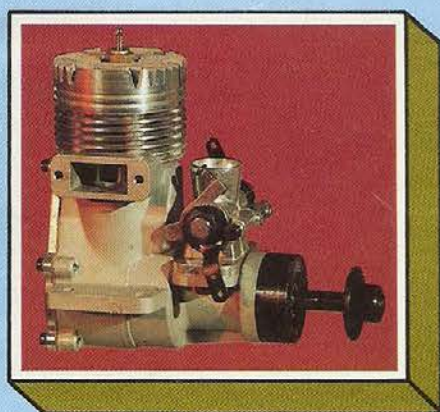
Weight:17 oz.
Horsepower:1.9 at 15,000 RPM

The new Fox Eagle II is truly a major advance in the art. The high power output is achieved by its more efficiently shaped bypassing and cylinder porting configuration coupled with a very massive and structurally sound design. The square cylinder bolt pattern makes it possible to order your engine with the exhaust pointing any one of four ways. Pattern flyers tell us that a rear exhaust installation in a symmetrical airplane handles better in the rolling maneuvers. In addition, the cleaner exterior enables them to pick up speed where it is needed. The massive connecting rod and large lower end (.281 dia. x .312 long pin) gives the assurance of a long life and durability. The removable head button makes it possible to tailor the combustion chamber to your particular flight conditions. The piston is made of low expansion, heat resistant high silicon aluminum and requires less clearance than many. The single high tension piston ring holds compression well at cranking speeds making hand crank starts easy, hot or cold. Modern 60 airplanes represent a lot of time and money and deserve the finest power plant you can obtain. The Fox Eagle II is such an engine.

The Fox Eagle II can also be ordered with a rear intake configuration. This too introduces several advanced concepts. The rotor disc and shaft is one piece so that the rotor disc maintains its squareness with the mating surface. The large diameter case permits a larger than average rotor disc and a larger than average intake so your engine will never run out of air. Again, the square cylinder mounting pattern makes possible turning the exhaust in line with the crank shaft which is ideal for both applications. The massive, rugged moving parts will withstand the beating that racing motors take. For speed and durability the Eagle II is the engine for you.

16200 Fox Eagle II - Racing\$145.00
26200 Fox Eagle II - Side Exhaust ...\$125.00

26299 Fox Eagle II - Rear Exhaust...\$125.00
26300 Fox Eagle II - Marine\$175.00



FOX 45BB

Bore850
Stroke790
Displacement45

Weight12 oz.
RPM with 10-6 prop14,500

Our tests show this remarkable engine to be the most powerful 45 on the market. It will put out over one horsepower on straight alcohol fuel and more on nitro fuel. Unlike other high performance engines, the Fox 45 has no temperamental characteristics. It starts easily, idles excellently, has the most linear throttle response of any 45 on the market. It is also extremely durable. The crankcase walls are 3/32 inch thick. The crankshaft has a 19/32 inch diameter. It has a generously proportioned connecting rod. It is easy on glow plugs.

1979 Modifications consist of a head re-design and an appearance treatment. The new head is of the two piece button concept featuring a trumpet shaped combustion chamber that seems to produce another 4-500 RPM. Appearance changes are obtained by matching the fins.

14600 Fox 45BB Schneurle
for C/L\$4.95
24600 Fox 45BB Schneurle
for R/C\$64.95

90252 Conventional Silencer7.95
90302 Tuned Muffler19.95
90412 1/2" Prop Extension3.00
90413 3/4" Prop Extension3.00



FOX HAWK

Bore907
Stroke937

Weight15 oz.
Horsepower1.5

The Fox Hawk offers schneurle power at a modest price. It was our finest 60 until the introduction of the Eagle II. Tooling is now paid for and the engine is thoroughly debugged. It has two ball bearings - bushed rods - schneurle ports as do most quality 60s. One unusual feature is the nitrided cylinder with steel fins that we think resists lean runs better than slip-in liners. Another is the flange mounted carburetor which does not distort the crankcase when tightened. Power is about 1.5 horsepower on medium nitro fuel, however, it runs very well on straight alcohol and castor oil. The Hawk weighs less than most 60s, costs less, yet runs equal or better than most.

16199 Fox 60 Hawk for C/L\$74.95
26100 Fox 60 Hawk with R/C carb\$84.95
90232 Conventional Silencer9.95
90303 Tuned Muffler24.95



FOX 15 SCHNEURLE BUSHING

Bore .....	.590	Weight .....	.6 oz.
Stroke .....	.550	RPM with 8-4 prop	13,000
Displacement .....	.15		

Beginners love the Fox 15 Schneurle. It cranks easy and it starts quickly. It runs well even if the carburetor adjustments are not just exactly right. Powerwise this motor is equal to any 15 Bushing on the market. The R/C version is equipped with a full metered carburetor, just like the expensive 60's. This means that your engine will continue running at intermediate and low speed throttles, through any sort of wild maneuvers that you may be able to come up with.

11600 Fox 15 Schneurle Bushing		90301 Tuned Muffler	\$15.95
Motor for Control Line	\$27.95	11646 High Compression	
21600 Fox 15 Schneurle Bushing		Head Button	2.50
Motor for R/C	37.95	40716 Racing Head	3.50
90242 Conventional Silencer	5.95		

FOX 15 SINGLE BYPASS

Bore .....	.590	Weight .....	.4 oz.
Stroke .....	.540	RPM with 8-4 prop	12,000
Displacement .....	.15		

This outstanding little motor is now in its 15th year of production. Its success has been so great that a whole family of 15 size profile model kits have been produced around it. Main bearing is .375" diameter and engine is ported generously. Piston is machined from mehanite and the cylinder from leaded steel. The 1979 model features an improved crankcase, with two studs to accept our "A" series muffler. It also features an improved needle valve assembly.

11500 Fox 15 Single Bypass Motor ...	\$22.95	90212 Conventional Silencer	\$5.95
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FOX 19 BUSHING

Bore650	Weight5 1/2 oz.
Stroke600	RPM with 8-4 prop	15,000
Displacement19		

The Fox 19 is truly an exceptional baffle piston motor. It is easily the most powerful of the baffle 19 motors and probably the most powerful of all bushing 19 motors. For several years this motor has dominated Class 19 racing in Great Britain. The design is simple, the parts sturdy, and for 1979 it features an improved crankcase with fore and aft mounting lugs so that the muffler can be installed quickly and simply. For 1979 the crankshaft pin diameter has been increased to .185 diameter. Also the 1979 model features an improved carburetor. The new carburetor has larger diameter threads on the barrel and steel friction clips for more reliable function.

11900 Fox 19 Bushing		90222 Conventional Silencer	\$7.95
for C.L.	\$26.95		
21900 Fox 19 Bushing			
for R/C	36.95		

FOX 35 STUNT

Bore .....	.800	Weight .....	.6 1/2 oz.
Stroke .....	.700	RPM with 10-6 prop	9,500
Displacement .....	.352		

The Fox 35 Stunt is probably the most successful model airplane motor of all times. First introduced in the winter of 1948, it was skyrocketed to fame by winning first in the 1949 Stunt Nationals. In virtually unchanged form it has continued to win more control line stunt contests than all other makes combined. In 1974 the Fox 35 Stunt powered the World's Championship winning control line stunt model and powered the first place Open and Junior Winners at the Nationals and also powered the Walker Flyoff trophy winner. This fantastic motor has running characteristics that make it uniquely adapted to control line stunt. The RPM changes with airplane attitude in such a way as to anticipate what the model needs. The Fox 35 Stunt also makes a very excellent beginner engine because it is so easy to start. The crankcase die has been completely rebuilt so that castings are clean and accurately made, and in addition two small lugs have been provided for improved muffler attachment. The Fox 35 Stunt is offered in only one configuration and carburetor arrangement. This is the same arrangement that has won over 16,000 contests.

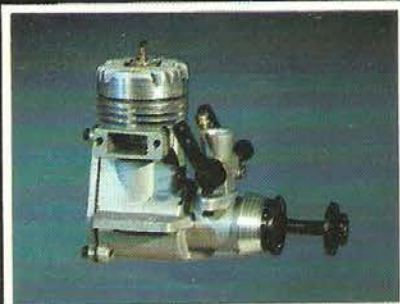
13500 Fox 35 Stunt with standard		90222 Conventional Silencer	\$7.95
needle valve assembly	\$26.95	90412 1/2" Prop Extension	3.00

FOX 36 BUSHING

Bore .....	.800	Weight .....	.7 1/2 oz.
Stroke .....	.715	RPM with 10-6 prop	10,500
Displacement .....	.359		

The Fox 36 is a bushing main, baffle piston type motor. As compared with the more glamorous schneurle ported ball bearing motors, this motor has more power per dollar, more power per ounce of weight and better fuel economy. Today's version of the Fox 36 has been thoroughly developed over the years and is easy starting and trouble free. R/C flyers like this motor because of its smooth carburetor action, light weight and moderate cost. Latest version features an improved carburetor with exceptional linear characteristics. For the control line flyer this is the motor around which many control line kits were designed. Ideal for Ringmaster, Flight Streak, Magician and their many blood brothers. Some of the construction features are: Crankshaft a full 1/2" diameter, main bearing continuously cast SAE 660 bronze, piston is mehanite and cylinder is leaded steel.

13600 Fox 36 for		90222 Conventional Silencer	\$7.95
C.L. flying	\$27.95	90412 1/2" Prop Extension	3.00
23600 Fox 36 for R/C flying	39.95	90413 3/4" Prop Extension	3.00



FOX
MANUFACTURING CO.
5305 TOWSON AVE. FORT SMITH, ARK. 72901
PHONE 501-646-1656

FOX 25 BUSHING



Bore680 Weight6 oz.
Stroke680 RPM with 9-4 prop 12,000
Displacement25

The Fox 25 power output is surprisingly great for an engine of this size and weight. It will easily fly most airplanes designed for 29 to 35 size engines, and yet weighs less and burns less fuel. On the other hand the Fox 25's light weight makes it ideal for airplanes normally calling for a 15 or 19 size motor. If your 15 or 19 size airplane is building up too much weight and is getting hard to get off the ground, install a Fox 25. Some of the construction features are: Main bearing SAE 660 continuously cast bronze, 7/16" diameter, piston is machined from mehanite bar and the cylinder from leaded steel. Connecting rods are machined from solid bar.

12500 Fox 25 Bushing with 90222 Conventional
C.L. Type Intake \$26.95 Silencer \$7.95

22500 Fox 25 Bushing with
R/C Type Carburetor 36.95

FOX 29 BUSHING



Bore738 Weight7 1/2 oz.
Stroke700 RPM with 9-6 prop 12,000
Displacement29

The Fox 29 was first introduced in 1957 and has since gone through various series of refinements. While it is not quite as powerful as the more modern schneurle ported engines, it will give you more power per ounce of fuel and more power per dollar than any other 29 we know of. Our present version has been debugged for 20 years and you can expect a minimum of problems. Parts are generously proportioned, crankshaft is a full 1/2" diameter. The R/C version features a longer crankshaft and an exceptionally linear simple to operate type carburetor.

12900 Fox 29 Bushing 90222 Conventional Silencer .. \$7.95
for C.L. \$27.95 90412 1/2" Prop Extension 3.00
22900 Fox 29 Bushing 90413 3/4" Prop Extension 3.00
for R/C 39.95

FOX 40 BUSHING



Bore800 Weight11 oz.
Stroke790 RPM with 10-6 prop 13,000
Displacement399

The 1979 model Fox 40 Bushing features improved cylinder porting plus an improved button type head. Result: a bushing 40 that will really haul a model. The mehanite piston's design allows some of the bypass gases to go through it, keeping it cool and eliminating any freezing problems. The crankcase features a large rear cover and a very efficient schneurle porting arrangement. Yet with all this power, the Fox 40 performs very well at slow speed. The 40 R/C will idle and take the throttle better than any other. A flange mounted carburetor means zero crankcase distortion. The crankshaft is a generous 9/16" diameter on the main and has a replaceable prop stud. Removing two screws and changing the intake assembly will convert your R/C to a control line motor. While it's one of the lowest cost 40's on the market, it will outrun many ball bearing motors.

14000 Fox 40 Schneurle Bushing 24000 Fox 40 Schneurle Bushing
for C.L. \$35.95 for R/C \$45.95

90252
Conventional
Silencer .. \$ 7.95

90302 Tuned
Muffler 19.95

90412 1/2" Prop
Extension .. 3.00

90413 3/4" Prop
Extension .. 3.00

FOX 45 SCHNEURLE BUSHING



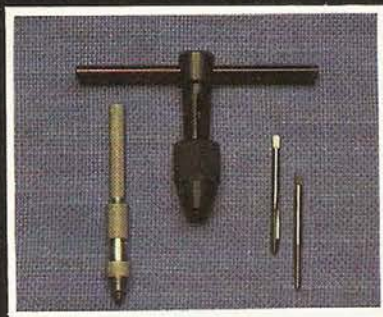
Bore850 Weight11 oz.
Stroke790 RPM with 10-6 prop 14,000
Displacement45

The Fox 45 for 1979 is built in the same set of castings as the Fox 40 and differs only in the cylinder, piston, wrist pin and head button, in that these are designed for a larger bore. The piston on the Fox 45 is made of cast aluminum and is fitted with one unpinned ring. Like the Fox 40 the motor is very easy starting, extremely non-critical on needle valve adjustments and easily the most powerful bushing 45 on the market. The power output is well over one horsepower and it will handle R/C ships designed for 60 size motors and yet give you lighter weight and better fuel economy. The most significant change for 1979 model is a switch to a bell shaped combustion chamber and a replaceable head button. This gives a substantial power increase. Other changes less important are the switch to the steel thrust washer which is better when power starters are used, and a restyled exterior which is pleasing to the eye. We continue to use the Eagle type carburetor which is one of the most responsive, most linear carburetors on the market. On a horsepower per dollar basis the Fox 45 is probably the best value on the market. Try a Fox 45 and you will be glad you did.

14500 Fox 45 Schneurle 90302 Tuned Muffler \$19.95
Bushings for C.L. \$41.95 90412 1/2" Prop Extension 3.00
24500 Fox 45 Schneurle 90413 3/4" Prop Extension 3.00
Bushings for R/C \$51.95
90252 Conventional Silencer 7.95



FOX TAPS



Model airplane motors are assembled by means of screws in threaded holes and the nature of our hobby is such that from time to time the threaded hole gets burred over, jammed, cross threaded or otherwise damaged. A tap is the tool used to thread or re-thread a hole. Taps fall in two general categories — hardware grade, where the threads are cut; and precision, where the threads are ground. Hardware grades are unacceptable for model airplane use. A precision ground tap usually will cost several times as much as a hardware grade but you get a good thread from it. Through a special arrangement with Greenfield, one of the world's largest producers of precision ground taps, we are offering a selection of sizes and types used in model airplane motors. A lubricant should be used when tapping a hole — and it just happens that model airplane fuel is as good a tap lubricant as you can get.

Tap Size	Where Used	Price
71264 #2-64	Fox 15-19-25 needle	\$11.00
71256 #2-56	Fox 40-45-60-78 Low speed needle	10.00
	Carb Plug Screws	10.00
	Idle Stud Screws	10.00
71348 #3-48	Stunt 35 needle	8.00
	Head and rear cover screws for 15-19-25	8.00
71448 #4-48	Old 36X Needle valve	7.50
	High Speed Needle	7.50
	Fox 29-36 RC Carb	7.50
	Fox 15-19-25 RC Low Speed Needle	7.50
71440 #4-40	Fox 29-35-36-40-45 head and rear cover screws	6.50
	Muffler Core Screws	6.50
71640 #6-40	H.S. Needles for all RC Motors 29 and larger	6.50
	L.S. Need 29 and 36 RC	5.50
71632 #6-32	Fox Eagle 60, Hawk 60	5.50
	78 RC Head and rear cover screws	5.50
71832 #8-32	Needle Body Nut for all suction N.V. bodies	5.50
71032 #10-32	Fox 15-19 Prop Shaft	5.50
71432 #1/4-32	Glow Plug THDS. carb barrel nuts	12.00
71428 #1/4-28	Prop Shaft Fox 25-29-35-36-40-45	5.50
71524 #5/16-24	Eagle Hawk and 78 Prop Shaft	6.00

Tap Holder	Use	Price
72101 Starrett #162 C	#2-64 #2-56 #3-48 #4-48	6.00
72103 Starrett #162 D	#6-40 #6-32 #4-40	6.50
72105 Greenfield #333	#8-32 #10-32	10.00
	#1/4-32 #1/4-28 #5/16-24	

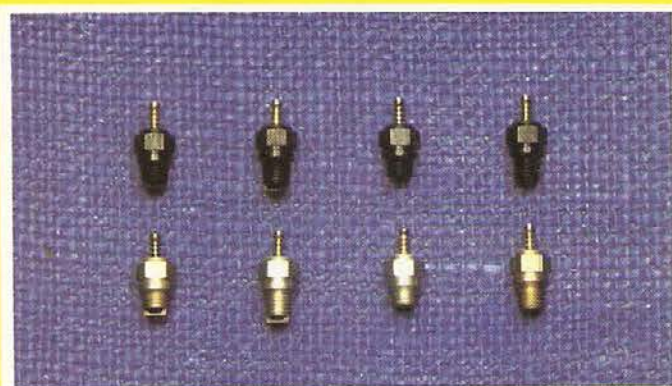
FOX FOUR and TWO WAY WRENCHES

Every modeler should have a Fox wrench in his flite box. The two way wrench was originally designed for use in our own plant. One end fits Fox glow Plugs and is necked down so that it will reach inside the fins. The other end fits your prop nut. The T-Bar is long enough to exert sufficient torque to keep a prop on in flight. The Four Way Wrench is the finest of its kind you can

buy. 5/16, 3/8, 7/16 and 1/2 hex sockets. While its beautiful chrome finish doesn't make it work any better, it does a world of good for your morale. And isn't "pleasure" what modeling's all about?

70101 2-Way Wrench 3/16 Shaft	70103 2-Way Wrench 5/16 Shaft
70102 2-Way Wrench 1/4" Shaft	70104 4-Way Wrench
.....\$2.25	.....2.25
	.....7.95

FOX GLOW PLUGS



Fox Glow Plugs are the world's best selling plug. Some of the reasons for this universal acceptance are as follows:

(1) Gold Plated Core Pieces: The core piece weld is difficult and in other plugs often a source of failure. The heavy gold plating Fox uses bonds perfectly with the platinum coil and weld failures at this point are eliminated.

(2) The element material itself in a Fox plug is a mixture of rhodium and platinum. The more expensive rhodium alloy element seems to make the plug idle better.

(3) The exclusive Fox insulating material. Ours is resistant to 1800 degrees and yet is not brittle and will not crack like a glass type insulator.

(4) The Fox machined-on idle bar: It cannot have a weld failure as there is none. This more expensive way of producing a glow plug housing further reduces the possibility of problems.

Fox Glow Plugs perform better than most, are less critical to weather, temperature and fuel. They are easier starting because a Fox Glow Plug will glow brightly on a tired hobby battery or a ni-cad.

1.2 Volt Glow Plugs (Dry Cell or Ni-Cad)

40101 Standard Short .....	.89 ea.
40201 Standard Long .....	.89 ea.
40502 R.C. Short	1.25 ea.
40602 R.C. Long	1.25 ea.

2 Volt Glow Plugs (Lead Acid Battery)

40103 Standard Short .....	.95 ea.
40203 Standard Long .....	.95 ea.
40503 R.C. Short	1.25 ea.
40603 R.C. Long	1.25 ea.



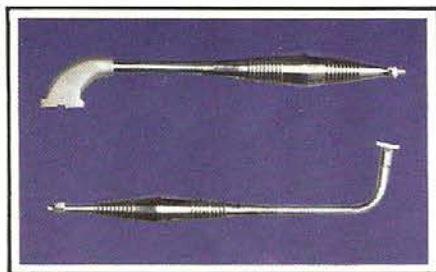
FOX PROP REAMERS

Quite often the propeller that you want to use will have a hole smaller than the shaft size on the motor you want to use it with. The Fox Reamers are designed to provide an easy, and accurate method of enlarging the hole to the next standard size shaft size without danger of splitting the propeller or getting the hole out of center. We offer two reamers — a

standard reamer which would be used for 95% of applications and a KB Special, which makes a step from 1/4 to 3/8 in the peculiar manner that that particular engine requires. All Fox Reamers are of standard four-flute design and are fitted with

a T-bar. They can be carried right in your tool box and used on the field. These are a must for the tool box of every serious modeler. The standard model has progressive steps from 3/16 to 1/4 to 5/16 and finally 3/8. The KB model has a quarter inch pilot and cuts to 3/8.
70201 Fox 4
Step Reamer\$5.95
70202 Fox KB
Reamer5.95





SILENCE IS GOLDEN

Fox offers traditional engine mufflers for each Fox engine except the 78RC. These silencers reduce the audible noise level coming from your engine by about 5-7 DB.

The Fox Tuned Pipe is as near a miracle as you are likely to experience. Simply bolt it on your motor and presto: 1 — more power — 500-700 RPM in many cases; 2 — more quiet; 3 — less fuel consumption.

The attaching fittings can usually be easily modified to fit other brand motors of similar displacement. In the case of our 60 size, it will fit a Webra or Super-Tiger with no alterations.

90212 Silencer — Size A	5.95
90222 Silencer — Size B	7.95
90232 Silencer — Size C	9.95
90242 Silencer — Fox 15 Schneurle	5.95
90252 Silencer — Fox 40 & 45 Schneurle	7.95
90301 Tuned Muffler	
Fox 15 Schneurle	15.95
90302 Tuned Muffler	
Fox 40 & 45 Schneurle	19.95
90303 Tuned Muffler	
Fox Eagle 60 & Hawk 60	24.95



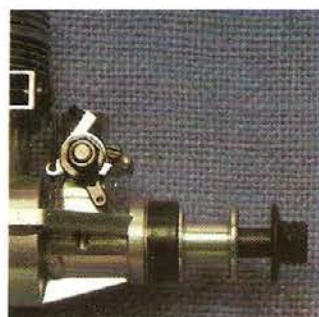
FOX FUEL

Missile Mist is our premium fuel. It contains 25 per cent nitro and 22 per cent oil, plus detergents to reduce carbon formation, and an ignitor to improve starting. Missile Mist out-performs the normal 25 per cent home brew because the nitro is a mixture of nitroethane and nitromethane in a proportion that runs as well on a hot day as on a cool day.

Duke's Fuel is our most popular priced fuel. It contains 10 per cent nitro and 22 per cent oil plus a detergent and an ignitor. Duke's Fuel is preferred by many for use for radio control flying as well as control line flying. The quality of Duke's Fuel is due basically to the quality of the oils used and the fact that Fox fuels are consistently true to their formulas.

Fox Superfuel contains 28 per cent oil and 5 per cent nitro. This is more oil than most other fuels contain. It is this high oil content that makes Fox Superfuel ideal for breaking in new engines. It is also an excellent fuel for worn engines because the extra viscosity helps hold compression better than other fuels.

30202 Duke's Fuel, Pt. each	\$2.30	30305 Missile Mist, Gal. each	\$16.50
30203 Duke's Fuel, Qt. each	\$4.00	30102 Superfuel, Pt. each	\$2.30
30205 Duke's Fuel, Gal. each	\$13.50	30103 Superfuel, Qt. each	\$4.00
30302 Missile Mist, Pt. each	\$2.70	30105 Superfuel, Gal. each	\$13.50
30303 Missile Mist, Qt. each	\$4.85		



FOX PROP SHAFT EXTENSIONS

Fox has made a specialty of prop shaft extensions. We have evolved a lightweight, compact spool design and a special nut and washer designed to fit your prop shaft, moving the propeller forward either by 1/2" or 3/4". The design of the fittings is also compatible with our Fox spinners. You can run both a prop shaft

extension and a spinner if you wish with standard fittings. Think how many times you have had a badly fitting front end when a little extra length on your prop shaft would have made things come out smoother.

90410 10-32	Thread x 1/2" Long	\$2.75	90413 1/4-28	Thread x 3/4" Long	\$3.00
90411 10-32	Thread x 3/4" Long	2.75	90414 5/16-24	Thread x 1/2" Long	3.25
90412 1/4-28	Thread x 1/2" Long	3.00	90415 5/16-24	Thread x 3/4" Long	3.25

Part No.	Type	Wire Size	Price
90331 .. 2-wheel regular ..	3/32		\$.69
90332 .. 3-wheel regular ..	3/32 .....		.98
90341 .. 2-wheel regular ..	1/8 .....		.69
90342 .. 3-wheel regular ..	1/8 .....		.98
90351 .. 2-wheel regular ..	5/32 .....		.69
90352 .. 3-wheel regular ..	5/32 .....		.98
90361 .. 2-wheel regular ..	3/16 .....		.69
90362 .. 3-wheel regular ..	3/16 .....		.98

FLANGED WHEEL COLLARS

Part No.	Type	Wire Size	Price
90343 .. 2-wheel	1/8		\$1.25
90344 .. 3-wheel	1/8		1.85
90353 .. 2-wheel	5/32		1.25
90354 .. 3-wheel	5/32		1.85

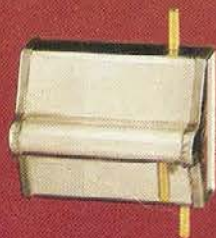
FOX WHEEL COLLARS

Fox Wheel Collars are run in our own shop specifically for model airplanes. One feature of our Wheel Collars is the set screw which has a #6-40 thread. This is a finer thread than is generally used and holds better. The cup on the set screw indents the piano wire and gives a firm bite. Another feature of Fox Wheel Collars is that the outer collar is closed and rounded off like an acorn nut. This covers up the jagged wire end you so frequently see on an otherwise beautiful model. For those modelers who like to have wheel pants, Fox has a flanged wheel collar design. This is made so a plastic wheel pant can be held onto the collar by means of a couple of small self-tapping screws. Wheel collars, of course, do have other uses also, such as positioning the height of nose wheels, retracting gear mechanisms, bomb-bay doors and the like.



FOX "FUNCTIONALLY ENGINEERED" METAL FUEL TANKS. APPROVED BY ALL MAJOR KIT MANUFACTURERS.

The finest model with the finest engine will not perform satisfactorily if the fuel tank does not supply fuel properly. A control line model is subject to acceleration and deceleration forces, centrifugal force, and up and down G-loads, plus vibration. If your tank is not designed to cope with these, the fuel supply will be interrupted, the engine will burp and possibly quit at a critical moment. Fox fuel tanks have been refined over 25 years to cope with these conditions better, we think, than any others you can buy. All Fox tanks are carefully constructed and pressure tested before shipping. All profile tanks and the larger square wedge tanks are fitted with a baffle to help keep the fuel at the pick up point during overhead maneuvers. Our most recent improvement is the repositioning of the outlet on the profile tanks to permit the tank to be positioned closer to the engine. The medium profile pattern is a brand new series designed for the 15 and 19 size models now on the market. Select a Fox metal tank for your model and you can be assured you have the finest available today.



Width: 1 5/16, Height: 1 1/4, Length: Noted **B.**



Width: 2, Height: 1, Length: Noted **C.**



Width: 1 1/4, Height: 1, Length: Noted **D.**



Width: 1 1/2, Height: 3/4, Length: Noted **E.**



Width: 1, Height: 3/4, Length: Noted **F.**



G.

G. FOX INTRODUCES A NEW PROFILE FUEL TANK: FEEDS FUEL WHEN OTHERS FAIL.

UNIQUE DOUBLE BAFFLE AND
REVERSE PICK-UP DOES THE
TRICK.

Shaped right for slow combat ships as well as all profile 35 size models. Three tank sizes. 2 1/2" size specifically designed for slow combat competition.

Vent and filler tubes protected from breakage or clogging on inverted landings.

86801 2" long\$9.95

86802 2 1/2" long9.95

86803 3" long9.95

A. LARGE PROFILE TANK (35)

Normal Length	Part No.	Capacity Ounces	Price
1 1/2	86818	2	3.95
2	86819	2 1/2	3.95
2 1/2	86820	3 1/2	3.95
3	86821	4	3.95
3 1/2	86822	4 1/2	3.95
4	86823	5	3.95

B. MEDIUM PROFILE TANK (15-19)

Normal Length	Part No.	Capacity Ounces	Price
1 1/2	86825	1 1/4	3.75
2	86826	1 3/4	3.75
2 1/2	86827	2 1/4	3.75
3	86828	2 1/2	3.75
3 1/2	86829	3	3.75
4	86830	3 1/2	3.75

C. 2" WIDE SQUARE WEDGE

Normal Length	Part No.	Capacity Ounces	Price
2"	86806	2	3.95
2 1/2	86807	2 1/2	3.95
3	86808	3	3.95
3 1/2	86809	3 1/2	3.95
4	86810	4	3.95

D. 1 3/4" WIDE SQUARE WEDGE

Normal Length	Part No.	Capacity Ounces	Price
1 1/2	86811	1 1/2	3.75
2	86812	1 3/4	3.75
2 1/2	86813	2	3.75
3	86814	2 1/2	3.75
3 1/2	86815	3	3.75
4	86816	3 1/2	3.75

E. 1 1/2" WIDE SQUARE WEDGE

Normal Length	Part No.	Capacity Ounces	Price
1 1/2	86833	1	3.50
2	86834	1 1/4	3.50
2 1/2	86835	1 1/2	3.50
3	86836	1 3/4	3.50
3 1/2	86837	2	3.50

F. 1" WIDE SQUARE WEDGE

Normal Length	Part No.	Capacity Ounces	Price
1 1/4	86840	1/2	3.00
1 1/2	86841	3/4	3.00
2	86842	1	3.00

FOX

MANUFACTURING CO.

5309 TOWSON AVE. FORT SMITH, ARK. 72901
PHONE 501-646-1656

LIGHT PLANE STYLE



FOX R. C. WHEELS

Look Better, Last Longer.

Fox R. C. wheels are made from aluminum, just like real airplane wheels. Most other model wheels are made from plastic which wallows out on the axle quickly, and will melt if you happen to touch it with a hot soldering iron. Fox aluminum wheels run true, wear almost forever, and look realistic.

The 82000 series wheels have cast aluminum hubs, and are proportioned like today's private plane. The 2 1/4" and larger have real web spokes, just like modern private planes. The 2" and smaller have simulated spokes. All are equipped with realistically proportioned, hollow core molded tires with substantial wall sections and enough stiffness to support the weight of a moderately heavy plane.

The 83000 series use the same tires, but the wheel has a highly polished completely machined hub assembly, rounded in the manner of the old Taylor Cub wheels.

The 84000 series tires are a bit narrower, fitted with a die cast wheel with six cast spokes on the outside wheel half and a disc on the inside. The tires on the 84000 series are proportioned to simulate the higher pressure wheels used in military airplanes of the World War II-era.

All Fox R. C. wheels have accurately sized holes, run true on the axle, and are well balanced. You will be happy with your Fox R. C. wheels.

CUB STYLE



MILITARY STYLE



PRIVATE PLANE SERIES

Cast Hub Series Light Plane Styles			Smooth Hub Style Cub Style			Fox Cast Hubs Military Style		
Dia.	Part No.	Price Pr.	Dia.	Part No.	Price Pr.	Dia.	Part No.	Price Pr.
1	82100	\$ 1.79	1	83100	\$ 2.09	1 1/4	84175	\$ 2.99
1 1/4	82125	1.99	1 1/4	83125	2.39	2	84200	3.29
1 1/2	82150	2.19	1 1/2	83150	2.69	2 1/4	84225	3.59
1 3/4	82175	2.49	1 3/4	83175	2.99	2 1/2	84250	3.99
2	82200	2.79	2	83200	3.29	2 3/4	84275	4.49
2 1/4	82225	3.09	2 1/4	83225	3.59	3	84300	4.99
2 1/2	82250	3.39	2 1/2	83250	3.99			
2 3/4	82275	3.69	2 3/4	83275	4.49			
3	82300	4.09	3	83300	4.99			
3 1/4	82325	4.59	3 1/4	83325	5.49			
3 1/2	82350	5.09	3 1/2	83350	5.99			
3 3/4	82375	5.69	3 3/4	83375	7.49			
4	82400	6.19	4	83400	8.99			
			4 1/2	83450	10.99			
			5	83500	12.99			
			5 1/2	83550	14.99			
			6	83600	16.99			

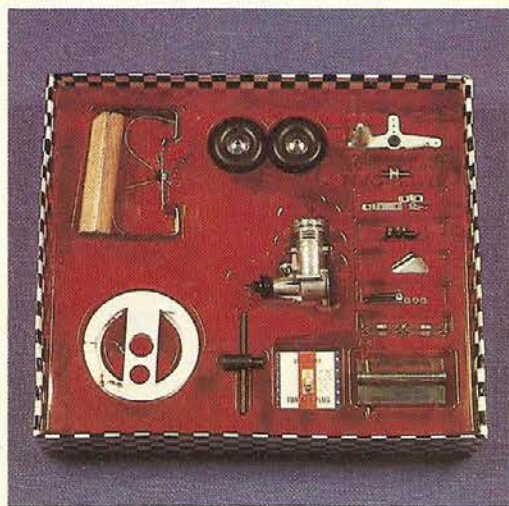
FOX

MANUFACTURING CO.

5305 TOWSON AVE. FORT SMITH, ARK. 72901
PHONE 501-646-1656

FOX STARTER SETS FOR CONTROL LINE FLYERS

One handy package containing 15 matched accessories for the beginning control line flyer. Each accessory is carefully selected to give your first model the best possible chance for success and priced at a worthwhile savings also. The first chart below shows the contents of each set and the savings you make by buying them complete.



STARTER			
Part	Motor	Price If Bought Separately	Kit Price
		List	
81015	Fox 15 Baffle	\$46.07	\$39.95
81016	Fox 15 Schneurle	51.07	44.95
81019	Fox 19	51.17	44.95
81035	Fox 35 (Profile)	51.17	44.95
81135	Fox 35 (Fuselage)	51.17	44.95

Includes appropriate tank, handles, control lines, wheels, fuel line, line connectors, bell crank, elevator horn, spare glow plug, wrench, fuel filter, wheel collars, spinner nut, motor mount bolts, and landing gear clips.



FOX STRANDED CONTROL LINES

Fox Stranded Control Lines are made from 7 strands of high grade, stainless steel wire. The actual length of the lines are 2 feet less than the labeled length to allow for handle and airplane lead-outs. Lines ends are fitted with exclusive

Fox end fitting and are ready to use. Lines are supplied on a handy reel.

80010	.012x52'	\$3.75
80011	.015x52'	3.75
80012	.015x60'	4.00
80013	.018x60'	4.00



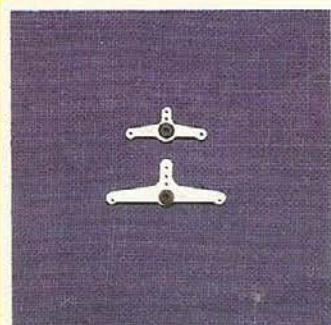
FOX CONTROL LINE HANDLE

The Fox Control Line Handle is sturdy, comfortable, and designed to improve your flying technique. The frame is made of good sturdy steel, with a grip made from Philippine mahogany. The design of the handle is such that the line lengths can be very quickly balanced by merely loosening the wing nut and pulling the lines to the desired position, then retightening the wing nut. Line exit distance can be set at either 3 or 4 inches. 3 inch spacing gives a less sensitive control than most handles and makes it especially easy for the inexperienced or beginner to control his model. The handle is physically strong and

will withstand almost any sort of pull test, which is not true of many plastic handles. For comfort, safety and flying ease, the Fox handle is the best you can buy.

80000 Control Line Handle	\$5.00
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FOX BELL CRANKS



Fox Bell Cranks are the safest bell cranks you can buy. They not only resist the bending and binding sometimes experienced in light weight bell cranks, but they also have a permanently attached pivot bearing that cannot collapse and bind when you install it. Supplied with mounting screws.

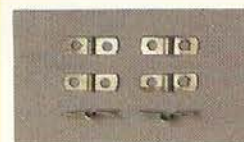
86778 Small Bellcrank	\$.75
86779 Large Bellcrank	.75

FOX ELEVATOR CONTROL HORNS



Fox Elevator Control Horns are made from steel and are sturdy enough for the largest model. They have the advantage over plastic in that they are thinner and can be fitted to the elevator without the big lump so often seen. Also, the thin arm can often go into a cramped space too small for the plastic type.

86783 Solid Control Horn	\$.55
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FOX LANDING GEAR CLIPS

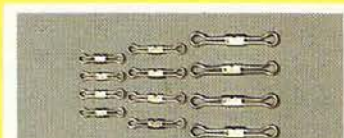
Fox Landing Gear Clips are handy little stamped pieces used to attach the landing gear to control line models. They fit over the side of a profile fuselage, or the firewall of a build-up fuselage and are attached by screws. The easiest solution for what is sometimes a difficult attaching problem.

86773 Clip for 3/32 Wire	\$.25
86774 Clip for 1/8" Wire	.25

FOX CONTROL LINE CONNECTORS

Fox Control Line Connectors are used to connect the control lines to the handle and to the airplane. If you will leave one end connector on the airplane and one on the cable, this will cure the cross line possibility the next time you fly.

80050 Small	\$.35
80051 Medium	.35
80052 Large	.35



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FOX FUEL LINE

Your model's life blood passes through a simple piece of fuel line. Surely you want the BEST!

As engine manufacturers we are acutely aware that a large portion of so called engine problems are in reality **fuel line problems**. Symptoms of fuel line trouble are going lean (air leaks), speed fluctuations, or inability to get rich enough high speed (restricted flow).

Fox Fuel Lines are of the best materials available and dimensions were carefully selected for model use. Fox Fuel Lines are the world's finest.

FUEL LINE		
ITEM		PRICE
86880	Small Neoprene 2' Pkg.	\$.60
86881	Medium Neoprene 2' Pkg.	.70
86882	Large Neoprene 2' Pkg.	.80
86883	Small Tuff Line 1' Pkg.	.60
86884	Medium Tuff Line 1' Pkg.	.90
86851	Large Tuff Line 1' Pkg.	1.20
86885	Small Clear Plastic 2½' Pkg.	.25
86886	Medium Clear Plastic 2½' Pkg.	.30
86887	Large Clear Plastic 2½' Pkg.	.40
86888	Small Surgical Tubing 2' Pkg.	.60
86889	Med. Surgical Tubing 2' Pkg.	.70
86890	Large Surgical Tubing 2' Pkg.	.80

Tuff Line - Silicone - Is by far the strongest on the market - semi transparent: shows if bubbles are in the line: heat resistant. Like all silicone tubing, tends to slip off fittings unless care is taken.

Neoprene - Actually a complex compound. Ours is much more elastic than most - clings to fittings - main dis-advantage, not transparent.

Surgical Tubing - (Pure Rubber) Very flexible. Use when sharp bends are necessary. Semi-transparent. Shows if bubbles are in line. Holds on fittings well. Main disadvantage - tends to deteriorate more rapidly than silicone or neoprene.

Plastic - Glass clear. More flexible than most. Advantage - low price and transparency. Disadvantage - tends to collapse on bends and hardens with age and heat.

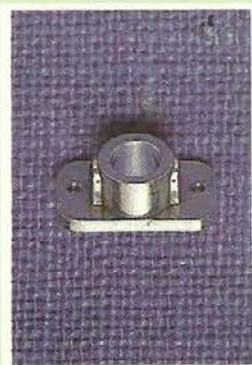
FOX PRESSURE FITTING



The Fox Pressure fitting is machined from 3/16ths inch hex brass bar. It is probably the smallest and most compact pressure fitting on the market. We offer it with either 4-40 threads or 6-32 threads. Pressure fittings are normally used to pressurize the fuel tank. For pattern type RC

models pressure is usually taken from the muffler housing. For Rat Race type models pressure is usually taken from the crankcase.

90501	4-40 Thread Pressure Fitting	\$.95
90502	6-32 Thread Pressure Fitting .....	.95



FOX CARBURETOR ADAPTERS

The Fox Carburetor adapters is a simple casting made with a flange that will mount on a Fox Motor and has a vertical hole and two set screws to take the round-type carburetor. Due to the wide variety of carburetors available and the varying number of sizes and stems, we offer an adapter which can be drilled or reamed out to what-

ever size you desire. The base pattern fits our Fox 40, 45, Eagle and Hawk 60's and 78's. Each adapter is supplied with two set screws threaded 6-40.

90604 D Size	\$5.00
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FOX FUEL BULBS



A fuel bulb is the simplest, lowest cost, most reliable way of transferring fuel from a can to your airplane. The Fox Fuel Bulb is the best you can buy. The bulb itself is molded from heavy wall rubber, thicker and more durable than others. The fittings are all metal, and the filler tube has a larger than average ID. The net result is a bulb that will fit the top of your can, reach to the bottom of a gallon can, and fill to its full 4 ounces in 8 seconds.

30500 Fox Fuel Bulb fits Pints and Quart Cans	\$2.98
30501 Fox Fuel Bulb fits Gallon Cans	2.98

FOX FUEL FILTERS

We believe the Fox Fuel Filter is the finest that you can buy for several reasons:

1. Our filter element is an ultrafine stainless steel screen. The element is stainless steel which is immune to the corrosive attacks of fuel itself.
2. Our housing is a threaded two-piece assembly with a nylon gasket that can be taken apart for cleaning repeatedly.
3. Fox Fuel Filters have large diameter nipple fittings that are designed to hold tightly onto the relatively large diameter surgical tubing or silicone tubing that is popularly used today. We recommend using a filter on the line from your tank to your carburetor, and another filter in your filler line.

90701 Fox Fuel Filter - small	\$1.49
90702 Fox Fuel Filter - large	1.49

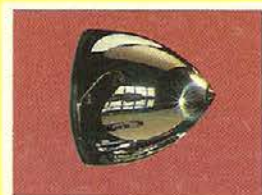


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FOX SPINNERS - THE WORLD'S FINEST

Fox "machined from bar" spinners have proven themselves to be first choice among modelers to whom money is no object. They are machined from solid aluminum bar and have a variable wall thickness according to the strength required. They have the durability to withstand continuous use with an electric starter. They will not work loose or spin off. Fox machined from bar spinners are offered in 3 contours. Each spinner has been buffed to a high luster. The Fox method of attaching spinners completely eliminates the possibility of spinning the assembly off with a starter as the spinner is held on

with a small diameter nose screw which ties in with a special prop nut supplied. The interlocking feature of the spinner shell into the rear cover prevents any spreading. If you wish to run a 3 or 4 blade propeller or some unusual slot configuration, we can offer you blank spinners in which you can cut your own slots. Back covers and fittings are normally supplied to fit standard shaft sizes shown. However, on special order, any spinner can be supplied with 3/16, 1/4 or 5/16 back plate and fittings at the same price.



CONVENTIONAL



SLIM JIM



CONICAL

Diameter	Conventional Contour No.	Price	Slim Jim Contour No.	Price	Conical Contour	Price	Standard Shaft Size
1 1/2"	60106	\$10.00	60206	\$11.00	60306	\$10.00	10-32
1 3/4"	60107	11.00	60207	12.00	60307	11.00	10-32
2"	60108	12.00	60208	13.00	60308	12.00	1/4-28
2 1/4"	60109	13.00	60209	14.00	60309	13.00	1/4-28
2 1/2"	60110	14.00	60210	15.00	60310	14.00	1/4-28

Adapter Nuts and Mating Washers		
60401	10-32 Short	\$1.50
60402	10-32 Medium	1.50
60403	1/4-28 Short	1.50
60404	1/4-28 Medium	1.50
60405	1/4-28 Long	1.50
60406	5/16-24 Medium	1.50
60407	5/16-24 Medium	1.50

FOX ALUMINUM SPINNER NUTS

Fox aluminum spinner nuts are machined from solid aluminum bar and contoured to a pleasing appearance. They replace the normal nut and washer used to hold on a propeller. They are tightened by means of a cross hole drilled near the front. They make a very pleasing addition to airplanes not suited to the larger full size spinners. We do not recommend them for motors of over .45 displacement because of the problem in getting them tight enough to hold the prop. On the smaller motors they work fine.

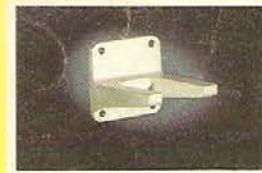
60503 10/32 Spinner Nut \$1.50 60504 1/4" Spinner Nut \$1.75



LARGE



MEDIUM



SMALL

FOX MOTOR MOUNTS - MACHINED FROM BAR

The Fox Motor Mounts are lighter, stronger, and more rigid than cast mounts or ones made from fiberglass filled plastic. Destructive vibration is reduced with a rigid motor mount - and Fox is the strongest - most rigid you can buy.

In the event that you make a crash landing, if a motor is supported by a good sturdy Fox Mount the crankcase is often saved. A mount that will give away first on one mount and then the other, twists and ruins the crankcase. An advantage of the Fox Mount over wood mounts is that thrust changes can easily be made. If the mount is attached to the fire wall with blind nuts all you have to do is to loosen the four screws from the front, insert a shim under the top or sides. In this way very precise thrust adjustments can be made.

LARGE SERIES		
Part No.	Width	Price
50601	1.475	\$7.00
Fits OS 60, S.T. 51, S.T. 56, S.T. 60, Enya 60, Merco 60		
50602	1.525	7.00
Fits Fox Eagle, Fox Hawk, Veco 60, Webra 61, H.P. 61		
50603	1.640	7.00
Fits Fox 74, Fox 78, S.T. G-60		
50604	1.720	7.00
Fits Enya Schneurle, Rossi 60		

MEDIUM SERIES		
Part No.	Width	Price
50401	1.217	\$6.50
Fits Fox .29 new, Fox .36 new, Fox .35 all, OS .30		
50402	1.281	6.50
Fits Fox .36X all, Fox .36 BB all, S.T. .35 stunt		
50403	1.320	6.50
Fits K&B 35, K&B 40, OS 35, OS 40		
50404	1.385	6.50
Fits Fox 40, S.T. 35 R/C, S.T. 40 R/C, Webra 40		

SMALL SERIES		
Part No.	Width	Price
50201	1.000	\$6.00
Fits Fox .15, OS .15		
50203	1.135	6.00
Fits Fox 15 Schneurle, Fox 19, Fox 25, S.T. 19, S.T. 23, OS 19		
50204	1.217	6.00
Special for Fox 35 Stunt		

REPLACEMENT PARTS GET TOP PRIORITY

We, at Fox are concerned that you get the best service out of your Fox Products. The needs of a Fox Flyer always rate number one on our priority list. If you have an accident and need a part, or advice, a phone call to us gets top attention. And if parts are needed, they'll be on their way within twenty-four hours.

Sincerely,

Duke Fox

FOX GARNET and LUSTROX

Fox Garnet is a natural material we have found successful for hand lapping mehanite pistons to steel cylinders. Mix it with oil to form a paste and rub it over the piston. The piston can then be lapped into the cylinder. WARNING: Never put Garnet into the intake of a running motor, because it will completely ruin it within seconds.

Lustrox is a polishing compound of flakes so small they can float between normal running bearing surfaces and not touch either side. It has a polishing effect when a high spot on a crankshaft, for instance, hits a high spot on a bearing. We have found that a motor which has been run in on Lustrox lasts much longer. To use it, mix with oil to form a thin paste and dab a little into the intake of a running motor. Within minutes, the exhaust residue should change from black to white. At this point, Lustrox has done its work.

90811 Lustrox \$.75
90812 Garnet75



FOX
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PHONE 501-646-1656