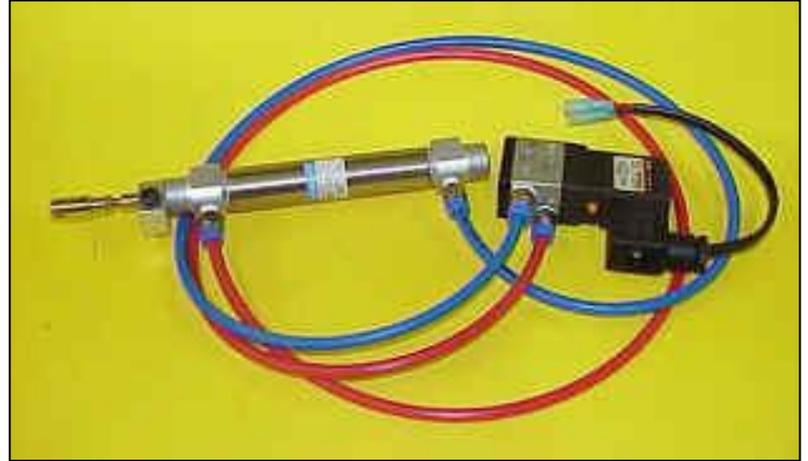




Start Line Control

What does SLC (Start Line Control) do for a racer? The SLC will guarantee the same start line rpm every time. The racer never looks away from the tree, the racer does not get distracted and this helps in cutting better lights and it drastically reduces converter temperature insuring not only that the parts will last longer but the car will be more consistent as the converter temperature will be the same every time.

This is a must have for every DYO racer. The SLC can be configured and used different ways.



Method 1 is with a delay box.

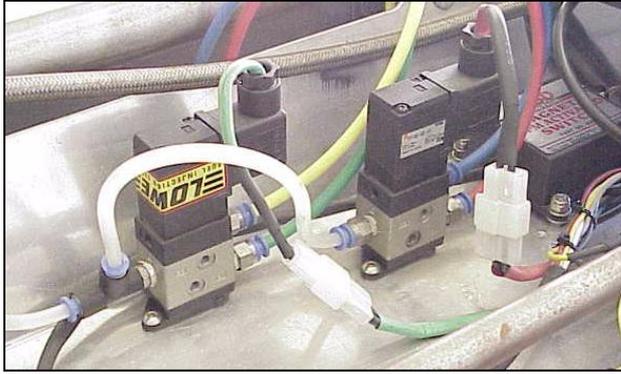
Slowly idle into "stage", once the front wheel breaks the start line beam and lights the stage light you press the transbrake button to set the transbrake and the SLC. The throttle pedal goes to the floor telling the driver that the system is armed, but the engine continues to idle because the butterflies are still closed. Once you release the transbrake button it takes the engine to wide open throttle and then the start line rpm is regulated by the converter or the two step chip in the ignition controller, depending upon how you have your car configured. This insures that the engine stays revved to the same rpm every time for the same amount of time.



Method 2 is with out a delay box.

Slowly idle into "stage", once the front wheel breaks the start line beam and lights the stage light you press the transbrake button to set the transbrake and the SLC. The throttle pedal goes as far as you have it adjusted for. This is usually 80%-90% of the full travel to the throttle stop under the throttle pedal. This is adjusted before you get to the starting line. The engine continues to idle and will idle until the driver pushes the throttle all the way to the stop. This is done only after both drivers are fully staged. Once the driver pushes the pedal to the stop the engine revs up the amount that you have it adjusted for with the throttle linkage. Now when the driver releases the transbrake button it releases the transbrake and activates the SLC opening the throttle to wide open. The driver never has to look away from the tree to get the stage rpm right. The engine spends the least amount of time at the stage rpm which limits the converter heat.

We built our first SLC in response to a discovery. We had a temperature gauge in the oil pan of our transmission to monitor the trans temperature but every time we wanted to remove the transmission you had to drain the pan and remove the temperature gauge probe. We made a block to put the temperature probe into and used the oil coming from the converter (bottom port on the Powerglide) to measure the temperature. We were shocked to see how fast the heat rose at stage rpm. We saw almost 100F per second of heat rise. There is no way this could be good for the converter or the consistency of the car. By limiting the time spent at stage rpm it not only made the car more consistent but the driver better as well as now they never have to look away from the tree and they have confidence that the start line rpm will always be right.



You can win races without one of these, but you will win *more* races with a **LOWE Start Line Control unit.**

Complete kit (less CO2 bottle and regulator – available separately)

List Price \$ 649.00+

Racer Decal Discount Price – \$599.00+

Cylinder (10-32 thread on body)

Cylinder travel stop – adjustable

Heavy duty quick release cable end with 10-32 thread to suit most injector arms.

Solenoid Valve – dual acting

Hose and Fitting Kit

4 ea - Straight hose ends (quick disconnect)

4 ea - 90 degree hose ends (quick disconnect)

4 meters of 6mm Polyethylene tube Green

4 meters of 6mm Polyethylene tube Black

4 meters of 6mm Polyethylene tube White

All prices are plus gst and shipping if applicable You will need a source of CO2 to operate this system. Either a 2 pound or a 5 pound bottle system will work and the regulator needs to be set at 150 psi. Compressed air could be used but it would have to be recharged before each run.

Accessories



Bell crank 90 degree – Allows the linkage to change direction. In some applications this makes a much tidier package. 1.75" arms with ¼" id bearing. Part Number 53065-89331 List 115.00+ Racer Decal Discount \$ 95.00+

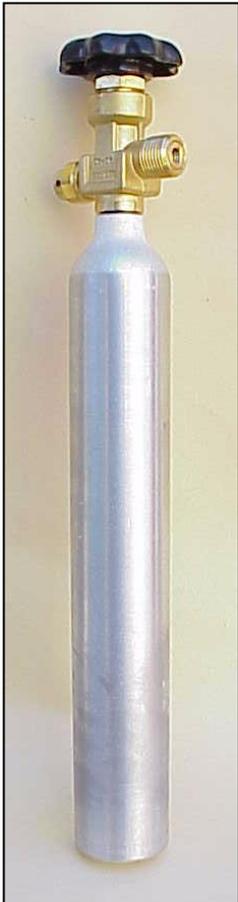
Speed controller - If you control the speed of the co2 exhaust from the cylinder as it moves it allows you to slow the opening of the cylinder allowing the car to launch better on a slick starting line Fully adjustable speed controller \$ 38.00+

All we need to ship your order is your credit card details and a shipping address. We accept Master Card and Visa. There is a printed number on the back of your credit card on the signature line. Would you give us the last three digits of that number. Please include your phone number as well. Prices are in AUD (Australian Dollars) + GST





CO2 Bottle and Accessories



This CO2 bottle is 2 inches in diameter and is used to power control devices on your race car. It can be used for shifting gears, Start Line Control, Trans Brakes, parachute release and fuel management systems. The only limits of use are your imagination. Part Number 84105-01011

List Price \$250.00+

Racer Decal Discount \$210.00+



Regulator for CO2 bottle to step the pressure down from over 1200 psi to a preset pressure of 145 psi (10 bar), comes with nipple and nut to connect to CO2 bottle. Part number 53702-00018

List Price \$ 195.00+

Racer Decal Discount \$ 175.00+



Bottle bracket to mount the 2" CO2 bottle in your car. Flat back mount allows mounting to any flat surface with two 1/4" unc bolts provided. One screw opens the bracket allowing the bottle to slide into place quickly and easily. Part number 84090-82000

List Price \$ 89.00

Racer Decal Discount \$ 70.00+



All we need to ship your order is your credit card details and a shipping address. We accept MasterCard and Visa. There is a printed number on the back of your credit card on the signature line.

Would you give us the last three digits of that number. Please include your phone number as well. Prices are in AUD (Australian Dollars) + GST (if applicable) to convert to US dollars multiply by ~.85, GST does not apply to orders from outside Australia. Price does not include shipping. All prices are subject to change without notice. Prices must be verified at time of purchase only.



Billet aluminium - 4.375 Bottle mount bracket

Steel chassis mount for billet aluminium 4.375 bottle mount

Installation Notes:

The LOWE SLC (Start Line Control) can be installed in a push or pull cable application. In either case you must insure that the throttle pedal has a travel stop as you do not want the rotation stop on the injector or carburetor being the travel stop for the system as you will inflict damage to the injector, carburetor or the linkage if you do not have a pedal travel stop. Since all small diameter controls have many times the strength if you place them in tension versus compression it is highly recommended that your throttle linkage is engineered to put the cable and all the hardware in a tension environment. This means you should have a pull throttle cable and as noted above it should have a pedal stop so the only load the cable, levers or cylinders see are the loads imposed by the throttle return spring. Not all race cars have the same amount of cable travel to achieve the transition from idle to wide open throttle. Since they can all be different the LOWE SLC launch cylinder has a travel stop provided to assist you in calibrating your system to suit your application. Set the travel stop to the amount of travel needed.

The LOWE SLC launch cylinder has a 10-32 thread provided for those who want to just thread the throttle cable into the bottom of the cylinder as it works well in many situations this way. This is pictured in the photo above. Some clients prefer to put the launch cylinder out by the injector others prefer to put it down by the throttle pedal. Each situation must be engineered to suit your application. Some clients will make a bracket and run the cable parallel to the cylinder. This will shorten the overall length and it can create a side load situation on the cable.

Each SLC kit comes with a comprehensive installation instructions, with complete wiring, configuration and calibration information.
