ADVICES AND MOUNTING TRICKS

We remind you that, although they are accurate in their measurements, the 3D chassis has a tolerance index slightly higher than that of an injected chassis and that their surfaces still don´t have the finish provided by a metal mold. This is a consequence of the 3D manufacturing system of Fusion Deposition Modeling - the production of fused filament - and also because the bodies are not always the same.

Don´t be in a hurry to mount the chassis. Be patient. Prepare all the necessary tools and spare parts for assembly and make sure you have everything on hand and with enough space and light.

Work on the chassis in an orderly manner. First check it carefully and, if possible, remove burrs and plastic wires as usual or as indicated below.

For "monoblock" chassis, those that don´t have a motor/axle support, start by placing the motor in its housing "presenting it" and check that it fits perfectly and without forcing. Although it may not look like it, there are small dimensional differences between the boxes of the different brands and it is possible that on occasion you need to adjust slightly. **NEVER FORCE THE PLASTIC.**

If necessary, use a flat file to adjust the vertical walls where the motor is housed (Fig. A and B) and use a half round file to accommodate the front and rear support of the motor (Fig. C and D).

It is always much better to adjust a tenth so that the engine is perfect and "in place".

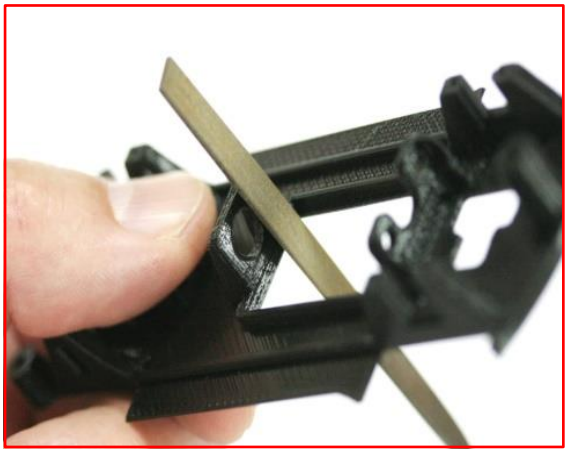


Fig. -A-

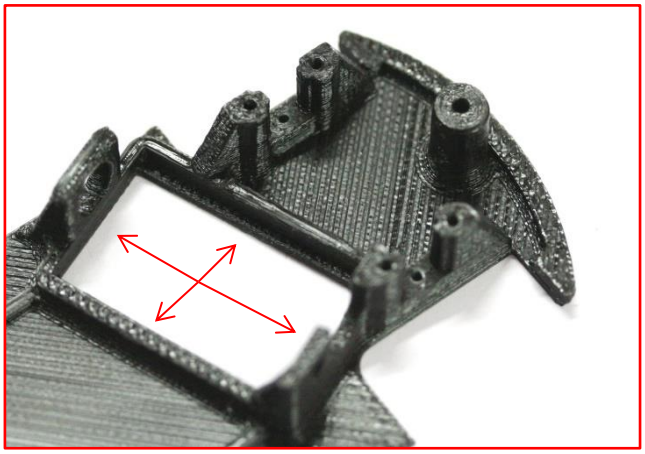


Fig. -B-

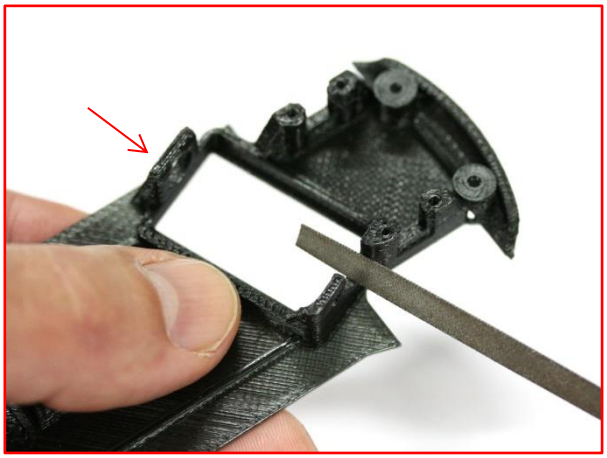


Fig. -C-

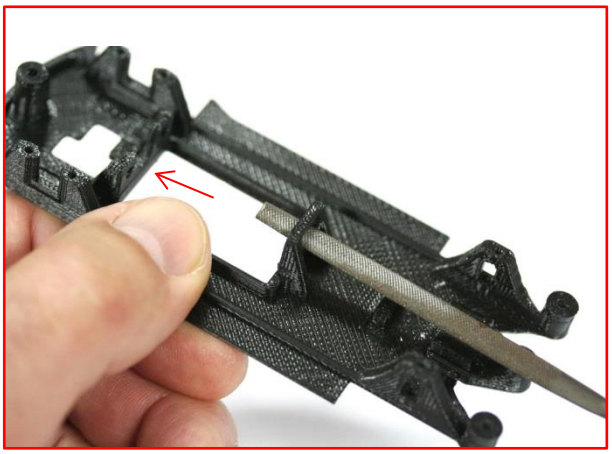


Fig. -D-

With a small round file you can adjust the holes for the screws that hold the motor to the chassis (Fig. E and F) and also the hole that will attach the chassis to the body (Fig. G)

In the case of the holes that allow put the screws that hold the motor on the chassis, always recommended to increase its diameter a little because it allows to position the motor more easily and to eliminate possible tensions betwen their support.

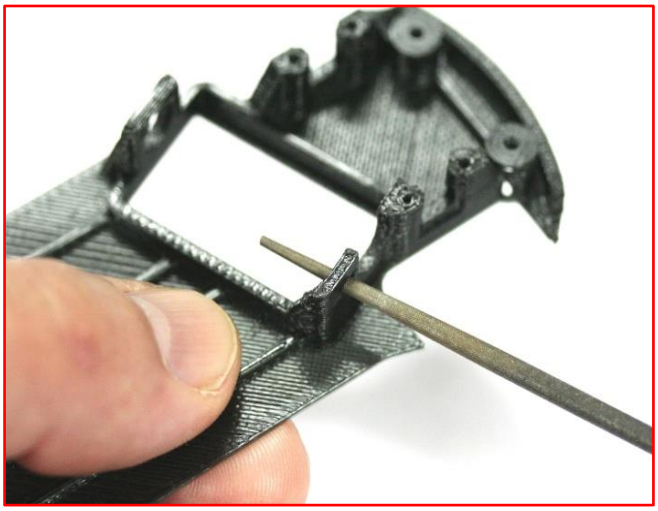


Fig. -E-

Fig. -F-

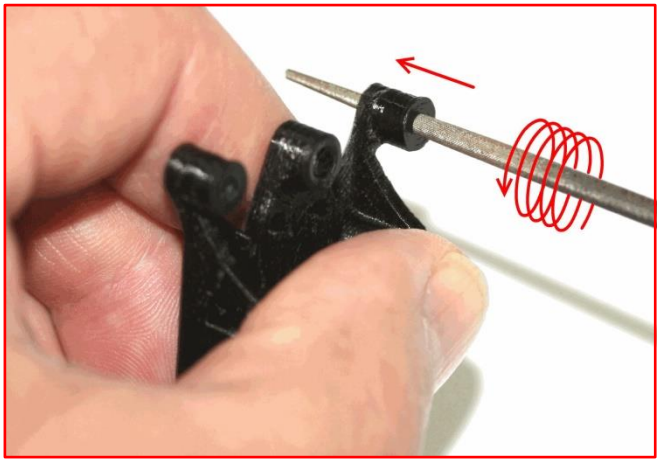


Fig. -G-

A very simple trick, and especially effective, to use with the precision the round file and controlling the diameter of the hole is, by continuously rotating the file with the fingers and, ALWAYS, to the left (in the opposite direction of the clockwise), while pressing lightly (Fig. G).

Using the round file in this way at all times the size of the hole will be perfectly round and we will not pass.

It is much more simple and precise do it like this, that enlarge the hole by filing it with longitudinal movements from top to bottom.

Now it's the turn of the front support axle.

Verify that the axle moves up and down correctly and, if necessary, use the small square or round file (depending on the inner form of the axle holder), so that the axle rotates and moves unimpeded (Fig. H).

At all times we must check with the axle don´t exceed.

Fig. -H-

Once the engine and the front axle are adjusted, reserve and do the same with the bushings.

Begin by placing the bushings you have chosen by "presenting" them in their housing and tighten them if necessary. Remember that, just as with motors, there are also different sizes in the bushings between brands. They have to place without effort, with soft pressure. They do not have to enter very hard because they will be fold the plastic support. Reserve them.

If the chosen bushing has a bit of slack, you can use small doses of contact tail in the bearing channel and the support for adjustment. As we explain below, this type of glue is a great ally.

Subsequently prepare to make all the threads as usual or as indicated below. All Sloting Plus chassis have the holes that will accommodate the M2 screws without thread so you have to create it. Only can do this in two ways:

A - Using a male for M2 threads and, if you have a set with the three tap guides, use only the second tap guide and always with a little oil at the end of it.

B - Using the screw itself or bolt as a tap guide. A very simple trick, which will facilitate screwing and, very importantly, will avoid tensions in the plastic (since the screw is NOT a tap guide and does not act as such since the edges of the cores pull chips from a hole to create a thread) is to put a little oil on the tip of the screw or the stud before starting the process (Fig. I and J).

VERY IMPORTANT: In both methods keep the tap guide or the screw always perpendicular to the chassis as possible.

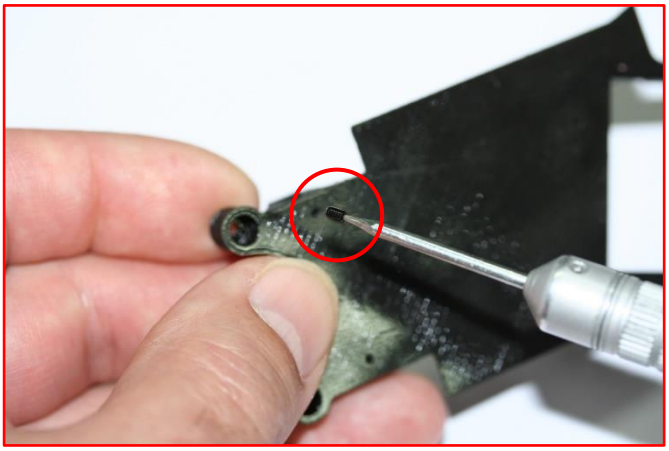


Fig. -I-

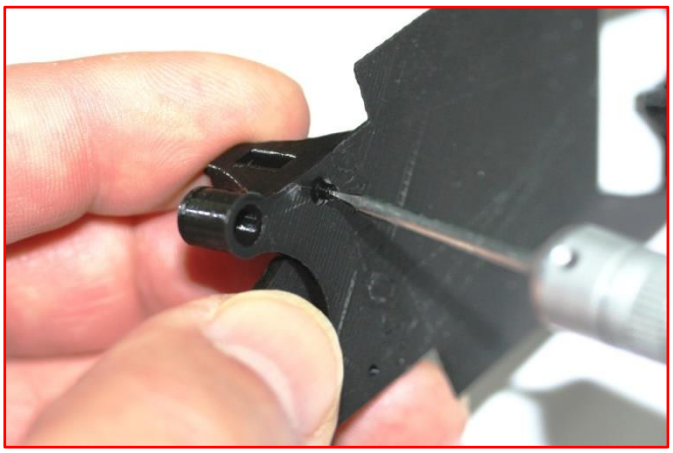


Fig. -J-

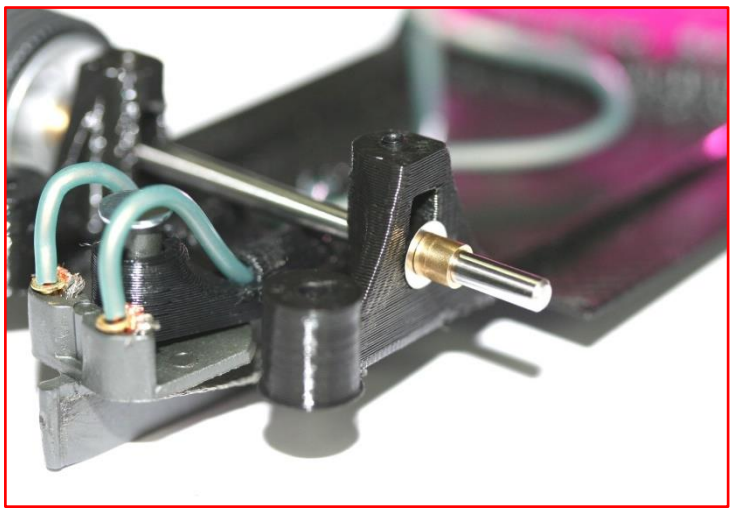


Fig. -K-

If use a small tube spacer on the front axle (Fig. K), it is advisable to use a washer with a larger diameter and 0,10 or 0,20 mm. thickness of Sloting Plus between these and the plastic support.

We remind you that you have to check that they are well on the side walls of the support and make sure that they maintain a good vertical movement and the proper one so that the axle are not locked.

With this simple preparation have you the total safety that the axle will move correctly, the friction between the two parts will be adequate and the result reliable.

If your preferences or your needs in the preparation of the chassis are to mount two stoppers between the front axle supports (Fig. L), or two pulleys or a pulley and a stopper, we recommend that you check that they will slip on the walls of the support and make sure they maintain proper vertical movement. If necessary, check both supports with a thin file.

Always maintain a minimum lateral tolerance of approx. 0,1 mm between the support and the stopper or pulley to ensure the correct vertical movement of the axle. Failure to observe this minimum tolerance risks the shaft locking between both supports and the overall operation of the car will be greatly penalized.

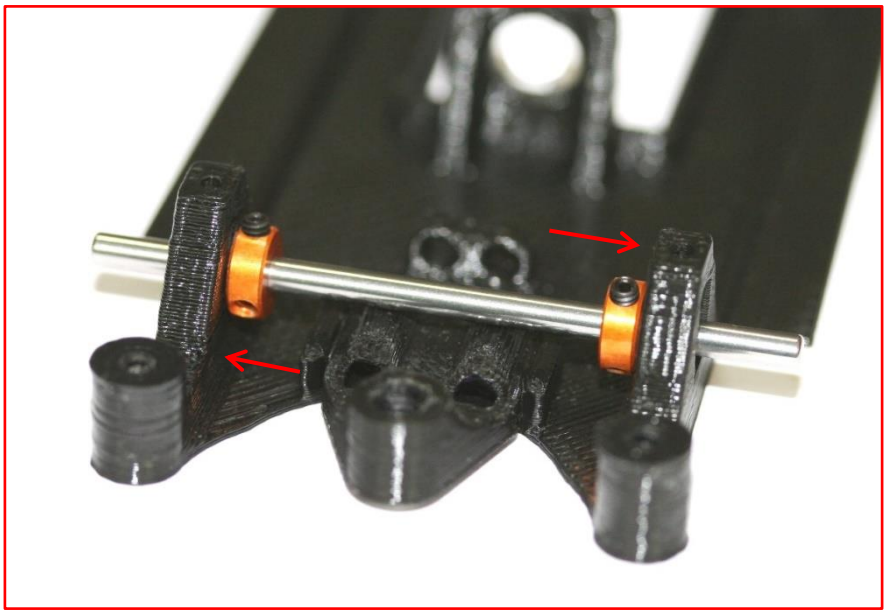
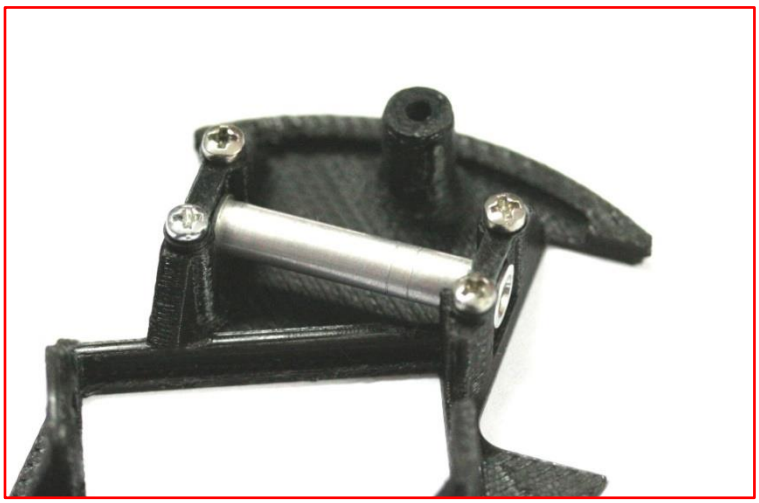


Fig. -L-

When placing the bushing caps, take special care not to overtighten them, as the thread can be broken and damaged for good. It is plastic, and its strength is not comparable to a thread in the metal.

If for any reason you want to glue the bushings in their support, ALWAYS use contact glue or similar that allows you to rectify or replace the bushings without damaging the chassis. In addition, its consistency, once dry, is usually slightly flexible so it will always be our ally to absorb vibrations.

NEVER use Cyanoacrylate glue unless you want to sea "almost" forever.



a

If you use bushings of Brass, Nylon or Aluminum, you may need to align them so that the shaft rotates with minimal friction.

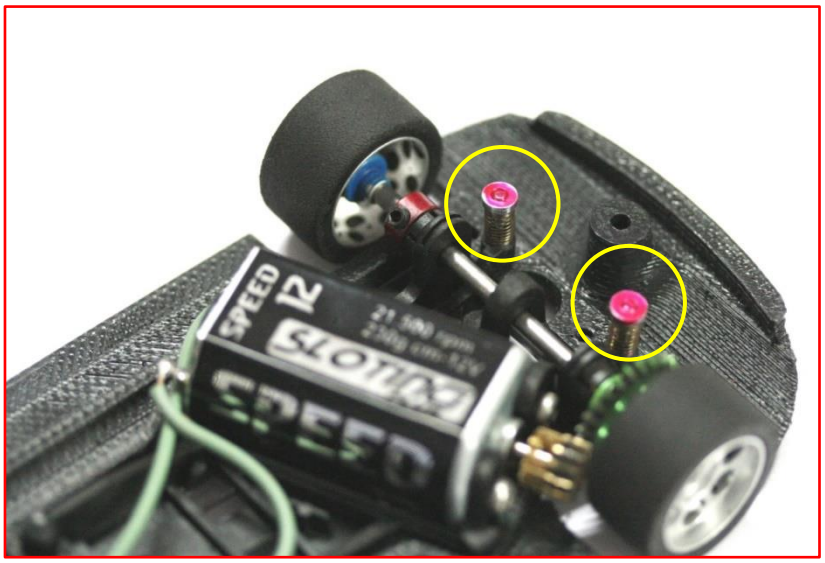
It's very simple. Insert the duly lubricated axle into the two bearings and, with your fingers, pressing down slightly and with gentle longitudinal movements you can easily align them (Fig. M).

We recommend Sliding Plus self-centering bushings of the VICTOR'S series ref. SP053002 and SP053003 as they guarantee the perfect alignment of the axles regardless of its position in the chassis.

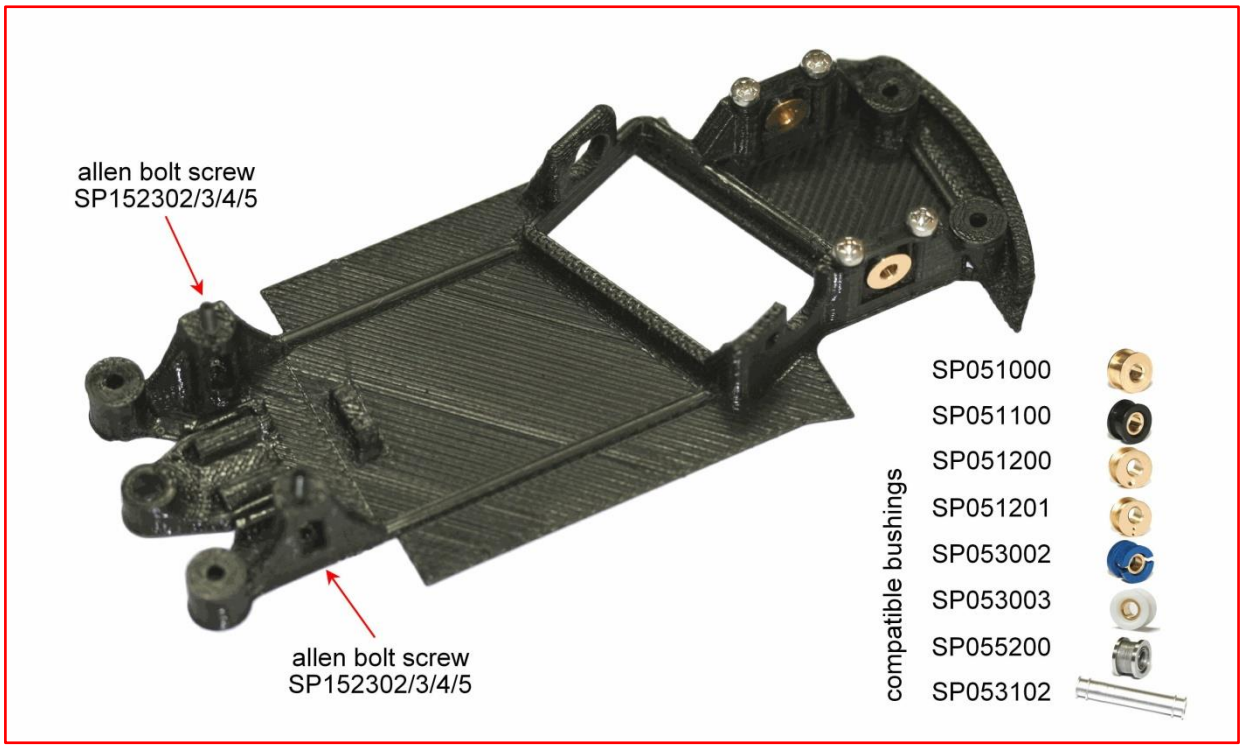
Fig. -M-

When the threads, by an intensive use, they have slack and with the vibrations loosen the screws, you can use the typical fixed liquid nuts or you can also use lacquer for the nails (preferably of color to be able to identify it), like effective and economic fixing product.

You can also use the nail lacquer to fix the motor screws, the screws of the body, the nuts that are not self-locking, the screws of support motor and suspensions, in summary, all those screws susceptible of being loosened by the vibration.



In the following photograph we show all the bushings compatible with the 3D chassis of Sloting Plus and that also are valid for the almost all the chassis of other marks with a similar system of anchorage.



In some chassis, for to mount the in-line support motor, it will be necessary to remove the plastic part indicated by the arrow using a scissors or a cutter and finally, finishing with the half round file (Fig. N).

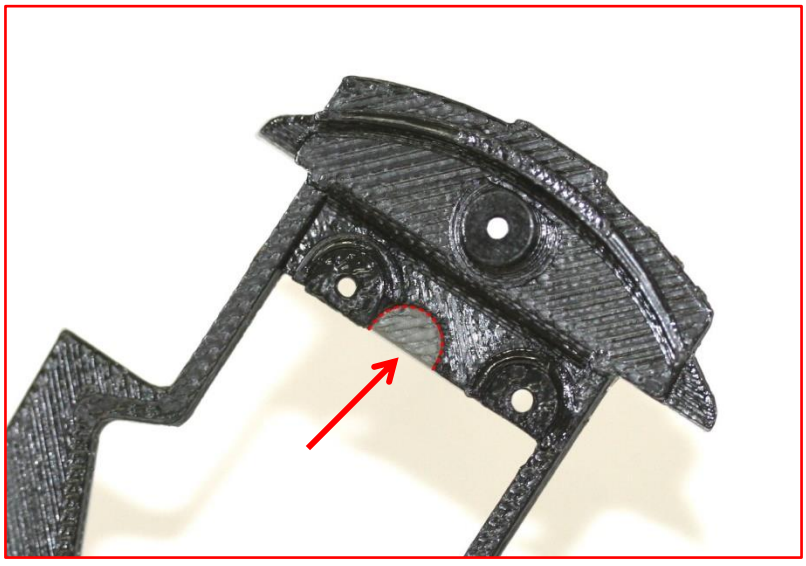


Fig. -N-