



Thank you for purchasing a Sloting Plus product.

The COMBI PLUS MONOBLOCK tube has been designed to be used on AW motor mounts that use ball joints. Its use, in no case, modifies the housing of the ball joints.

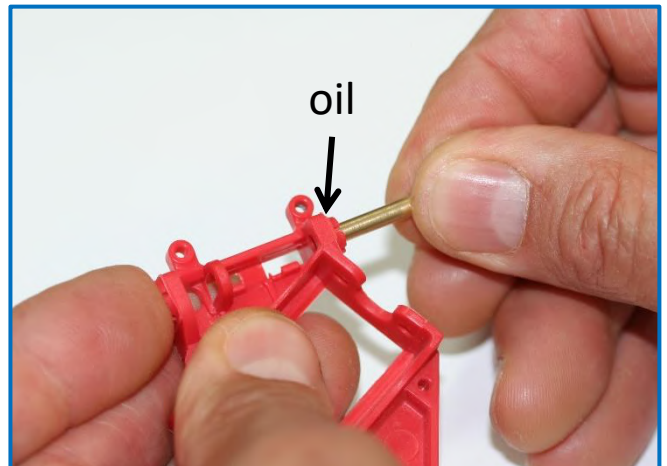
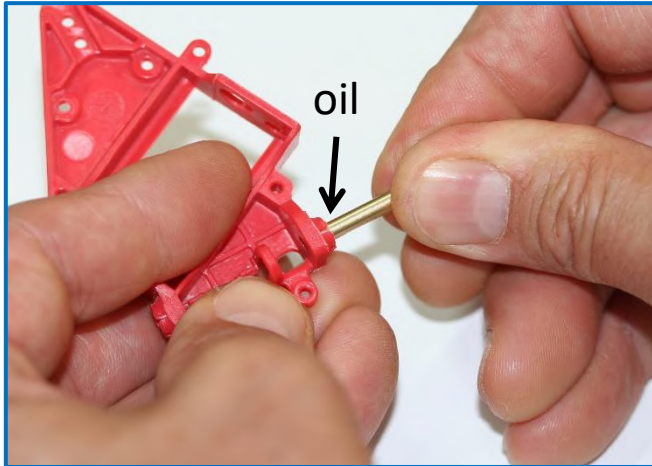
Before assembling the COMBI PLUS MONOBLOCK, read the tips and tricks that we provide and that will help you for proper and correct assembly.



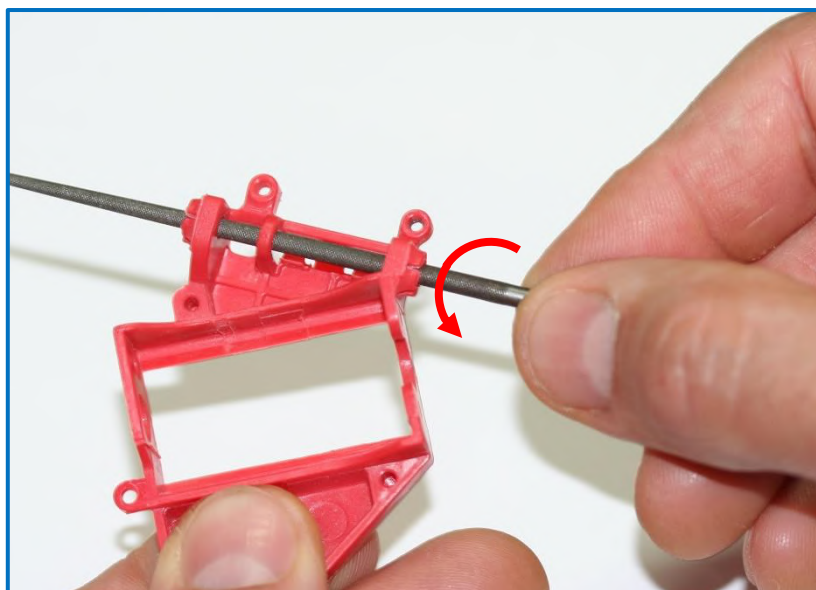
As you can see, the ends of the tube are properly rounded to facilitate their introduction into the motor mounts, but even so, some motor mounts will need to eliminate the burrs that, on some occasions, are produced in the injection of the plastic due to a tight fit on the mold or by an overpressure in the injection of the material.

In any case, it does not represent any problem for the motor mount itself or for the COMBI PLUS MONOBLOCK, but it will be necessary to remove these burrs as we indicate below.

The first thing to do is “put softly” the COMBI PLUS MONOBLOCK tube at each end of the support motor and -ALWAYS- with a drop of lubricant to facilitate the introduction of the tube with rotation movements to the right and to the left. Do not force excessively.



It is possible that, due to the existence of burrs, at one of the ends -or at both- it is more difficult to insert the tube. Don't force in any case and use a round file of the “watchmaker” type and, very important, always rotating it to the left and, without exerting much pressure, you will eliminate the perimeter burrs. Try again until you manage to insert the tube with some resistance at both ends of the motor mounts.

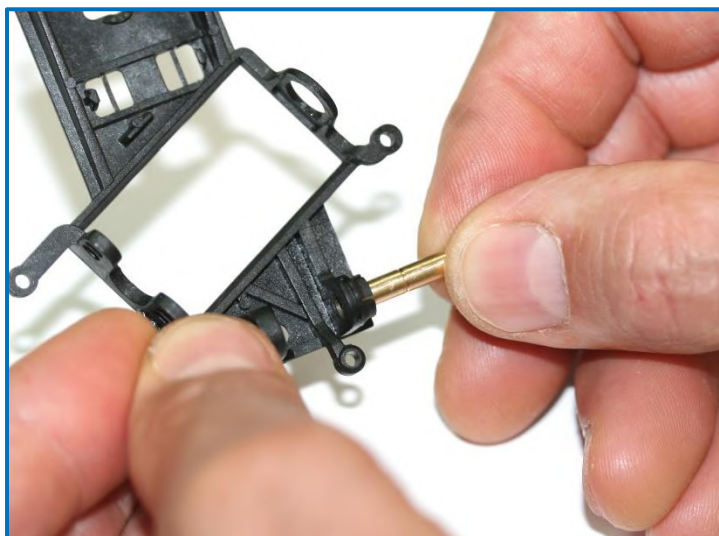




In the Slotit brand motor mounts you have to take special care when "put" the COMBI PLUS MONOBLOCK tube because, being manufactured with a higher fiber load, which gives them much more resistance, they tolerate less bending and can break more easily.



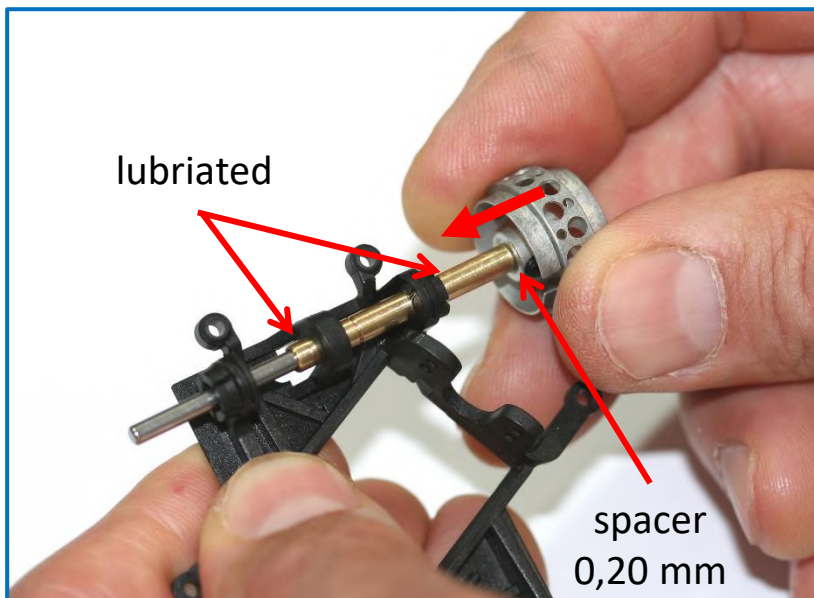
Put lubricant on the end of the tube and insert it, rotating it to the left and right to make it easier to enter, -DO NOT FORCE-, it has to enter with some resistance but without exerting too much force. Do it on both sides of the motor mount until the tube passes through the housing.



As we have previously commented, it is possible that, due to the existence of burrs, it is more difficult to insert the tube. Do not force in any case and use a round file of the "watchmaker" type, always rotating it to the left and, without exerting much pressure, you will eliminate the perimeter burrs. Try again until you can insert the tube with some resistance.



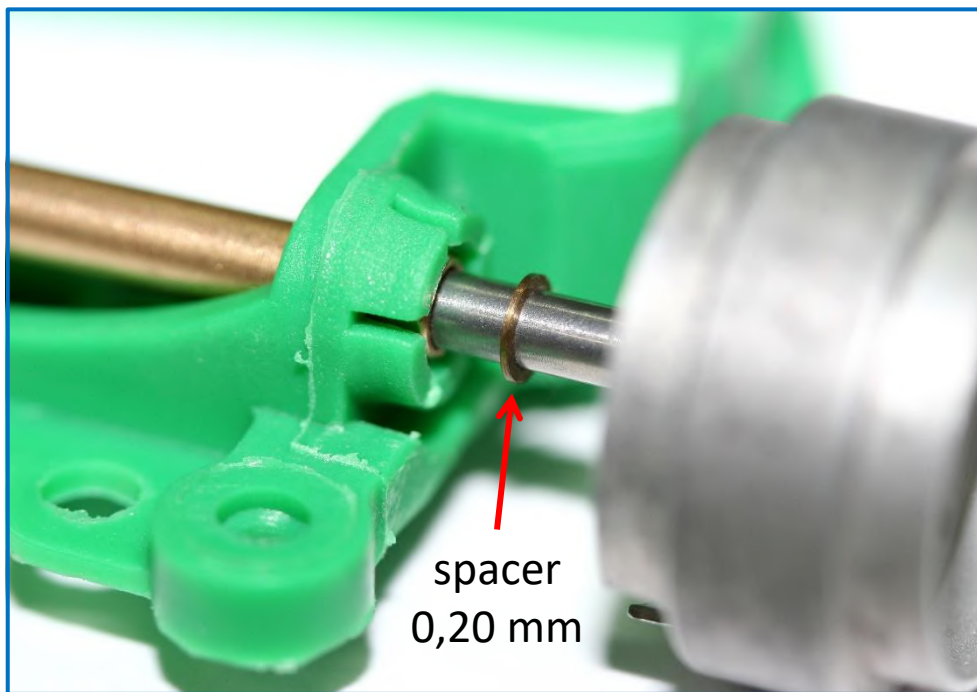
When you can insert the COMBI PLUS MONOBLOCK tube at both ends of the motor mount, it will be time to assemble it with the rim mounted on an axle + a 0.20 mm spacer thick as shown in the photo below.





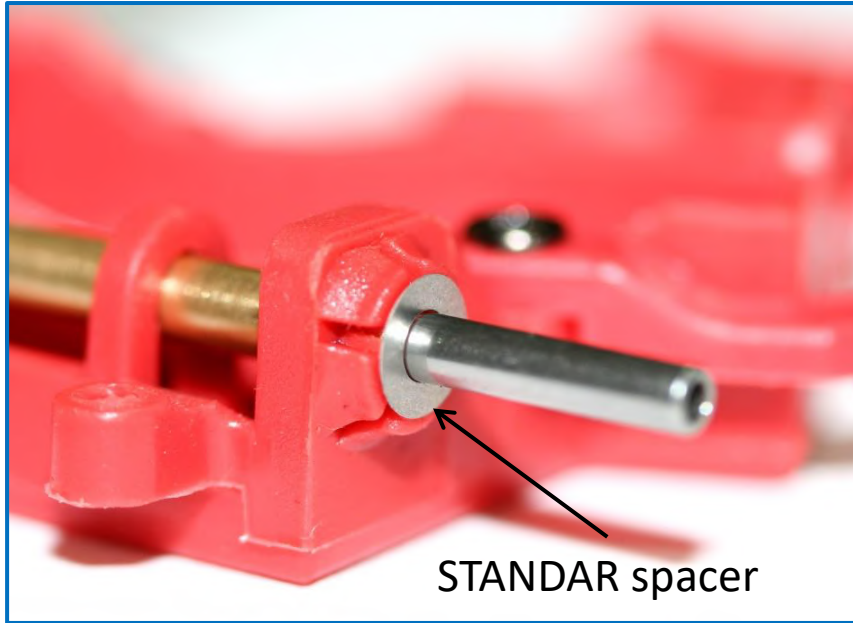
Press until the COMBI PLUS MONOBLOCK tube is fully inserted lubricating its entire length to facilitate its introduction.

Push with the rim to stop on the support motor and in this way, and with the thickness of the spacer, the tube will be in the center of the support motor. With this way of doing it we avoid rectifications and the tube will always remain “in its place”.



The COMBI PLUS MONOBLOCK tube has been designed so that it does not protrude from the support motor at either end and for this reason, as we have previously mentioned, 0.20 mm thickness spacer must be placed between the rim and the tube so that when fully inserting the tube, it is centered in the housing of the support motor.

In this way we make sure that the COMBI PLUS MONOBLOCK tube will be protected and will never move from the support motor. Neither will it receive blows or suffer friction from the spacer, the stopper or the gears, since these will always rest on the STANDARD spacer or on the plastic of the support motor itself, as we show you in the following photograph.



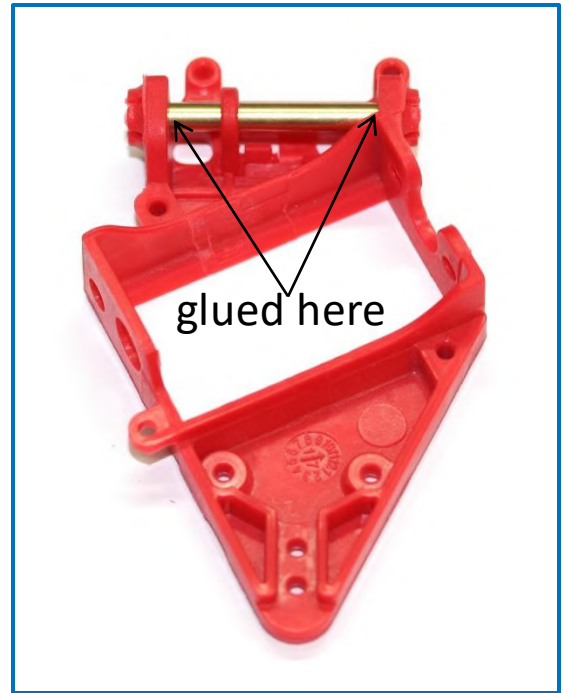
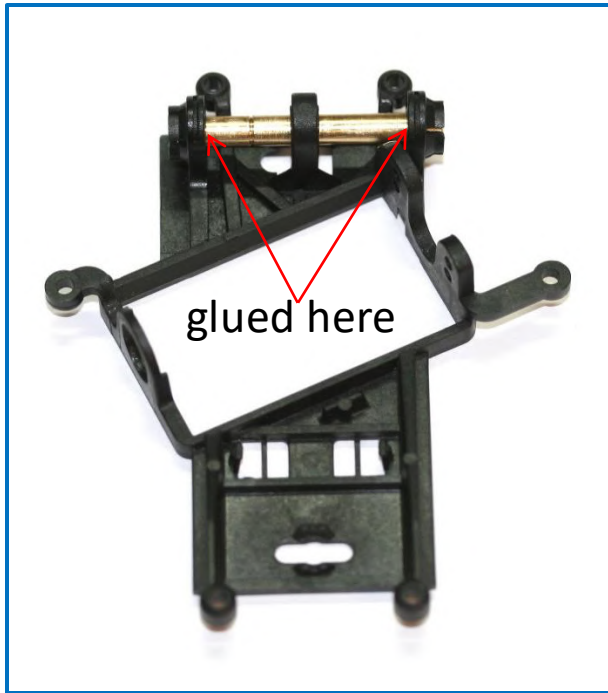
The best way to combine any spacer with the COMBI PLUS MONOBLOCK tube is to use a STANDARD spacer, steel or brass, 0.10 or 0.20 mm thickness x 4.35 mm in diameter (photo above) in contact with the plastic support motor and that the rest of the moving parts always rub against the STANDARD spacer.

Also, as happens on many occasions for reasons of space, the gear or stopper itself can rest directly on the plastic support motor itself. This type of plastic generally supports the friction of metal parts very well.

-GLUED-

Although it is not necessary, as long as the tube enters with some resistance, you can put a few drops of glue on the inside corners, as shown in the two photos below.

Remember to remove the excess used oil to facilitate tube insertion.



If for some reason you "exceed" removing the burrs, or use an "old" support motor and the COMBI PLUS MONOBLOCK tube goes in -smoothly-, don't worry, you can glue the tube to the support motor on the inside.

You have to glue it as we show you in the photos above and in this way you also make sure that the glue never gets inside the tube.

In this way you can also recover old support motors in which the ball joint housing has expanded or broken. With the COMBI PLUS MONOBLOCK tube you can give a second life to any support motor.

Using the tube means savings and the possibility of recovering an old support motor that works very well and you don't use now because the ball joint support has broken or expanded.

In fact, you can use the COMBI PLUS MONOBLOCK tube on any type of support motor into which the tube can be inserted. Any support motor.

Remember to lubricate the inside of the tube generously before each race.

SLOTING PLUS

CARS AND SLOT RACING PARTS

The weights shown here correspond only to plastic parts and ready to be used under equal conditions. Without bearings or screws (with the exception of the RT3 support motor that requires three screws to hold the appendages).

