AB Slotsport

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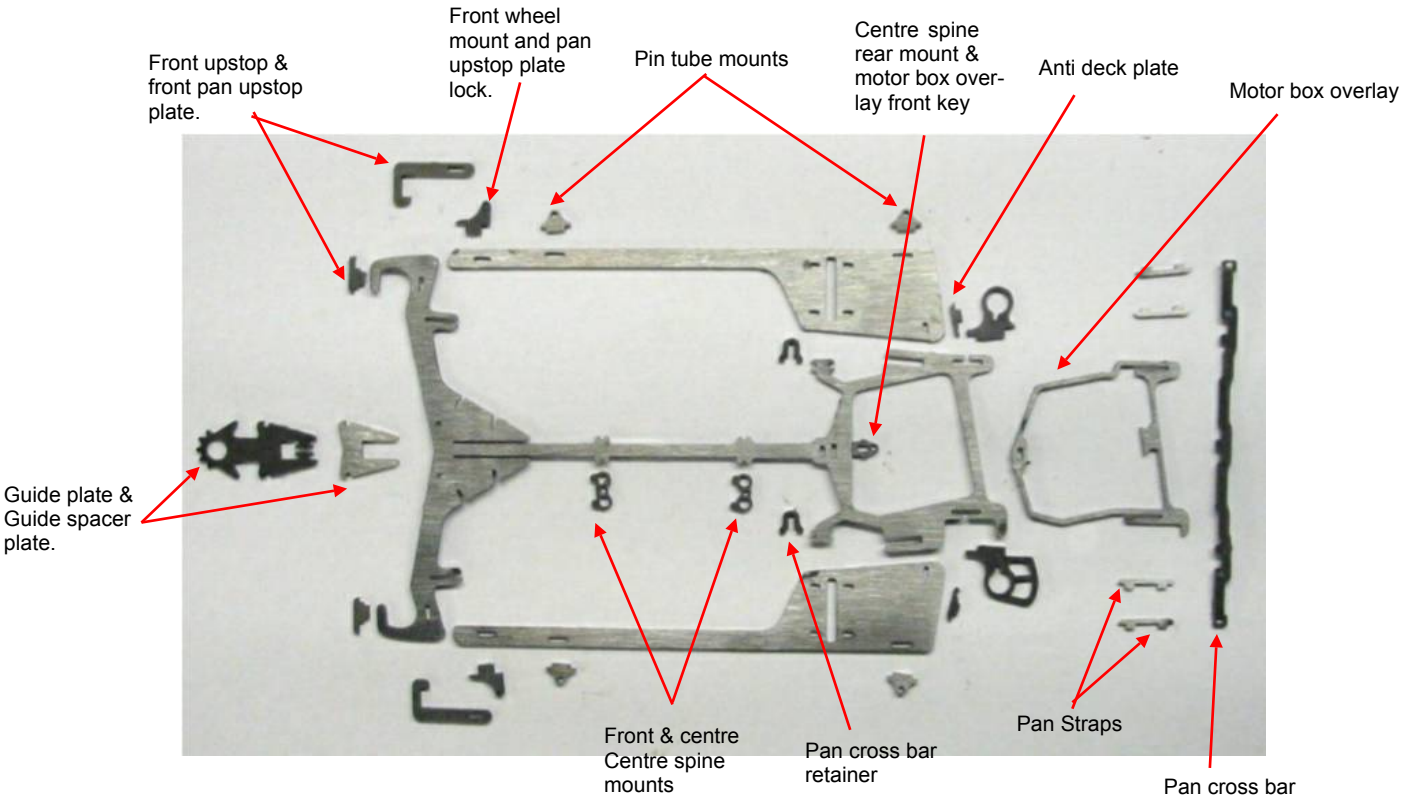
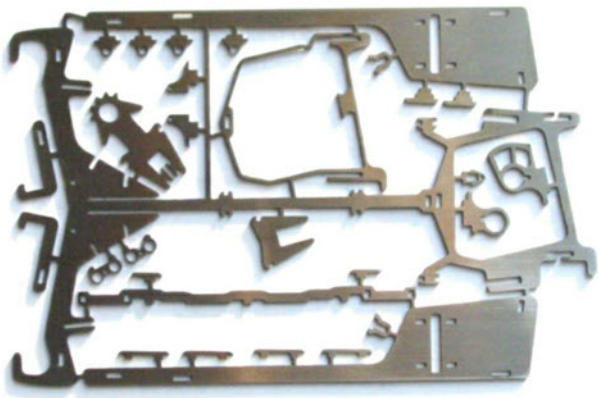
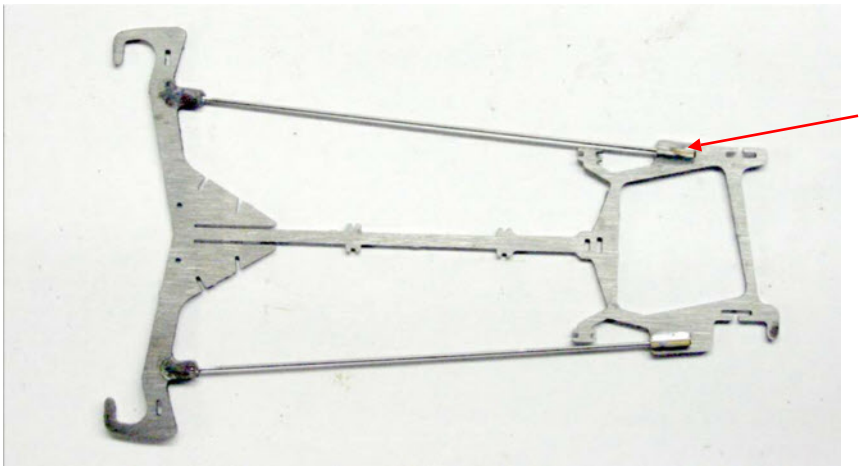
BUILDING THE AB 2011 OG12 / G12 EUROSPORT CHASSIS

Thank you for purchasing the 2011 AB OG12 chassis. This chassis has undergone much development and we are sure you will find this great chassis competitive and strong if you build it correctly.
Firstly lets take a look at the components. Using a dremel, take care cutting the components and trimming off burrs from cut edges. Please read the instructions all the way through before picking up your tools!
We recommend AB Chassis Solder and flux to assemble this kit.





When trimming components ensure to only trim joining sprags and not the components themselves

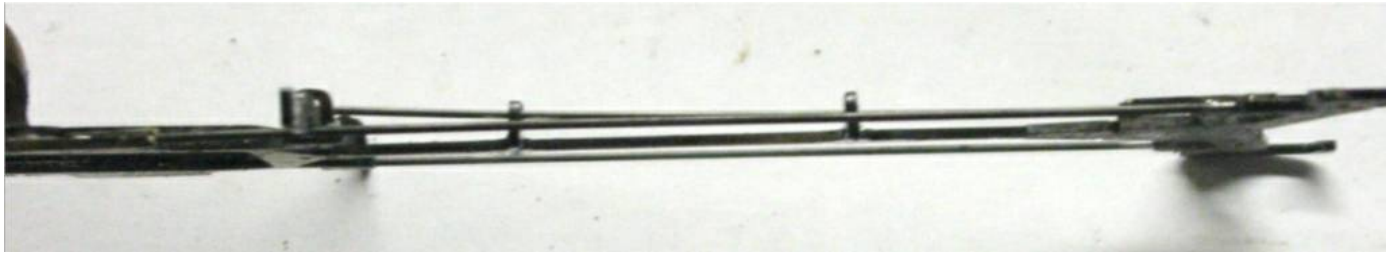


Start with the centre section - cut two short pieces of K&K /16" o.d. Brass tube and solder into the rear rail mounts.
Cut 2 x K&S 0.032 piano wire chassis rails. Cut these 1mm shorter than the full length & then solder into the front rail sockets, tight up to the end. This will give around 1mm of rear steer in the rear rail tube. (to remove rear steer feature either use full length rails or just unsolder the front of the rail and push tight into the rear tube, then resolder at the front. It is also possible to stiffen the chassis by soldering the rails solid into the rear tubes instead of allowing them to float. These adjustments can be reversed by simply fitting new tubes and rails.

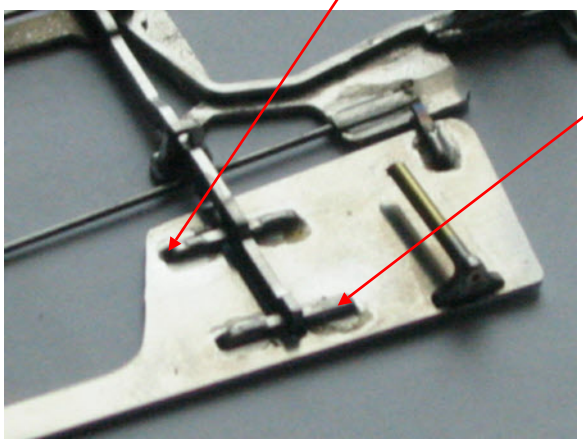
Assemble the motor box overlay, rear pillar blocks and rear spine mount / motor box key and solder in place. Solder the Guide plate spacer and guide plate in place.

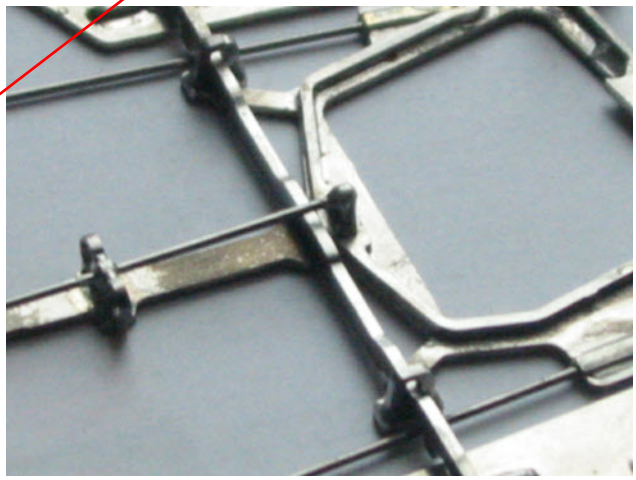
Cut a further piece of 0.032" piano wire for the centre spine. This runs from the rear centre spine mount / motor box overlay key to the back of the guide plate spacer. Mount and solder the guide plate spacer and guide plate, then solder in the centre and front spine mounts. Slide the wire centre spine through the back, centre and front spine mounts and into the slot in the guide plate. Solder the centre spine to all 3 mounts and the guide plate

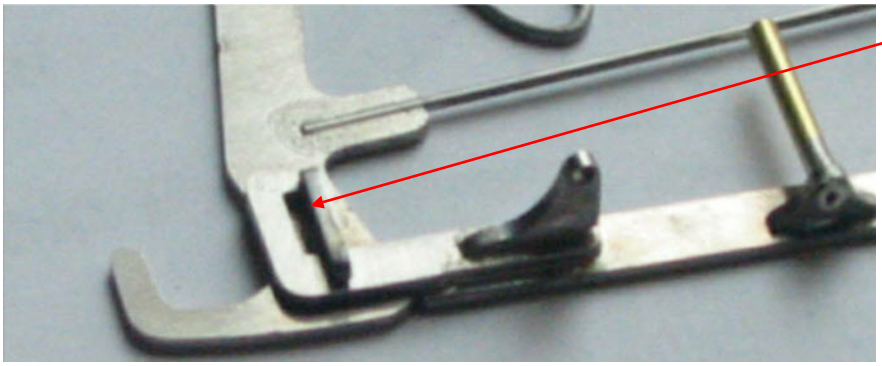
Note;- The centre spine "falls" from the rear to the centre spine mount & again to the guide plate. Ensure you use the "Higher" Spine mount in the centre and the lower one as the front mount.



Now it's time to drop the Cross Bar into the centre slot in front of the rear spine mount. Note;- the cross bar "floats" in this slot. Do not solder the cross bar in the centre!
Locate and solder the pan cross bar retainers in place.
Take the four pan straps and trial fit through the holes in the crossbar. If the reduced end will not slide through, carefully with a dremel, remove a little material from narrowed side of the mount legs only to allow you to slide these through the cross bar slots.
Locate the pans in position, slide the Pan Straps through the cross bar. Orientate the the pan straps so the reduced side of the pan strap faces forward on the inside bracket and backwards on the outside bracket. Ensure pan straps float freely through the cross bar.

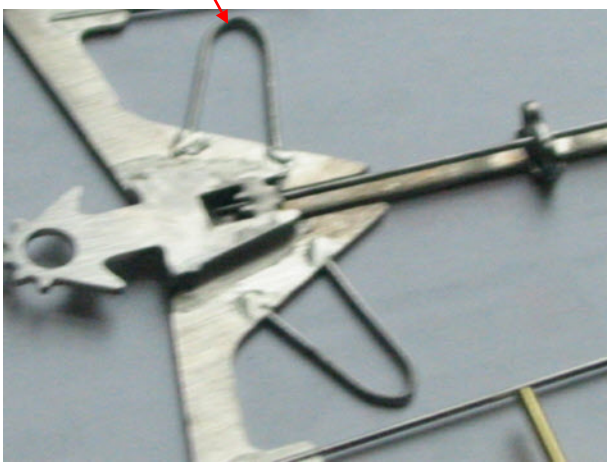






Solder the front upstop into it's slot in the front T bar. Ensure yo remove any excess solder around the upstop so the pan upstop plates do not fowl on the upstop.
Locate the The upstop plate and Front wheel mount/ upstop plate key in the front slot in the side pan. Solder in place.
Ensure that pan moves freely without fowling.
Solder the Anti deck plates into the rear of the pans.

Solder Pin Tube mounts and Pin tube in place.
Cut two short lengths of 0.032" piano wire and bend to form the Lead wire platforms (these will stop the leadwire falling through the front of the chassis on faster tracks). Solder the wire in place.
And that's about it!



Scrub the chassis with domestic abrasive pan cleaner and washing up liquid to remove any crud and traces of acid flux. Dry the chassis.

Fit your favourite ballraces, pin the front wheels in, fit motor, gears axle, leadwire & guide and Go Race!

Leadwires should locate through the lead wire retainers in the front and centre spine mounts.

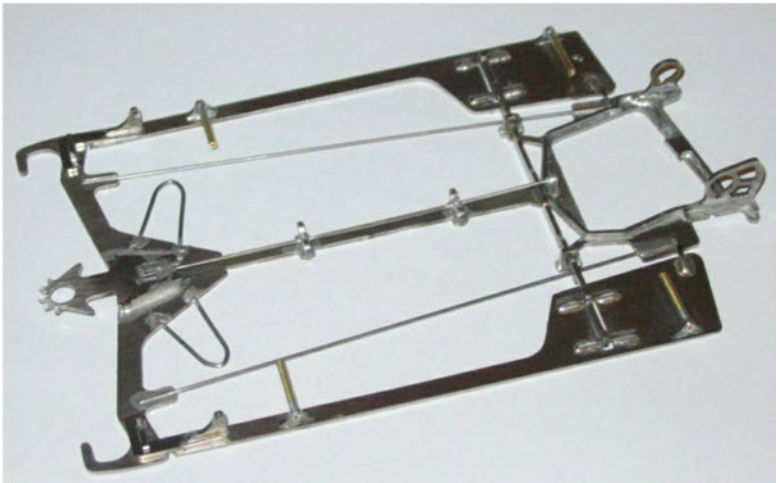
The chassis will run best when the front T bar is just off the surface of the track. Space you guide accordingly.

You should also polish a small radius on all edges of the chassis (the front & leading edges of the Tee Bar, leading and outside edges of the pans etc. This will ensure the chassis won't "Dig In".

Favourite gear ratio with a good G12 motor is 7/42 or 8/42 in 72 pitch (dependant on track type).

AB recommend JK "B" rear tyres, regular hub for lower grip and big hub / treated when the grip is high.

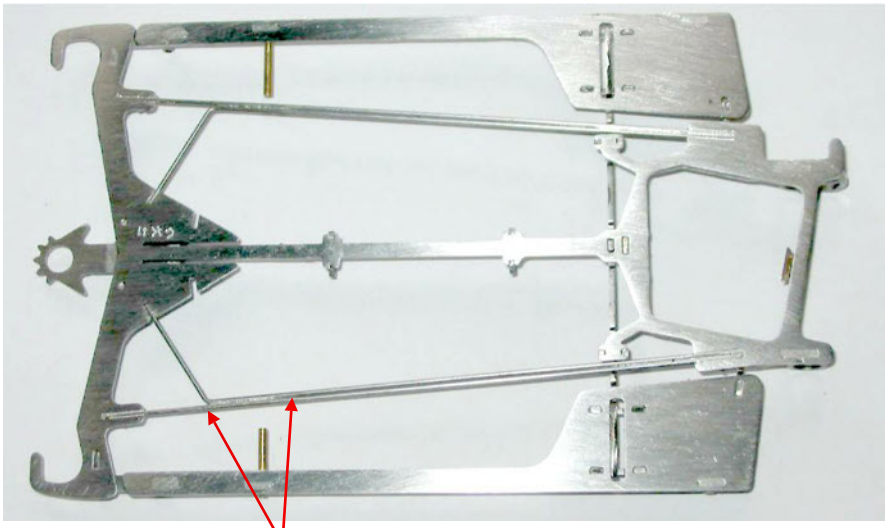
ENJOY YOUR RACING!



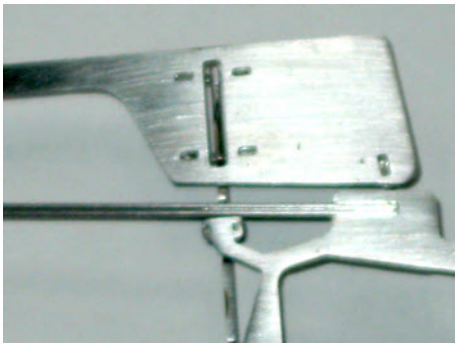
It is highly unlikely you will break any part of this great chassis, but it is our policy to hold spare parts in stock for all our kits. If you require a spare part, please email us at abslotsport@aol.com.

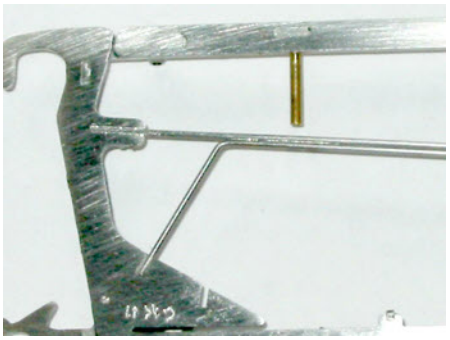
Alternative rail Set ups

Here are a couple of simple alternative set-ups for the chassis rails, which give different flex to the chassis. Both of these alternatives are easily reversible as no modification are necessary to the chassis itself.

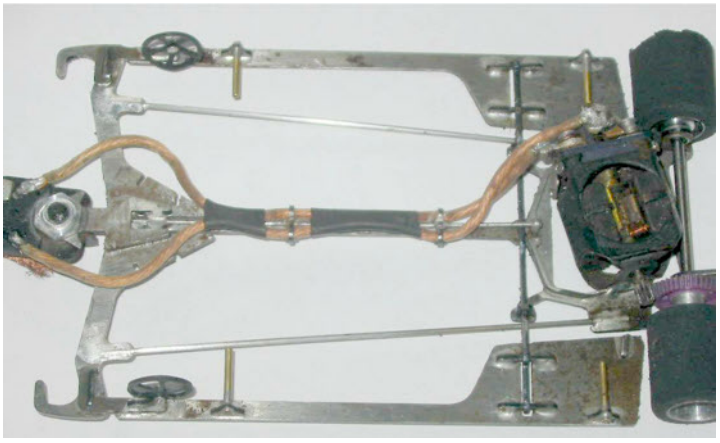


Solder rails together a maximum of 0.50”





Twin 0.032” rails. This removes the “rear steer” from the chassis and stiffens the flex. Both rails fit perfectly into the rear receports which are designed to take 1/16” diameter tube. Rails at the front solder into the existing front receptor and the front “lead wire loop” slot.



Single 0.047” rails.
This again stiffens chassis and also gives the option of retaining or removing “rear wheel steer”. The rear mount for the wire is 0.065 OD stainless tube from Slick 7 which is a “slide fit” for 0.047 wire. Cut rail either exact length to remove rear steer, or 0.5mm short to give rear steer. The front of the rails should have vertical edges “skimmed” to fit into the 0.032 receptors. At the rear, wires can “float” in the stainless tube, or be soldered solid.