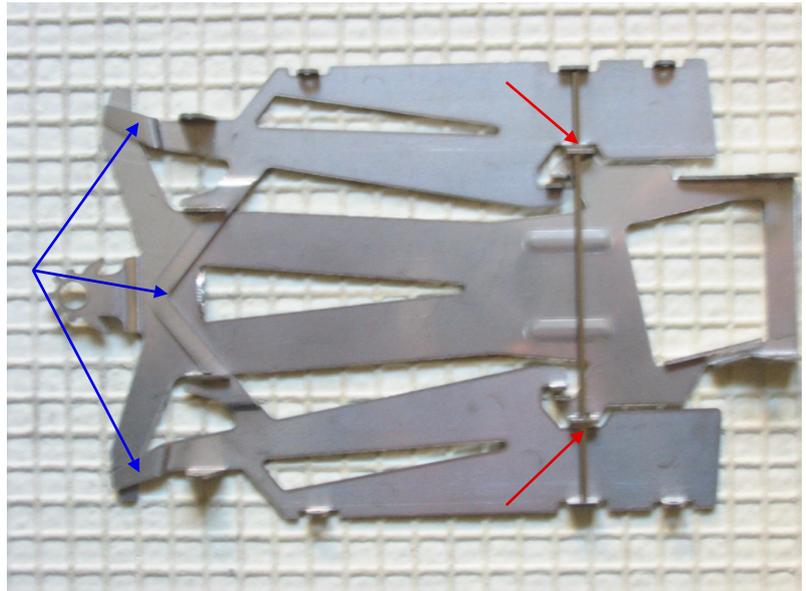


# Building the JK X24 Chassis

The JK X24 is the most radical design development in 1/24 scale production car racing for European type racing for many years. Careful assembly and a good knowledge of the chassis construction is key to building this great chassis. This guide is intended to assist you in building a winner. As with all new product, this is not a definitive guide, as doubtless racing this chassis, will, in time bring forward other tweaks and go faster advise. Please feel free to contact us with any ideas you may have so we can update this guide for the benefit of other racers.

- 1) Separate the two halves of the chassis.
- 2) Remove any burring from the contact surfaces and ensure the forward underside of the front T Bar is smooth (to prevent the chassis "digging in" in the corners,

4) Before assembling the 2 halves, ensure the pan section is flat and also the centre section is flat. With the centre section on a block, it is an idea to leave the chassis a little concave, so there is light visible in front of the motor box and also that the front T bar is a little convex, so the outside edges of the T bar touch the block and you have around 0.5mm clearance in the centre of the chassis behind the guide plate. It is also best to have the Guide plate "looking up" by about 2 degrees as per the photograph below.



- 5) Trial fit the two sections together and using a piece of 0.047 piano wire approx 56mm long, it is possible to easily hook the two sections together to ensure the pans are sitting at the correct level,, parallel to the centre section. If the pans are a little lower the the centre section, this may be adjusted by bending the pan hangers on the pan outwards (marked RED in photo above). Current thinking is you want minimal side play in the rear of the chassis (maximum 0.5mm), this can be adjusted by squeezing the pan slightly prior to final assembly. Ensure the pan moves smoothly forward and back.
- 6) It is possible to adjust the rear pan lift by slightly bending the front pan locators which locate over the front T bar and also the pan bridge (marked blue above), upwards to increase lift, or down to decrease.

When you are happy with the set-up of pan and centre section, it is time to fit the 2 parts together correctly. This is really easy if you follow the next 3 photos;-

- 1) using the original cross bar or substituting it with a 77mm length of 0.047" piano wire, insert the wire as shown.
- 2) Flick the free end of the wire over the left side Stop as shown.
- 3) Align with holes in the opposite side and slide through.



1



2



3

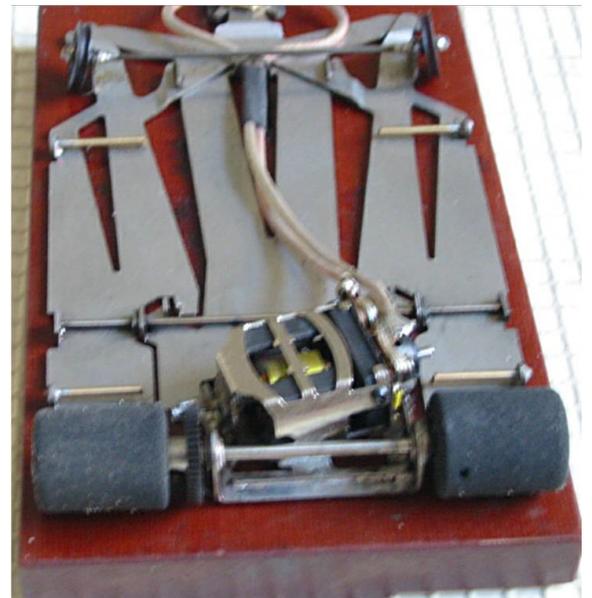
You should now have a perfect chassis.

It is possible to remove and replace the cross bar as many times as required of further adjustments are necessary and due to the chassis design it is not necessary that the cross bar has to be absolutely straight to ensure correct operation.

#### Final Assembly.

You will find the chassis, although a grade of Stainless Steel, is easy to solder to. Dependant on your rules you may be required to use a One Piece front axle or alternatively, just use a pin each side. Dependant on your wishes you may choose to use the leadwire retainer provided on the chassis or not. Ensure you use Jig Wheels to set up the rear axle bushings as the bushing holes are 5mm diameter (for those wishing to run 2mm axles) so 3/16" diameter standard bushing will be a loose fit. Dependant on your choice of gearing, set rear axle height between 15mm and 15.5mm. Gearing on the car below is 8/43 72 pitch.

Don't forget to fit the rear motor brace supplied and solder this down to the rear of the chassis. Please note, to fit 14mm diameter wheels on this chassis (BSCRA 1/24 production rules) it is necessary to angle them slightly as per the photo, but 5 degrees is legal for BSCRA regs.



Note;- When fitting S16 motors to this chassis, the Proslot S16d and the majority of other makes will fit inside the motor box with careful alignment. A special centre section with an "unfolded" can end to the motor bracket is available for older types of set up where the motor may be mounted on top of the chassis.