

This is a description of the modifications made to a 'Scalextric Camaro'.
This is a good starting point for someone who has limited knowledge on what is needed.
It may not be the best, but it is the way that I built mine. Use it, as you will...

Ingredients....

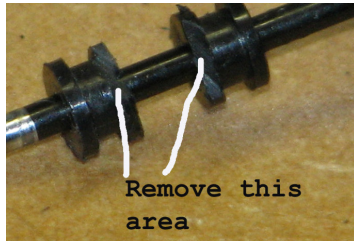
- 1 A Scalextric Camaro, your choice of colour scheme
- 2 1 pair MJK bearings
- 3 1 pair MJK tyres – I used MJK 4205
- 4 1 pair rear rims, plastic are OK – I used ProSlot 4205 rear's
- 5 1 pair of thin (1mm) washers
- 6 Lead weight, 1.6mm or 1/16" or 'MAG' wheel weights

Preparation....

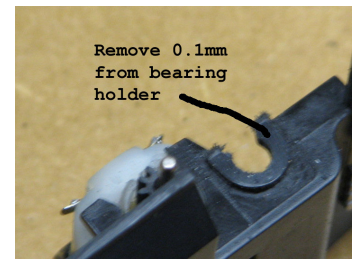
- 1 Remove chassis
- 2 Remove one front wheel
- 3 Remove front axle
- 4 Remove both front tyres
- 5 Remove guide
- 6 Remove motor
- 7 Remove both rear wheels
- 8 File knurling off both sides of the axle, to allow MJK bearings to slide on without jamming
- 9 Remove rear axle
- 10 Remove bearings

You should now have a completely disassembled car!

NOTE: MJK bearings are not exactly the same dimensions as the original bearings and if you simply snapped them into the chassis, the rear axle will usually bind.

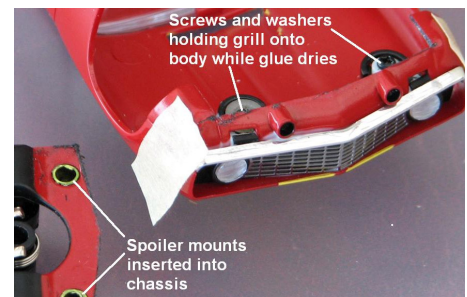
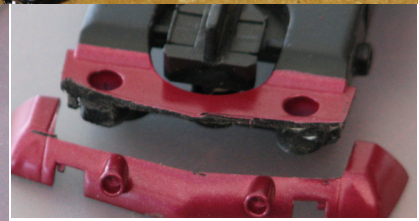


I remove about 0.1mm from the outside of the bearing carrier on the chassis and modify the bearings to provide clearance for the motor

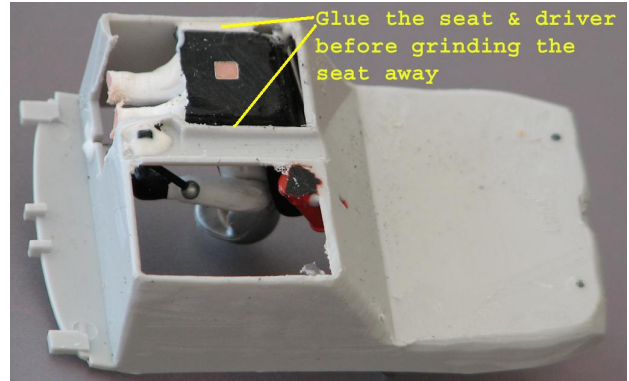


Body Preparation....

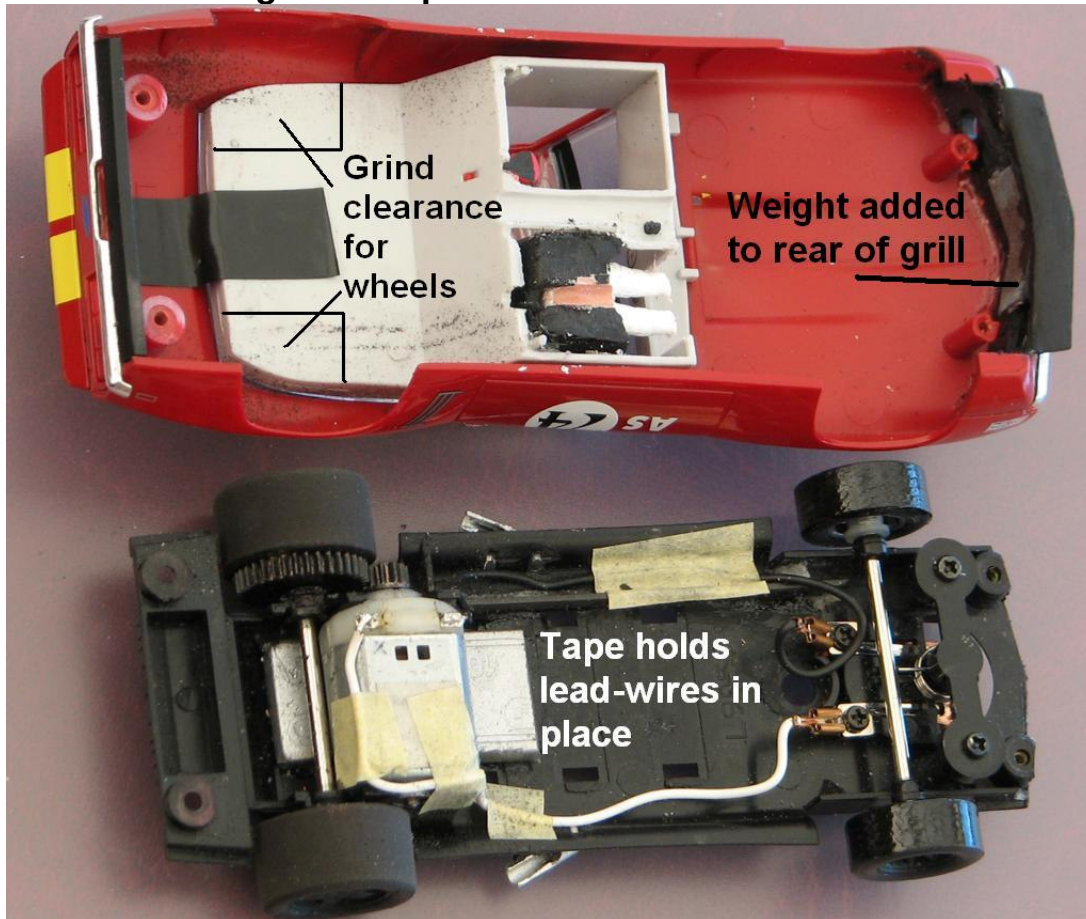
- 1 Prise the front spoiler out of the chassis
- 2 Cut both mount points off the front spoiler
- 3 Place the spoiler mount points into front of chassis – these are needed for correct (limited) amount of body movement
- 4 Remove the interior
- 5 Carefully cut the front & rear of the chassis
- 6 Mount the grill (temporarily using the screws) then glue the grille and front cut-off chassis part, to the front of the body. Hold with masking tape until glue is dried. (I used Selleys Waterbased glue)
- 7 A piece of lead 9 x 35 x 1.5mm is glued to the rear of the grill (refer completed car pic.)



- 8 When glue holding the grille has dried, remove the grill mounts behind the grille (refer to completed car picture below)
- 9 Glue the rear cut-off part chassis to the rear of the body (waterbased glue)
- 10 Gently and carefully sand about 1/32" (1mm) off the front body mount posts (Nothing is removed from the rear body mounts)
- 11 Trim the front of the chassis where it has been cut, to allow clearance
- 12 Trim the rear of the chassis where it has been cut, to allow clearance
- 13 Glue the driver to the seat and then the seat to side of interior – this allows the base of the interior to be removed, which then allows the body to 'move' freely, without binding
- 14 When glue has dried, remove the bottom of the interior as show in picture
- 15 Shave the rear of the interior, where it meets the rear window, to allow the interior to mount further up into the body – this allows for rear tyre clearance
- 16 Clearance area's may need to be ground in the underside of the interior for the rear tyres, if you can't get it up far enough – refer completed car pic below
- 17 Tape the interior into body, so that the interior is held FIRMLY as high up into the body as possible

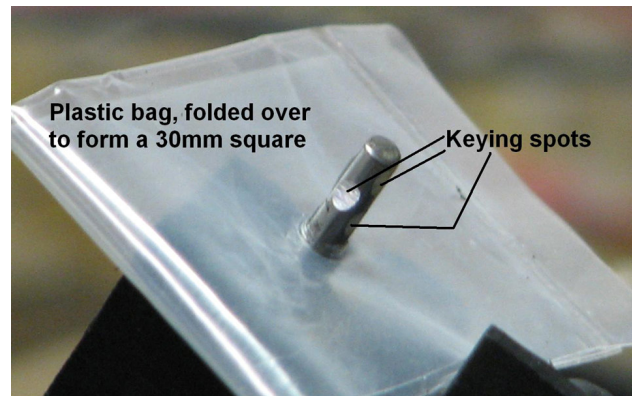
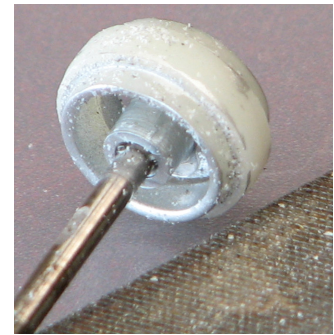


Picture showing the completed car....



Chassis Preparation....

- 1 Clean any paint off all rims
- 2 Glue all four tyres onto their rims – use Selleys glue
- 3 Snap the MJK bearings into place, aligning the cut-outs for the motor clearance
- 4 Using a drill blank axle, confirm there is no binding. Correct before gluing
- 5 Glue the bearings – I use CA glue, but use whatever you prefer
- 6 Snap the motor into position
- 7 Confirm there is still no binding. Correct before gluing
- 8 Glue the motor - I use CA glue, but use whatever you prefer
- 9 When front tyres are dry, sand them round, using a drill or drill press
- 10 Front axle needs to be pulled out of the rim by about 1/32" or 1mm
- 11 After moving the front rim, place 'half a drop' of CA onto rim/axle joint (place one drop onto some scrap packaging tape and use a pin to pick-up 'half a drop')
- 12 Place a 1/32"/1mm washer onto front axle and trial fit into chassis. Place a second washer on axle, before pushing the other front wheel onto axle
- 13 Trial fit the chassis into body to check there is no binding of the front wheels – correct if there is any binding. (I do not glue the second wheel onto the axle)
- 14 Trial mount the gearside rear wheel, mount the axle and trial mount the offside wheel. Check there is clearance for both wheels – correct if there are any issues
- 15 When ready to glue rear rims onto axle, grind some 'keying spots' into the axle.
- 16 A piece of plastic 60mm x 30mm folded over and a hole through the middle is placed over the axle. This will provide the axle side-to-side movement (when removed) and will prevent the CA from getting into the bearings
- 17 Glue both rear wheels onto the axle
- 18 Remove plastic when glue is dry
- 19 Add 8 to 10 grams of lead, directly in front of the motor – refer completed car pic
- 20 Add 3 to 6 grams of lead, directly behind the motor – refer completed car pic
- 21 Tape the lead-wires so that they do not bind the body movement
- 22 Assemble the car
- 23 Go enjoy, but tune to your driving style



Refer to completed car picture for better detail of items 19, 20 & 21

My completed car's weight is 90 grams, 60% rear and 40% front

Tools and Glues....

Glues....

I use Selleys waterbased KwikGrip and this CA as shown in the picture.

The CA debonder will soften CA without harming the plastic!



Tools....

Here is some of my collection of 'tools' that I use when building cars.

The top one is a homemade "T" shaped sanding board with a holder at right angles to the board – 400grit paper. Useful to sand body posts, as it can sand both at the same time.

Left to right.

Razor saw, good for cutting fine cuts in plastic, homemade sanding boards, made from 4mm ply, 80grit, Combination of 400grit & 1000grit & 80 grit on the back, screwdrivers, sharp knives

