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BUILD THE MOSSETTI TITAN

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Now the Mossetti Titan is legal for 2 out of our 3 major UK race series (BSCRA and BSL) it's time to take a look at the chassis which may prove to be the competitive successor of the Champion Turbo Flex.

When the Titan was released back in 2002 it looked like it had potential, although the initial pressing of the chassis was, shall we say, no that impressive. Things however move on and true to form Ernie Mossetti made good the initial issues in regard to the pressing and we now have a chassis which has a great deal of potential straight out of the bag. The Main differences between this and the Turbo Flex are ;-

- A) Weight – its lighter.
- B) Rear pan stops – design gives more positive up and down stop and also helps to prevent “decking out” when running low ground clearances.
- C) Front axle mount – Slotted as opposed to separate location holes, so far more flexible in regard to wheel size and choice.
- D) Method of mounting the pan to the centre section – accomplished on the Titan with Brass tube and 2 pins.

The Build:- Start with the usual precautions. Put the chassis on a flat plate or tech block and ensure that it is in fact flat, this example was bang on out of the packet. If the pans or centre section require adjustment in this regard proceed with a pair of pliers and a little care.

As described above, the pan hanger on this chassis consists of a length of brass tube and 2 pins which locate the pan to the centre section and provide not only location, but front / rear movement. To ensure that the pins don't fall out during racing, it is an idea to “nick the brass tube as shown with a Dremel and solder the pins to the inside of the tube.

The chassis in the Photo has been prepared for Northern BSL racing. These rules still allow 1/2” front wheels so front axle is as thin as practical (0.032”). This is located via the slotted front axle mount and fixed at the correct height using a couple of Sonic 0.032” retainers, sweated to the axle uprights and axle. Wheels are located on the axle with Sonic 0.032” retainers both sides of the wheel. For BSCRA G12 racing one could utilise a 16g axle and legal wheels for this class, it is still however an idea to use a couple of 16g ferrules sweated to the front axle upright to provide a positive solder joint for the axle.

Body mounts on this example are stainless steel pin tube located with 0.047” Sonic Ferrules. The ferrule is soldered to the tube, but not to the chassis, allowing the pin tubes to “float” in their respective locator holes.



Lead wires are set up as per photo using “shrink insulation” which is then glued to the Pan “Cross Piece” (using Evo-Stick). This not only saves weight compared to the “Curley Method”, but also prevents wires falling through the centre section and ensures good “centering” of the guide. When set up correctly, this also has the effect of slightly “damping” the fore and aft movement of the pans on the centre section.

As with all production pressed steel chassis it is an idea to brace the rear pillar blocks with a “U” of 16g piano wire, this prevents the pillar blocks “folding” in a “side swipe” or “wall shot”.

The good news is that the rear axle height sets up just right for standard size 64 pitch gears and will accommodate a 38t 64p gear without dropping below the base line of the chassis, Gearing on this car is 8/38. Obviously when using G12 motors gear ratios will change according to tracks and motor, but for Preconditioned, 42 degree S16D motors 8/38 it works just fine. The rear end sets up well with a 0.015” polymer spacer fitted both sides, outside the bearings followed by an 0.024” stainless spacer on the “blind side” between the wheel and poly spacer, and between the gear and wheel on the gear side. Note;- the gear is reversed to give a narrower motor angle.

The pinion is an Angled Faas gear, the way to go for super smooth mesh.

Rear tyres are JK Polymer hubs with 0.720” tyres to give legal clearance. Many racers have found these hubs advantageous as they help prevent bent axles and chassis by absorbing shock in accidents.

