

Here are several mechanical solutions:

Fig. 89

Yoke on chassis

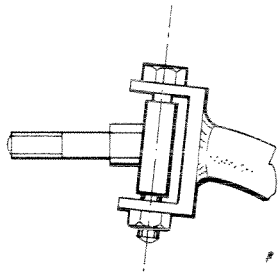


Fig. 90

Yoke on stub axle

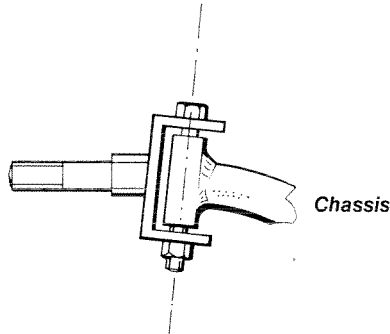


Fig. 91

Use of rose joints
(min. 10mm)

Camber angle only
adjustable

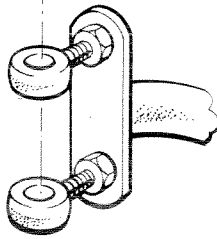


Fig. 92

Use of rose joints with
camber and caster
adjustable

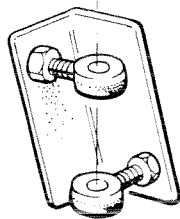


Fig. 93

TYPES OF STEERING ARM

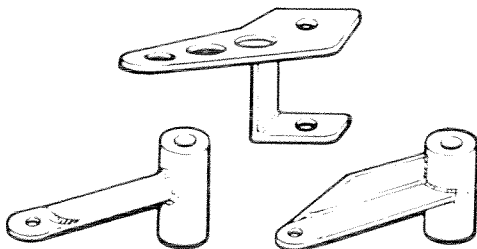
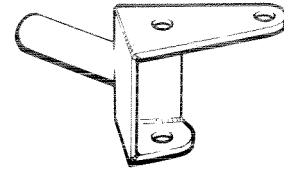


Fig. 94

Use of angle with steering arm providing top of yoke



Constructional Hints It is known that 25 degree Castor and 10 degree Camber angles usually produce acceptable handling, so we recommend these as the basis of your own design. However, if you want to vary the handling characteristics for different tracks, there is much to be said for adjustable designs. However, once the axle is welded in position, and the spade/drop arm on the steering column fixed, your scope for modification is limited.

Try to create the largest possible welding area at the junction of the axle and the king post. The use of angle iron helps this aim, because both sides of the joint can be welded. To weld a round-section axle to a round king post, we recommend that you shoulder the axle, drill the post, and fit the two together, to give additional support.

Steering arms tend to be stronger if made from tube, rather than from flat or angled material. Incidentally, always remember not to flatten tube along the line of the tube's weld.

If you decide to use Rose joints, remember that 12mm joints are those recommended, and never use any joint smaller than 10mm. Because the wheels have to absorb many heavy knocks — and Rose joints may be partly protected by angle iron arms.

To make up yokes, we recommend that you make up a simple jig:

Fig. 95

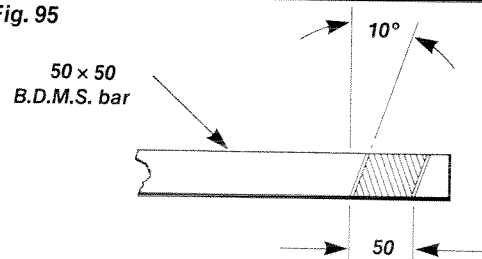


Fig. 96

