



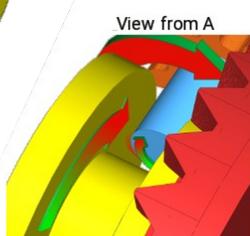
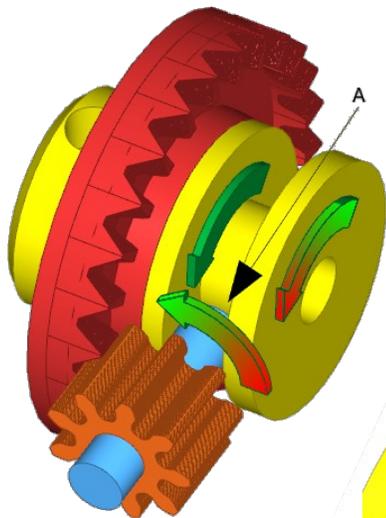
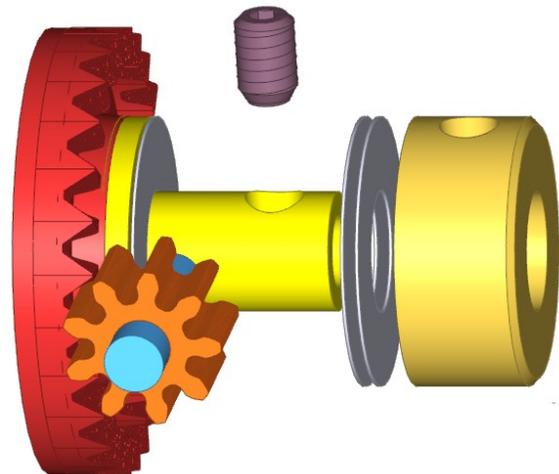
## Announcing the modular 'M' inline crowns

In 1998, when we at Slot.it designed the Pro Axle line of properly engineered performance parts for slot cars, we just wanted to make the best parts available, but we happened to start a revolution. Slot.it quickly became the 'go to' company for quality and service.

Now, 20 years later, we have redesigned the Slot.it crowns to make them even better.

Introducing the M racing crowns (M is for 'Modular'): the evolution of the slot car crown.

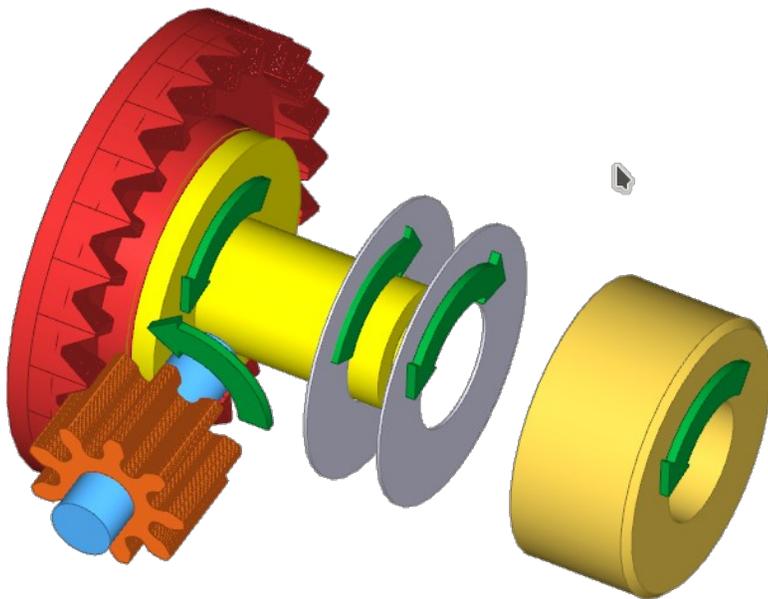
Consider a traditional Slot.it crown: you know well that the motor shaft is rotating inside a groove, the groove keeps the shaft in the right place, and this precise alignment keeps the pinion's teeth happily meshed to the crown's.



Poor maintenance, or excessive loads, may wear the outside wall of the groove out, leading eventually to the destruction of the crown itself. Why? Mostly because the shaft and the gear, on the opposite side to the gears, rotate one against the other in two opposite directions : if the pressure between the two parts breaks the oil film, the crown starts to wear out, despite us using the hardest bronze, and chemically hardened aluminium with teflon coating.

This is what happens, when it happens: the areas in red, when the oil film breaks, are in contact with each other and lap after lap start slowing your car down as the surface wear takes place. A grinding noise may be heard and bronze or aluminium brass may be found. The process is not reversible.

***We're happy to introduce a new, patent pending, radical design:***



The new M crowns are composed by three basic pieces:

1. the gear side: the gears are exactly the same as the usual Slot.it crowns, with a new insert. The insert has a non threaded hole.
2. the lock ring: this is the part that keeps the shaft in place. We have made two types: one is for the 5.5 mm pinion, one for the 6mm pinion.
3. the steel washers: they works as a bearing, free to rotate independently from each other and from the mutual movement of the crown and the shaft, nicely floating on a layer of oil.

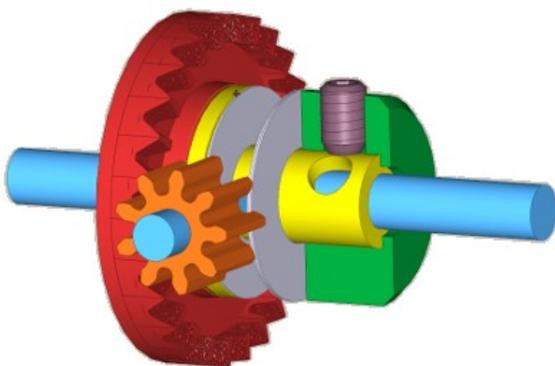
*Getting rid of parasite friction - the M crowns*

Ta-dah! Less friction, less wear, more performance, and more gear ratios from the same crown!

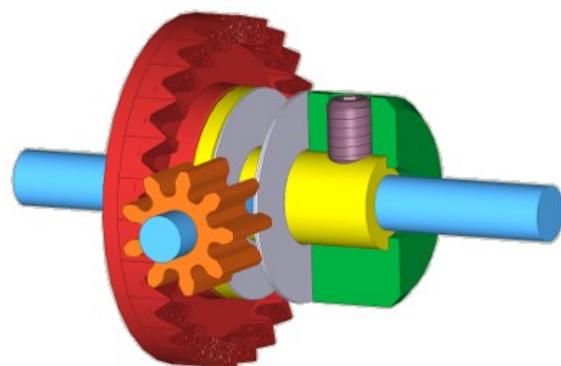
Using them is easy, but they require proper assembly whereas the original Slot.it crowns are literally plug and play. The new M crowns require some attention and some basic skills.

A picture is worth a thousand words. Make sure of the following:

1. there must be TWO washers between the shaft and the lock ring.
2. the grub screw **MUST** go all the way through to the shaft. In other words, make sure that the grub screw is inserted through the hole on the sleeve on the crown side.
3. the washer on the gear side is optional.
4. put a drop of Slot.it performance oil on the two washers



*WRONG assembly: the grub screw is not inside the hole of the crown's insert*



*CORRECT assembly: the grub screw is completely inside the hole of the crown's insert*