Phantom Racing Chassis

#TechTipTuesday

Front Hub Settings

All modern chassis use hubs and spacers on the spindle axle. If you add or remove spacers from between the hub and inside of the spindle axle, you can move the tires closer to or further away from the chassis.

As you move the RF out, it will make it bite less. This can help the kart from being loose at times. At the same time, moving the LF out can cause it to "dig", and can help the LF bite more. This could help the kart turn.

Most manufacturers (including PRC) recommend that both tires be ran as far in as possible, as the chassis are designed around them being positioned in this manner.

RF Spacing Moving the RF in on the spindle will cause it to load more, normally creating more bite. If it's moved further away it will load less, and create less bite. Moving the RF out will also increase load on the spindle itself. Moving it in will decrease the load. As with all adjustments to the RF, this can affect the kart throughout the corner, but it has it's largest affect on entry because this is where the RF is most heavily loaded.

LF Spacing Spacing the LF out on the spindle axle will affect how weight transfers from and to it. As you move the LF out it will move downward more, creating more bite. The issue that you may run into with this is the same as running a lot of positive LF camber... it can put more load on the RR and cause a tight condition.

But remember... Phantom Racing Chassis recommends that both tires be ran as far in as possible (without the tire/wheel rubbing the spindle arm), and our chassis are designed around them being positioned in this manner.

This normally means you will have a 1/4" spacer behind the RF hub, and a .060" washer behind the LF hub.