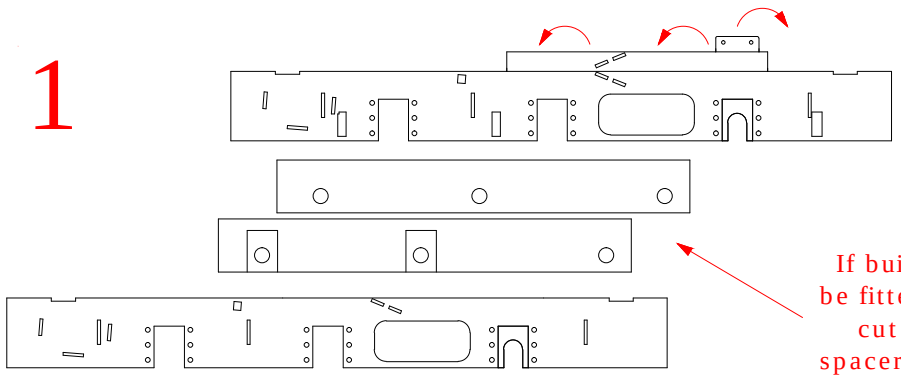
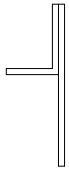
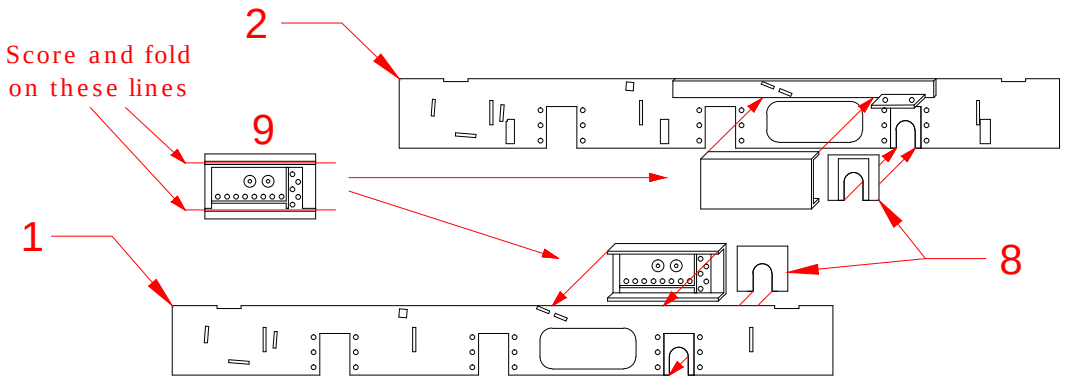
1

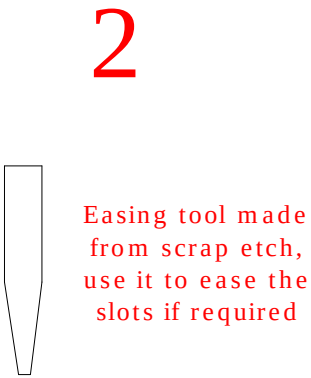




The end view should look like this with the tag protruding inwards

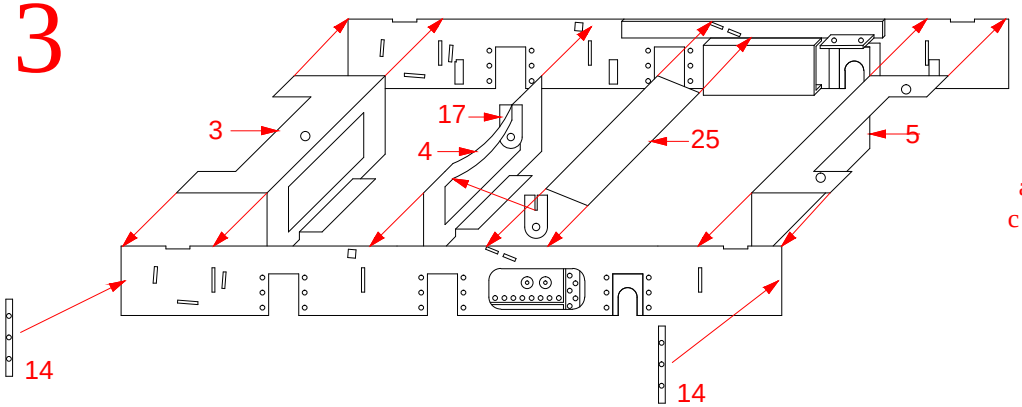
If building rigid, the converters must be fitted now and the half etched areas cut away to alow access to fit the spacers etc. The full thichness parts fit into the frame cut outs and the holes need opening out to take bushes.





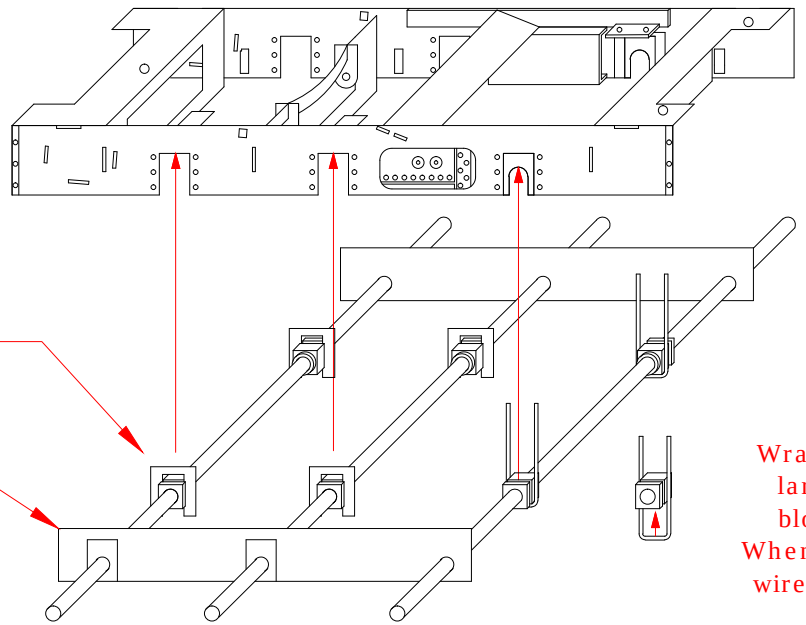
Easing tool made from scrap etch, use it to ease the slots if required

3



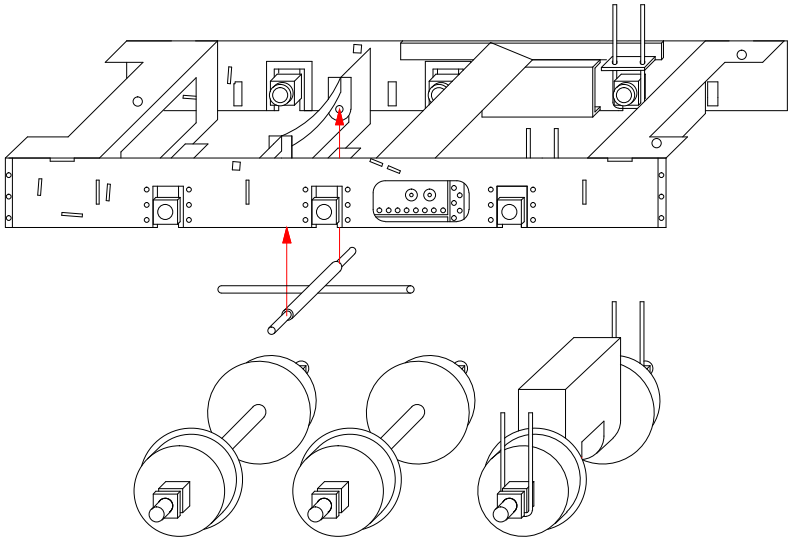
Part 25 is best fitted after the horn blocks, it can be sprung into place.

4



Assemble like this, shown here with long axles for clarity. If you can find springs to fit between the horn blocks they will hold things in place during soldering. Do all this with the frames upside down.

Wrap 0.5mm wire around the large part of the rear horn blocks and solder in place. When fitting the horn block, the wires enter the 2 holes above.

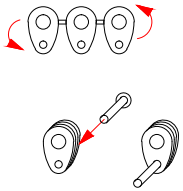


5

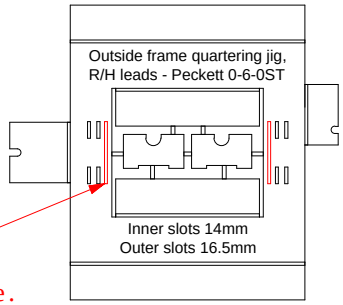
Wheels and axles shown assembled and ready for fitting, just the cranks need adding. Only the gearbox final drive is shown, it will be tilted back at about 20 degrees when the motor is finally fitted.

6

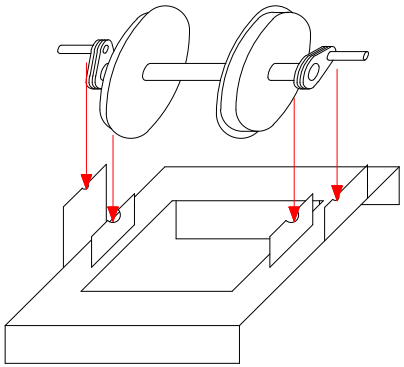
A way of cutting the shims so they can be clipped into place after assembly. Shimsmade of metal will open out slightly and will need squeezing tighter with the tips of 2 screwdrivers.



Cut out the cranks in threes, fold into a zig-zag and solder. Countersink the small hole and solder a 1mm screw into it. File the back flush and open out the large hole until it just fits on the axle. Clean up all round with files.



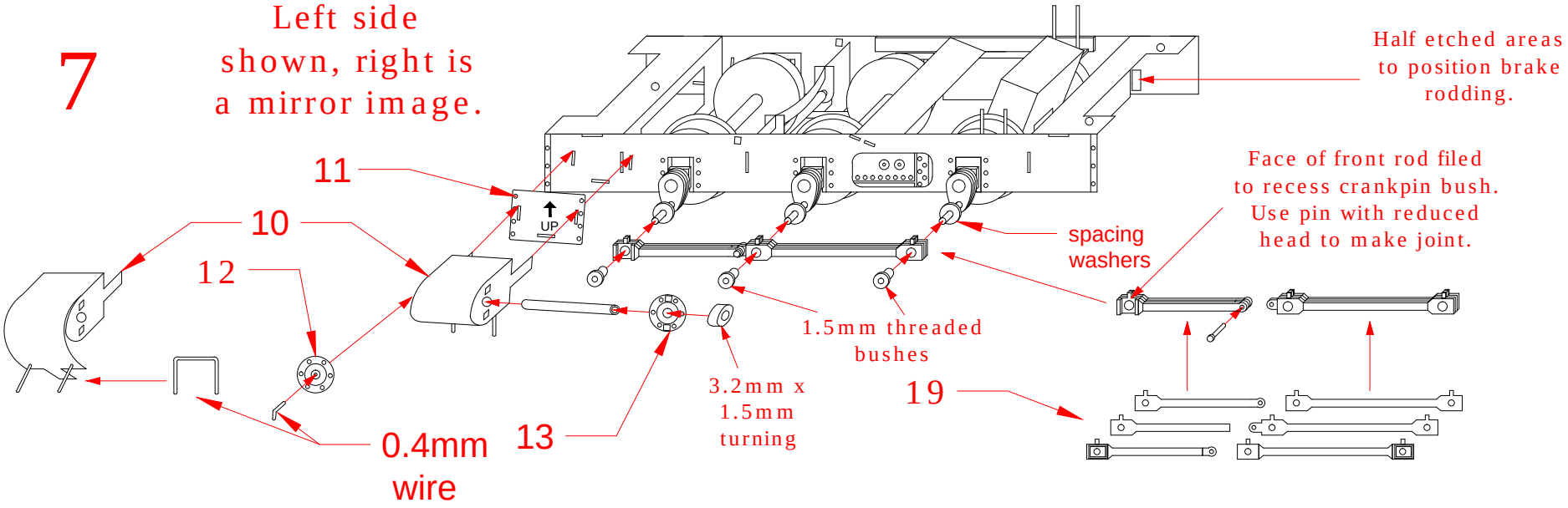
Buiders to 12mm will need to position the supports about here.



Assemble the quartering jig to the gauge you are using, 12mm builders will have to file the tags off the axle supports an position them 1mm nearer the middle. Assemble all the parts onto the axles, the rear axle has the gearbox already fitted. Solder one crank to one end of each axle. Position one axle in the jig with the crank vertical, put the other crank in place and oil the axle supports. Flux the outside of the crank and solder in place.

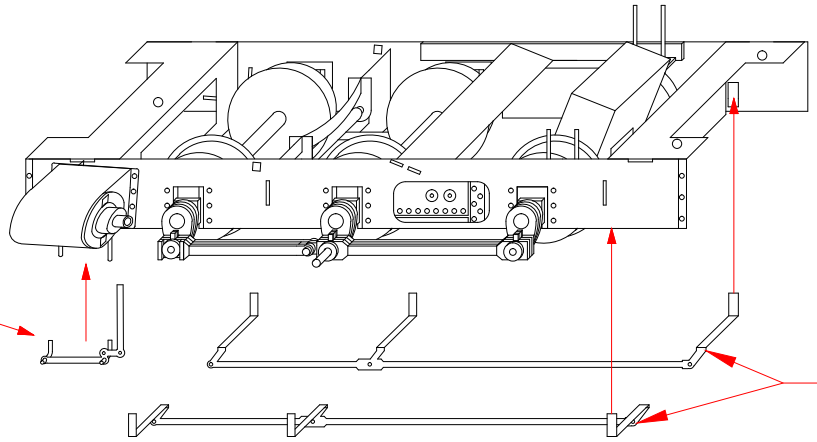
7

Left side shown, right is a mirror image.



8

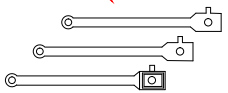
Left side shown, right is a mirror image.



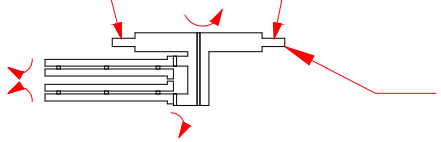
Bend wires to point outward and fit drain cock linkage 23. The vertical part goes behind the cylinder turning and can be soldered to it.

18

20



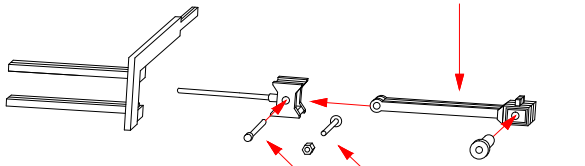
Fold main body double and solder but do not solder these tags



Fold inner slide bar strips double and solder

15

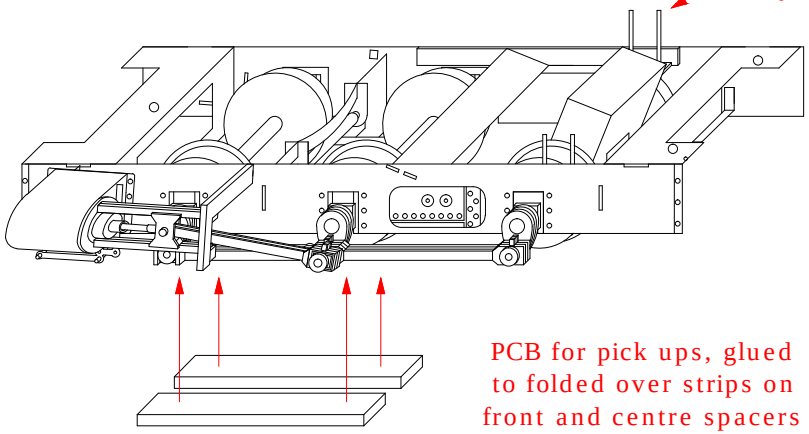
Fold body 90 deg to bars and reinforce joint with solder



It should look like this when you are finished

Pin with reduced head from front or 14BA screw from rear.

9



After final assembly, cut these wires shorter and bend over so they are below the frame top

PCB for pick ups, glued to folded over strips on front and centre spacers

This is a good layout for the phosphor bronze pick up wires, viewed from below