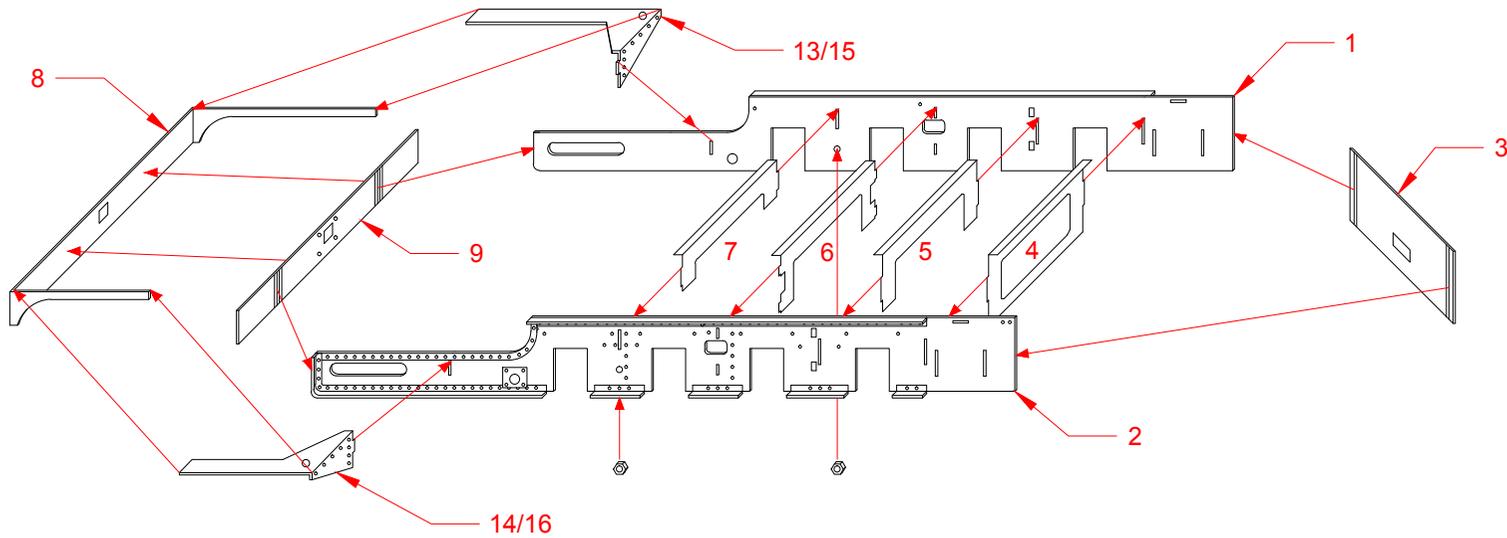
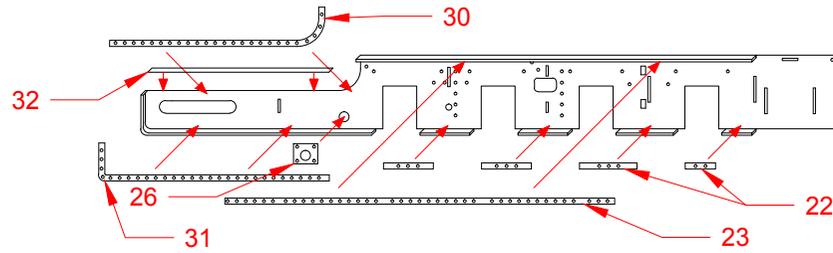
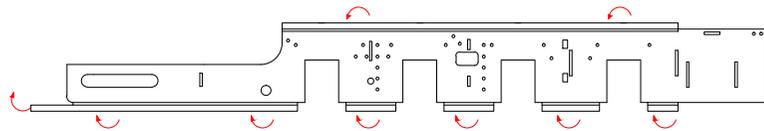


1

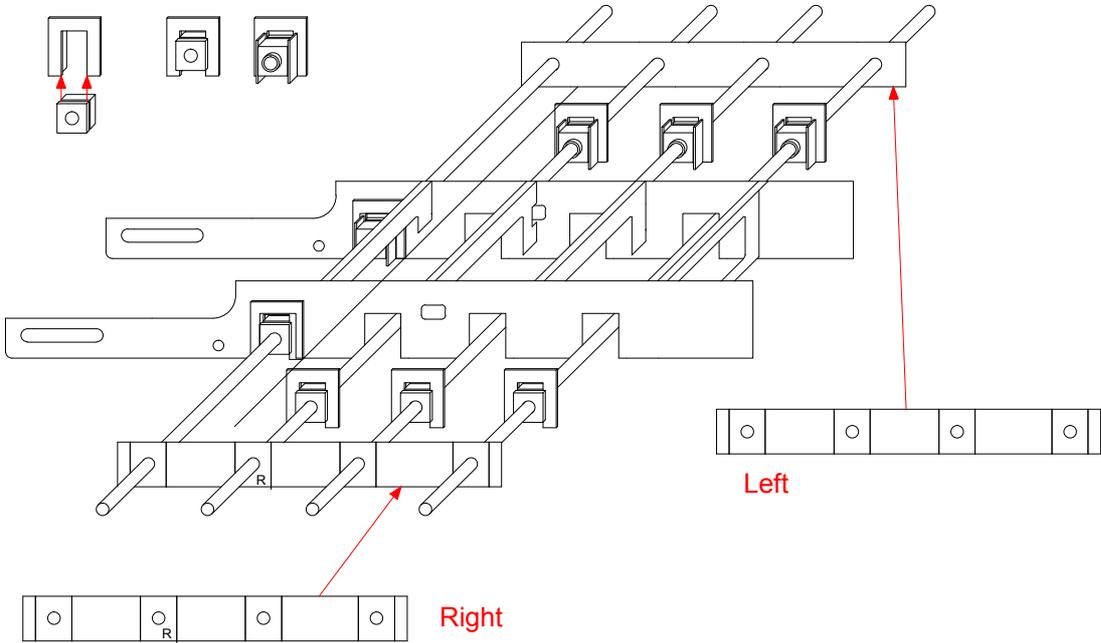


Easing tool filed from scrap etch. Make it tapered with the small end smaller than the slot needing to be eased.

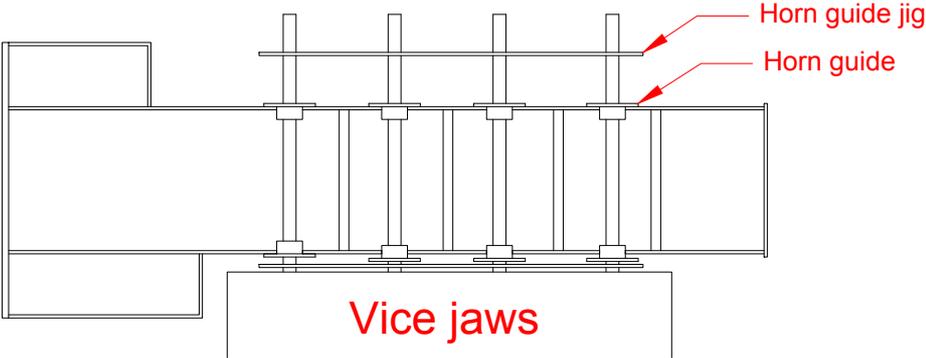
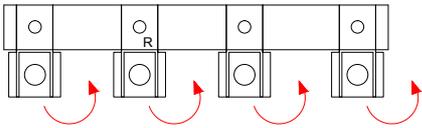


Exploded and simplified view of assembly of horn guides.

The axes are drawn over length to show how it fits together. Assemble loose like this then lift one side up and clamp gently in a vice. The top guides will drop down onto the frame and can be held squarely with a knife tip whilst soldering.



2

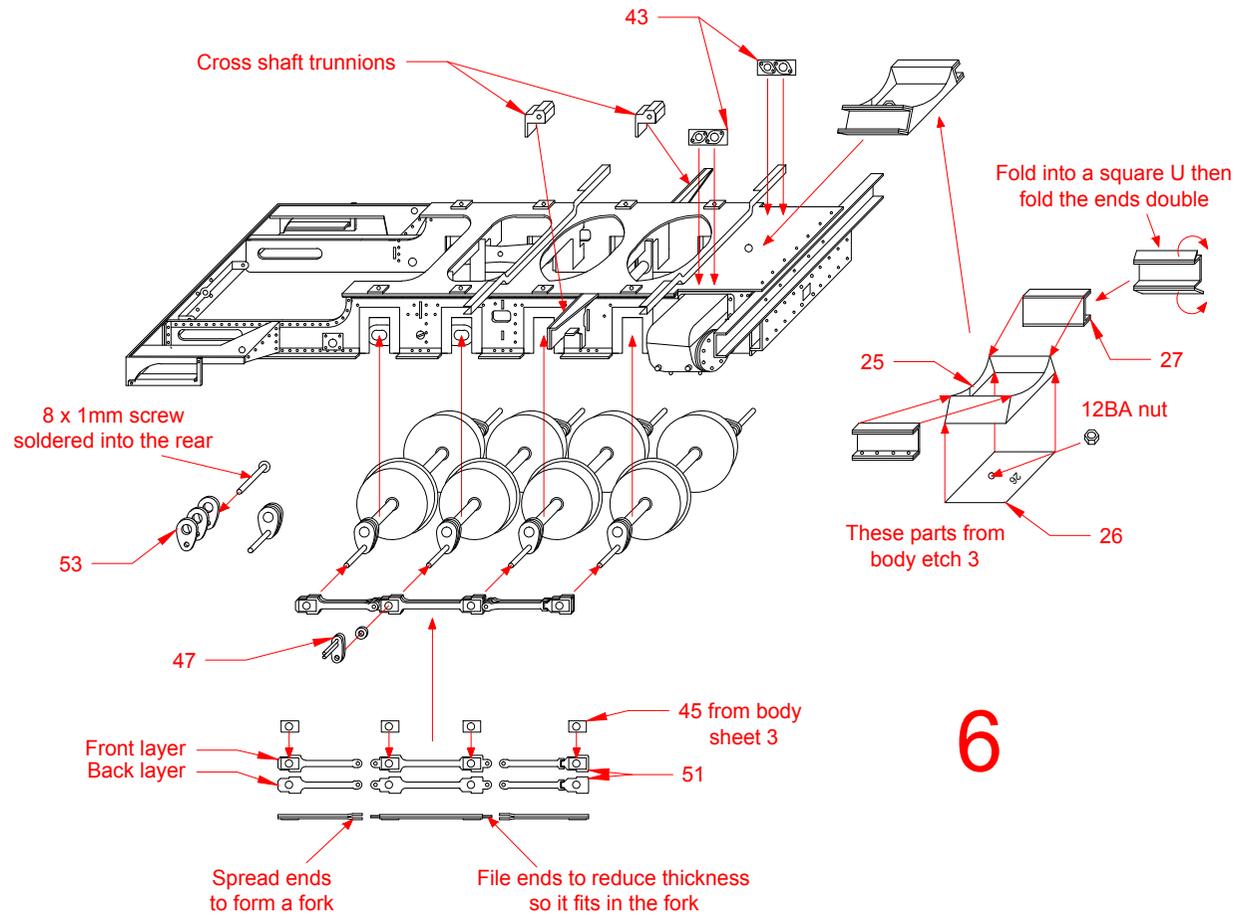
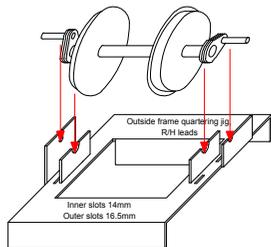


Use thin card to prevent damage to the axes

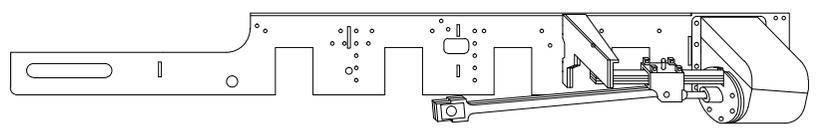
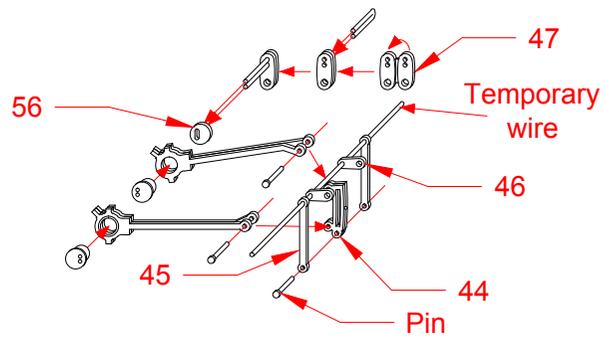
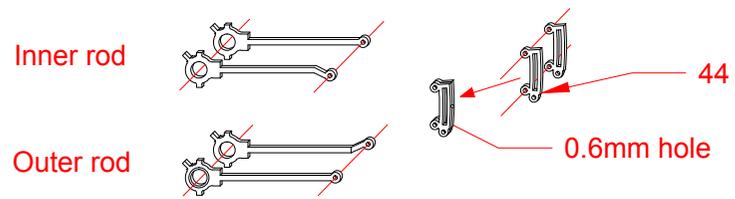


# 5

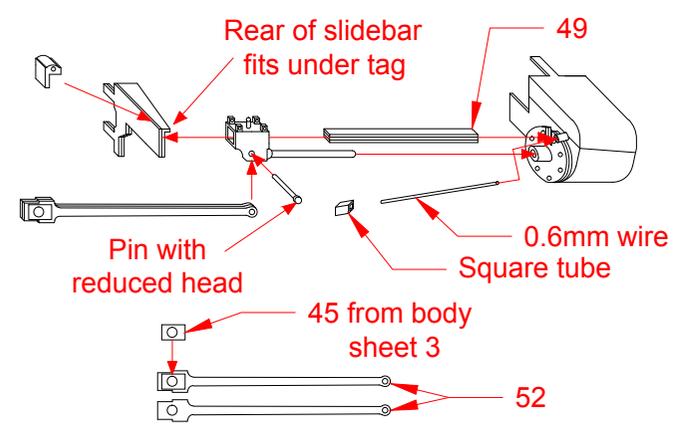
The quartering jig folds up like this with the axle supports soldered into the relevant slots for your build. Solder one crank squarely on the axle end, place on the jig and position the second crank. Oil the axle support on that side and solder the crank squarely in place.



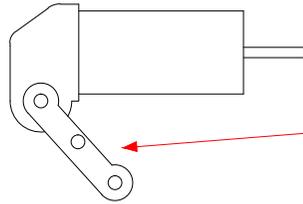
# 6



7



8



Drive extender must be this way round or it will foul the gearbox and restrict movement.

Use this hole for the rear buffer and the other one for the front.

Valve gear trunnion casting

Temporary wire to support valve gear

Kadees can be fitted by opening out the holes in the buffer beams and omitting the external bracket.

0.35 PB wire

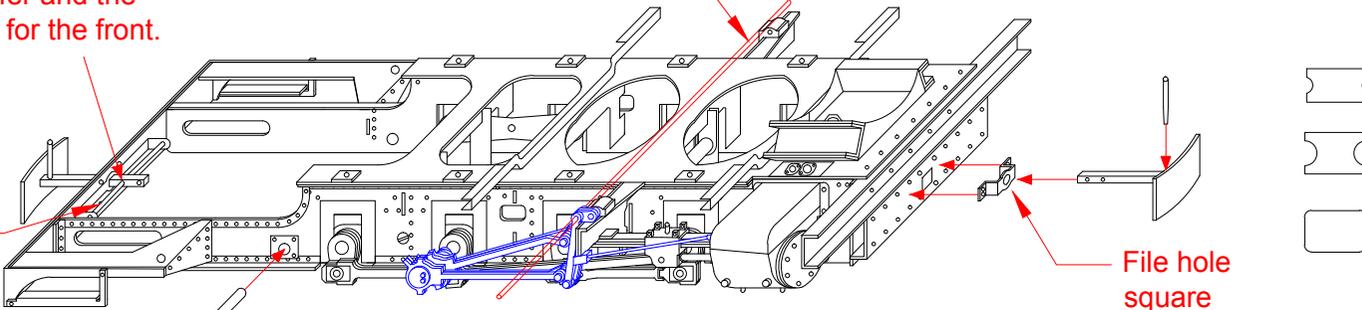
1.4mm rod

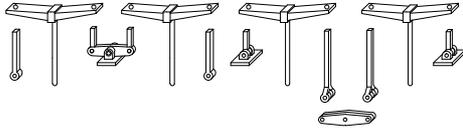
Valve gear shown in blue for clarity

Brake lever casting on L/H end of shaft

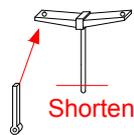
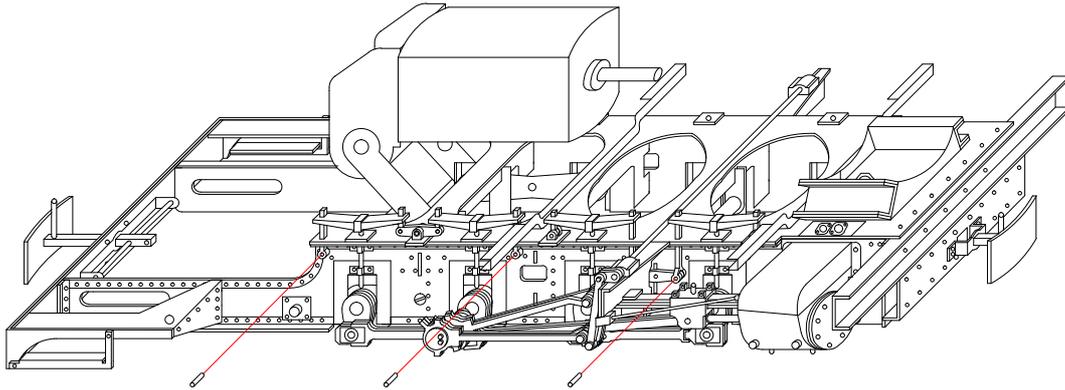
File hole square

The buffer heads came in several variations of size and shape, with or without cut outs and rounded corners. They could also be flat or curved. They can easily be filed to the required shape.

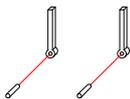




This is the order that the spring parts fit on the chassis. The square links are fitted through a 1mm hole drilled in the top plate, also open out the holes in the ends of the springs to suit as well. When all parts are fitted, file the tops of the links above the springs to around 0.5mm.



Open out the end holes to take the square links. Shorten the centre rod so that when in position the spring is slightly above the top plate and the rod will not foul the horn block



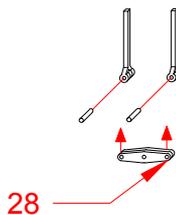
Short square links, 1st and 4th links from the rear. Pin these links to the frames into the unused holes that are there.



Double link on base, 2nd and 3rd links from the rear. Solder to the top plate in line with the springs. File off any of its base that overhangs the top plate.



Single link on base, 5th and 8th links from the rear. Solder and file as above.



Long square links, 6th and 7th links from the rear. These 2 have to be passed up through the springs so the compensation links 28 can be fitted. Use 0.5mm wire to pin the links then solder in place.



The guide brackets 27 need shaping as shown and fitting to the spring pushrod, 1 just above the horn block and the other just below the top plate. They are very fiddly and not many people would notice if you left them off.