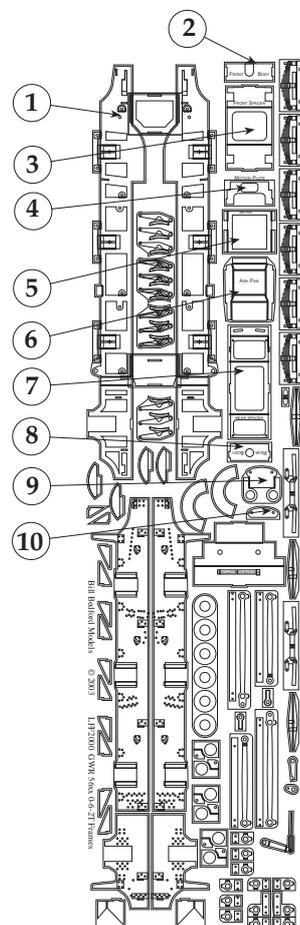
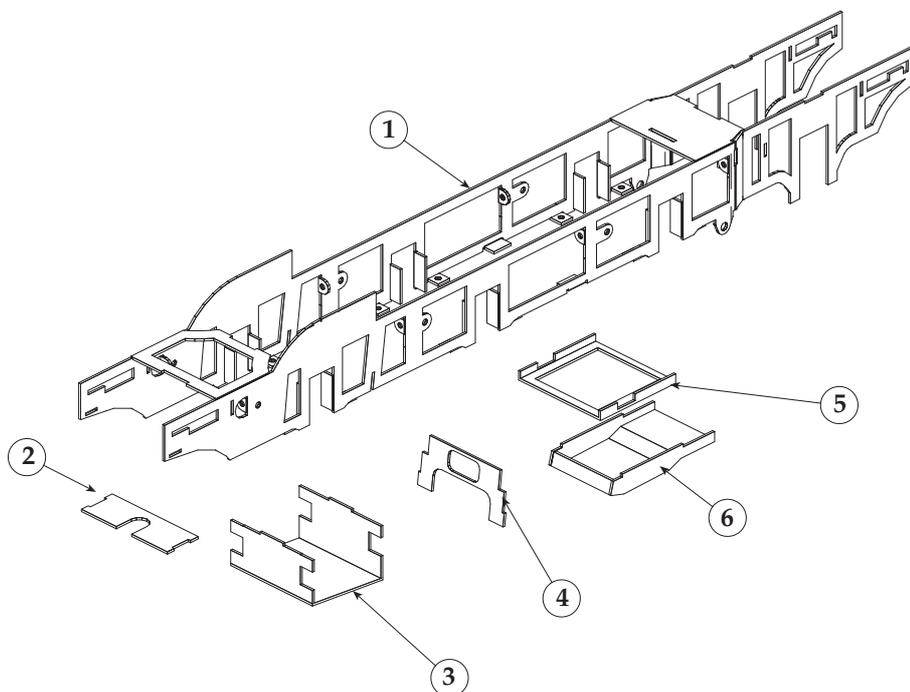


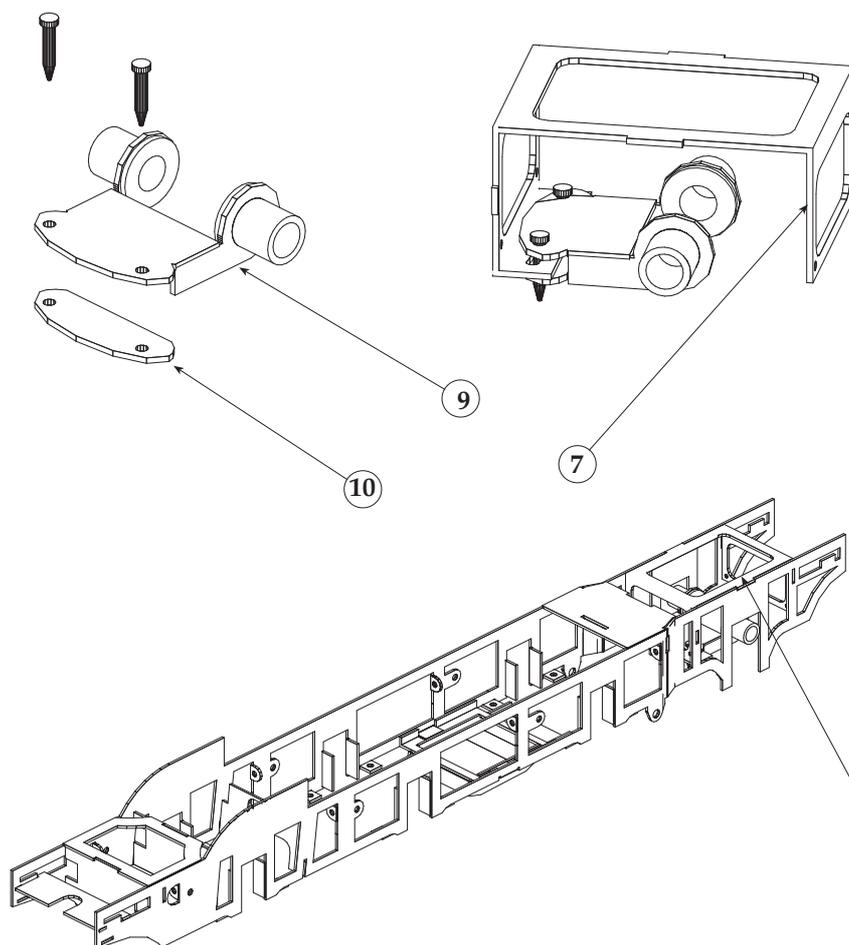
LFF2000 GWR 56XX chassis

For Bachmann body

Assembly suggestions

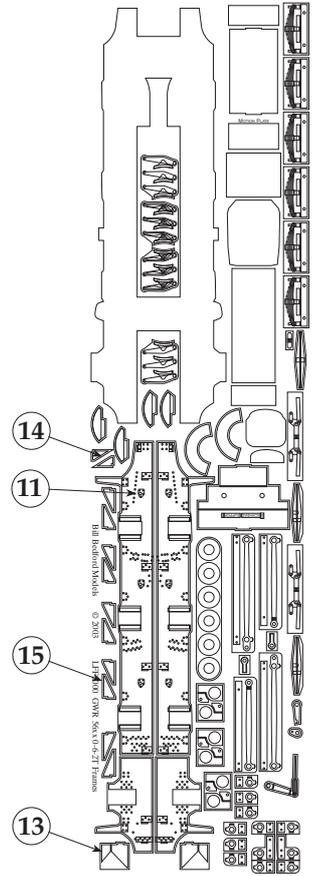
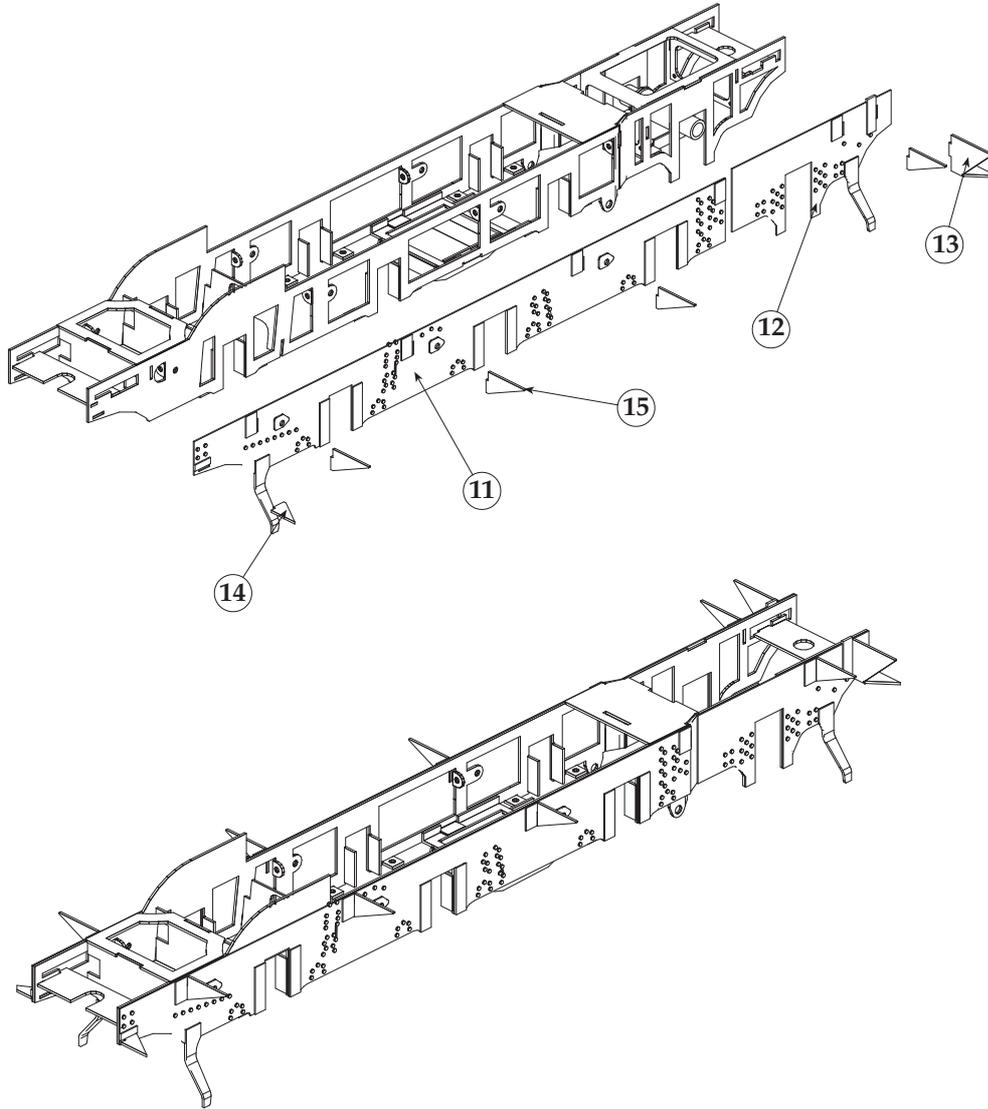


Radial Truck

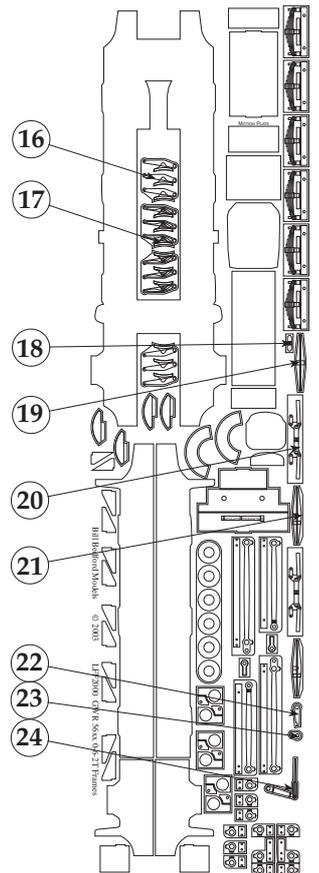
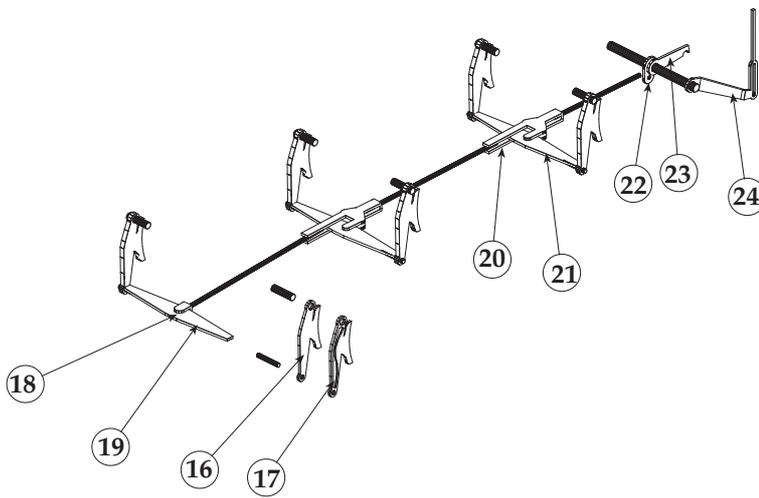


Use small bushes as extra spacers on axle

Overlays



Brakes



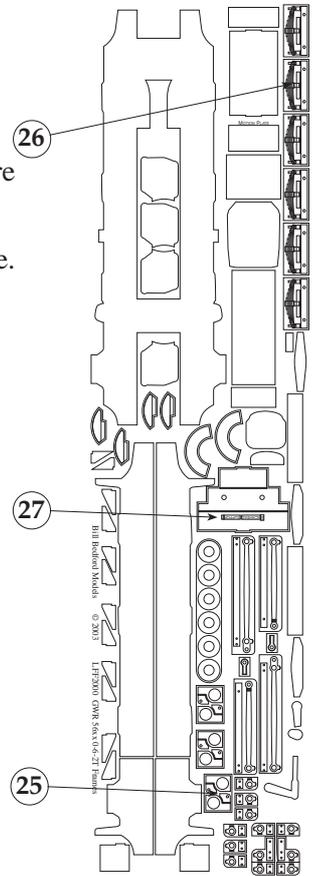
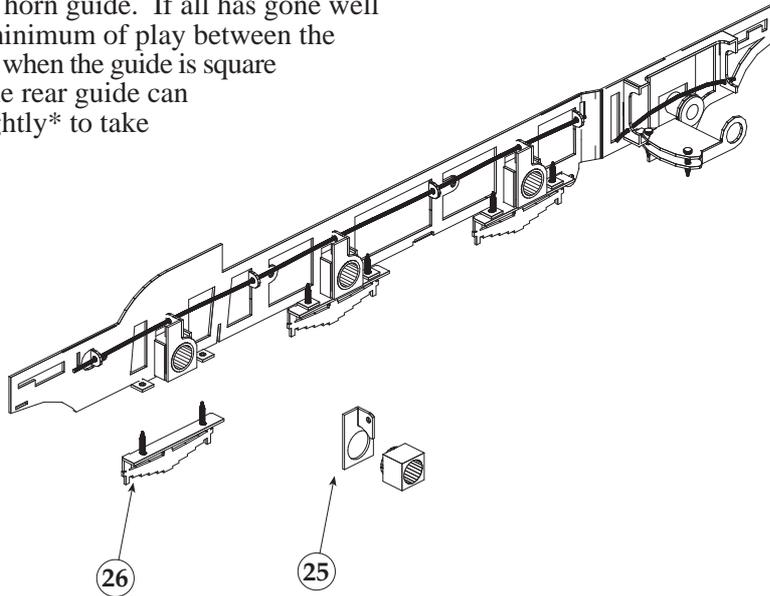
Suspension

Because of the way the frames have been drawn they should be self jiggling, it is therefore impossible to introduce longitudinal errors in the placement of the horn guides.

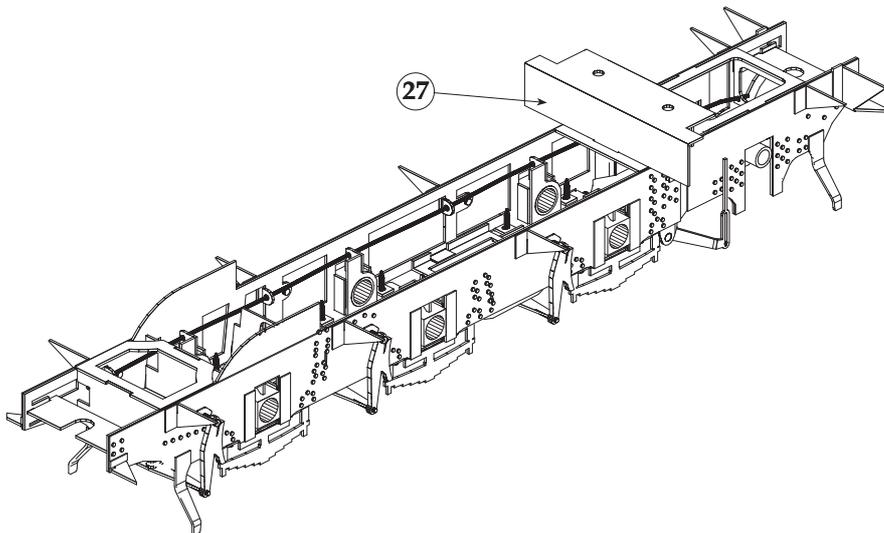
To set up the horn guides, first bend out the forward leaf of each horn guide, ensure it is square to the frame and run solder into the fold line.

Check the bearings, by mounting them all onto an axle, and placing them on a hard flat surface. By lightly running a finger along the top faces you should be able to feel if one is out by more than about a thou. What is needed is a set of bearings with the distances between, what will be, the leading face and the axle centre are all as close to equal as possible. If rotating one or more of the bearings does not make a matched set, then the block of bearings can be rubbed down on some polishing paper until they are.

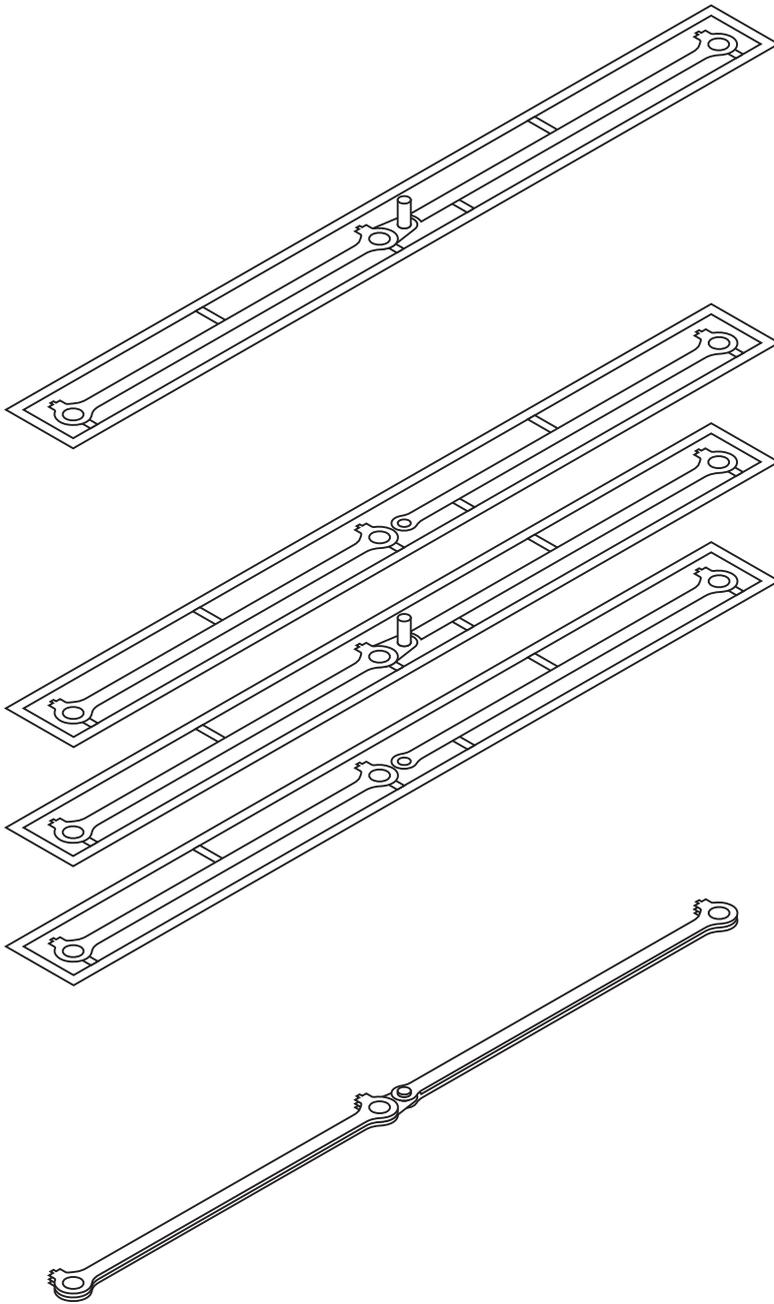
Finally bend out rear horn guide. If all has gone well there should be the minimum of play between the bearing and the guide, when the guide is square to the frame, if not the rear guide can be bent forward *slightly* to take up this play.



Cosmetic springs should be attached to frames with a low tack adhesive so that the wheel set can be removed.



Coupling Rods



The coupling rods have been put into their own frames to facilitate their easy assembly.

Take a piece of hardwood, a offcut or sample of timber flooring is ideal, and drill a 1mm hole in it. Use a drill fixed in a stand or bench drill to ensure that the hole is square to the surface of the wood. The hole should be about 5mm deep.

Place a piece of 0.9mm brass wire into the hole and thread knuckle hole of the middle frame onto the wire. Solder the wire into the rod. Clean of any excess solder from the joint.

Assemble all three frames in order, and using the frames to align the rods solder them together ensuring that the knuckle pin is not soldered to the knuckle cheeks.

Remove the frame, trim off all the etching tabs, a piercing saw is recommended, and reduce the length of the knuckle pin

The crank pine holes can now be reamed to fit the crank pins.

Remaining Parts

The part still remaining in the fret are driving wheel balance weights and driving wheel axle washers.