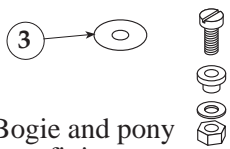
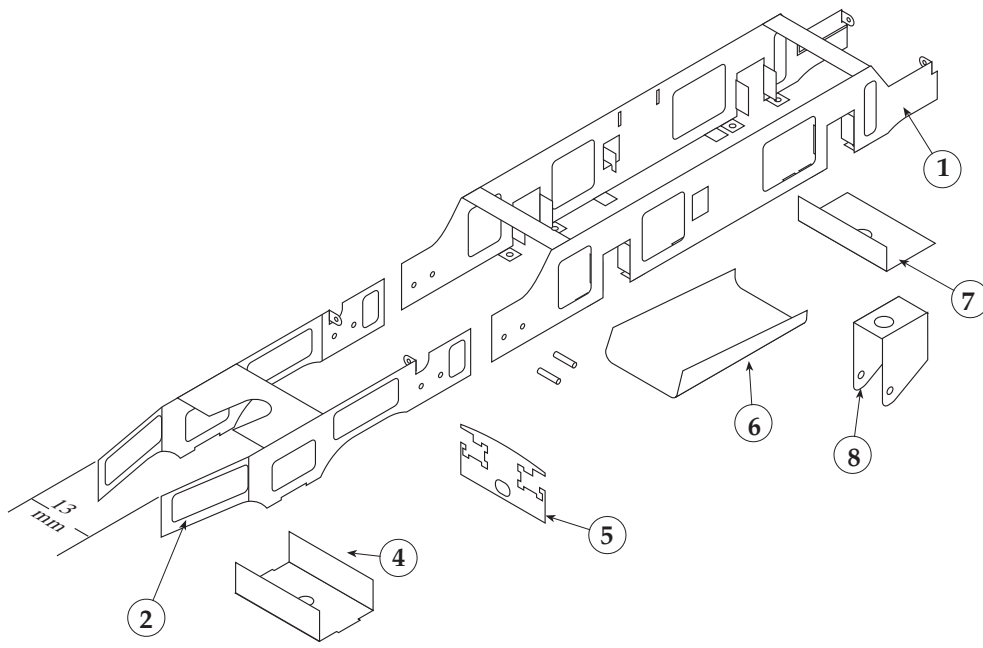


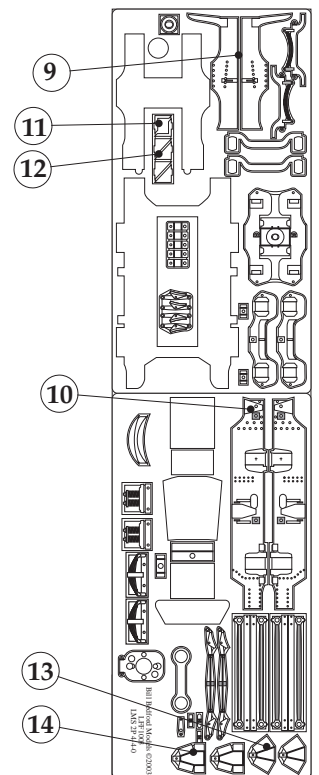
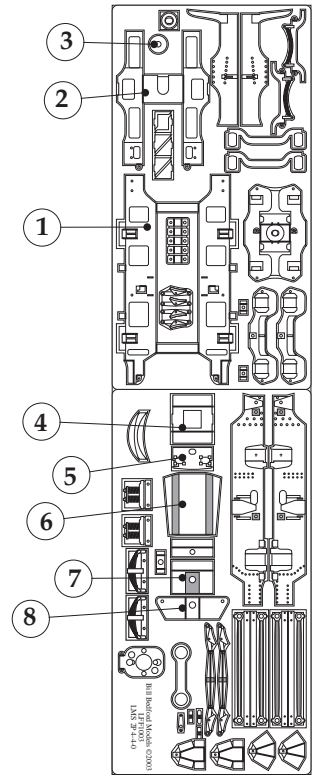
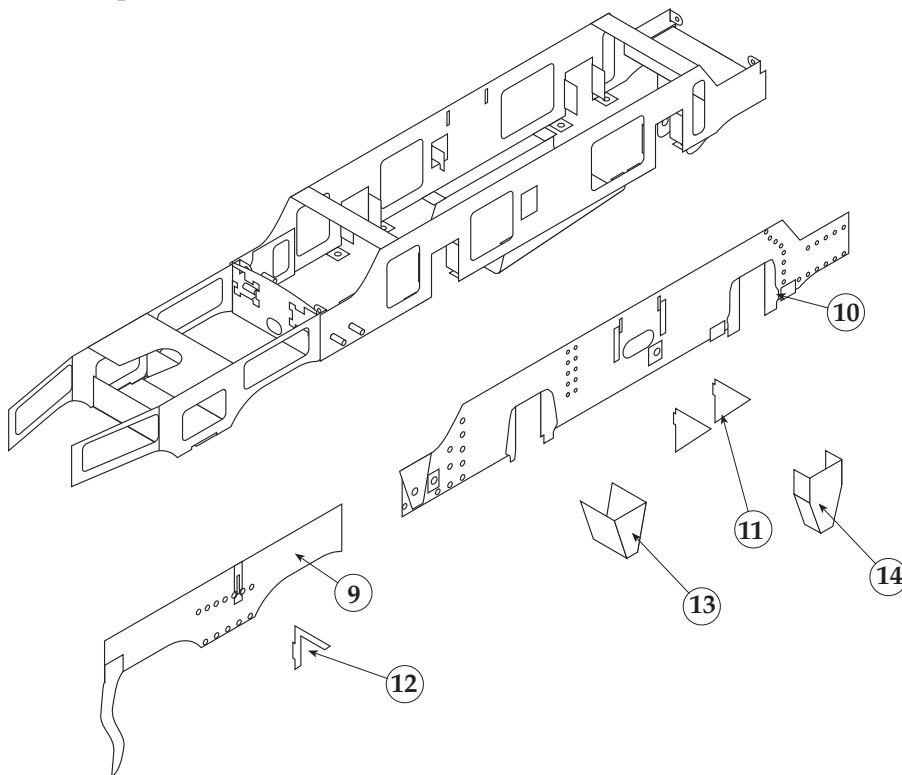
# LFF1003 LMS 2P chassis

## For Hornby body

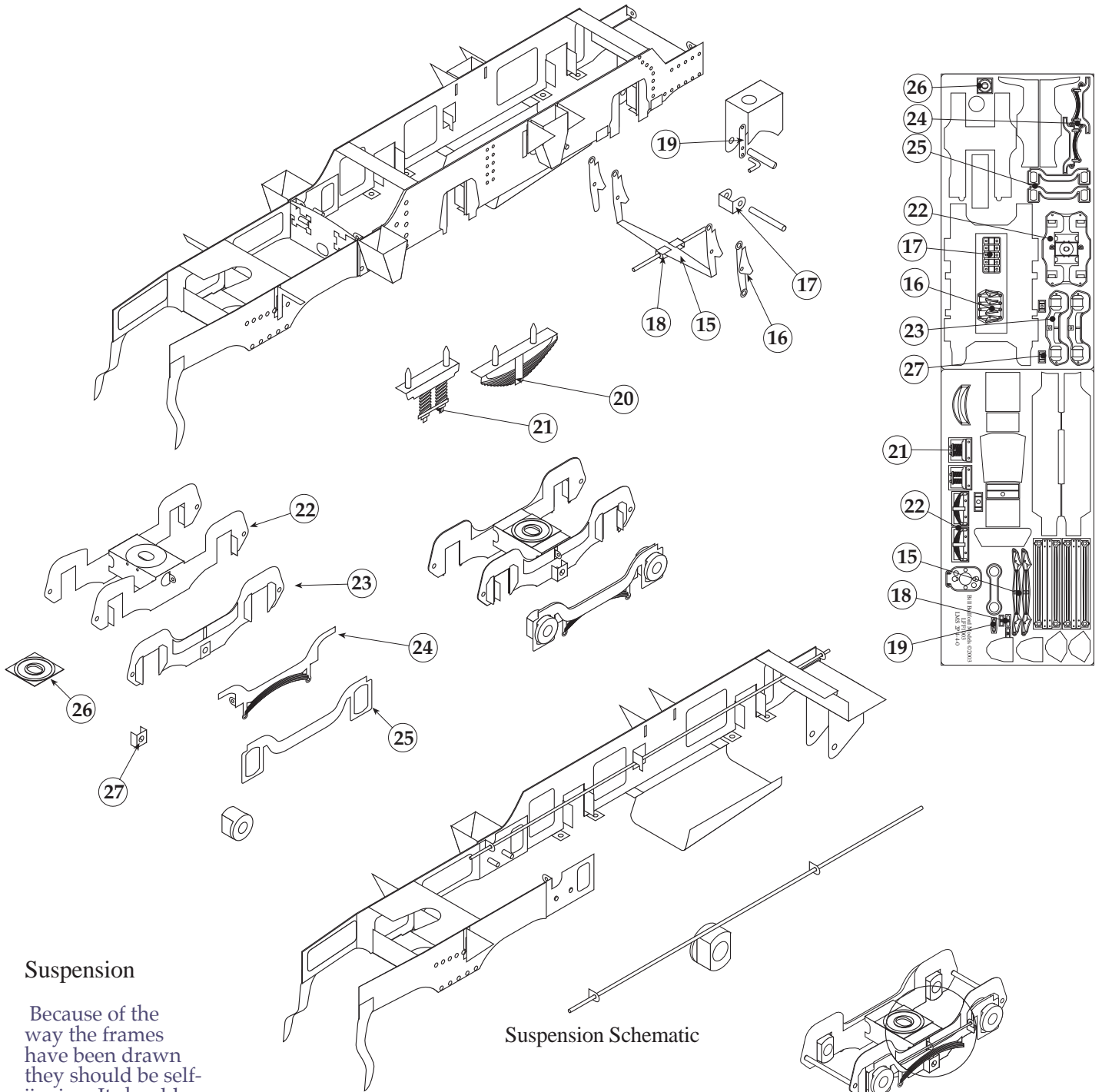
### Assembly suggestions



Bogie and pony  
fixing  
Solder bush and  
bolt to spacer



# Brakes



## Suspension

Because of the way the frames have been drawn they should be self-jigging. It should therefore be impossible to introduce longitudinal errors in the placement of the horn guides.

The bearings are made to just rest on the spring wires, so any adjustments should be made by changing the gauge of the spring wire.

The horn guides are set by bending out each leaf, ensuring that they are as square as possible to the frame.

The horn guides should be bent out as close to square as possible. The bearings should be free to move vertically in the horn guides, and ideally with minimum fore and aft movement. It is probably more important and certainly easier to achieve, if the crankpins are a slop-free fit in the coupling rods. To test this, when the frames are complete and the wheels, rods and bearings assembled on the axles, hold one set of wheels and gently turn the other set relative to the first. There should be only a few degrees of rotation possible.

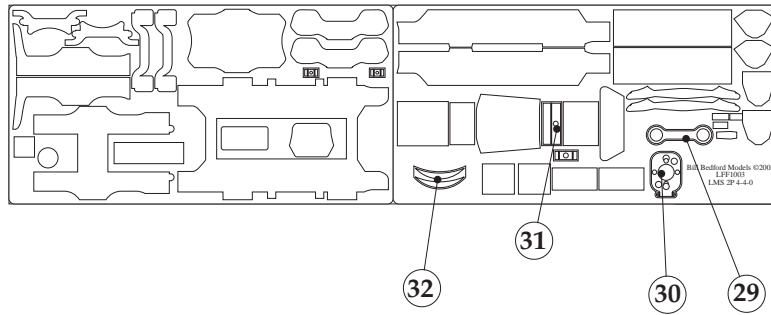
Test the wheelset assembly in the guides to check for any tight spots. Adjust the horn guides a little at a time if required.

Once free running is achieved, run solder into the horn guide fold lines.

Temporary keepers for the driving axles for use during construction can be made from soft copper wire. "

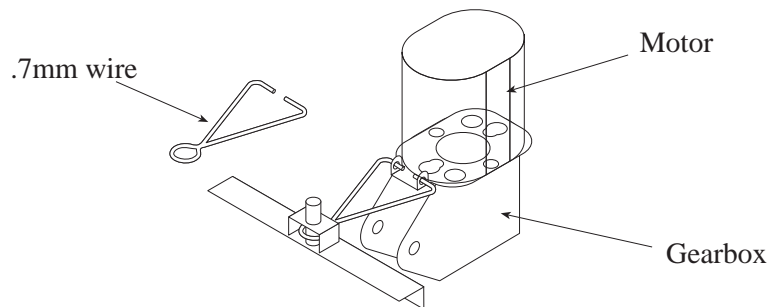


## Other Items



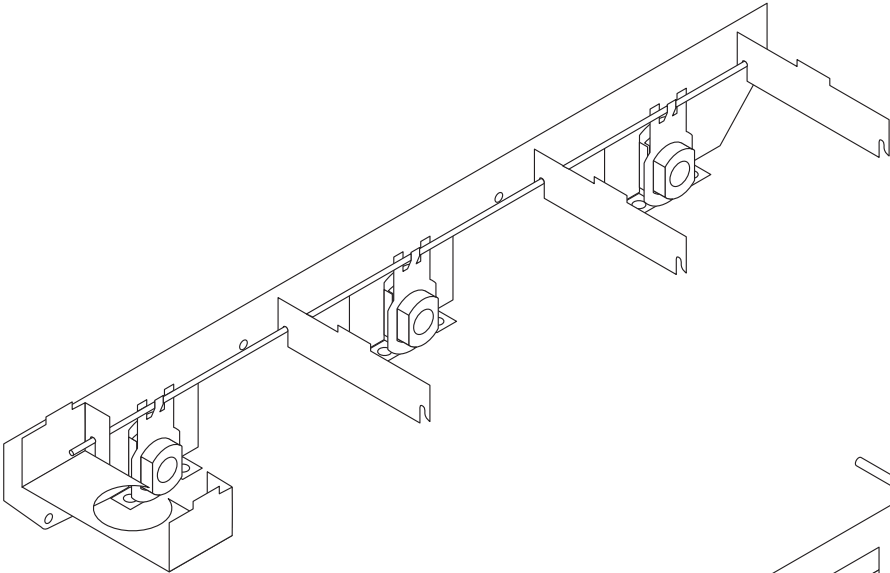
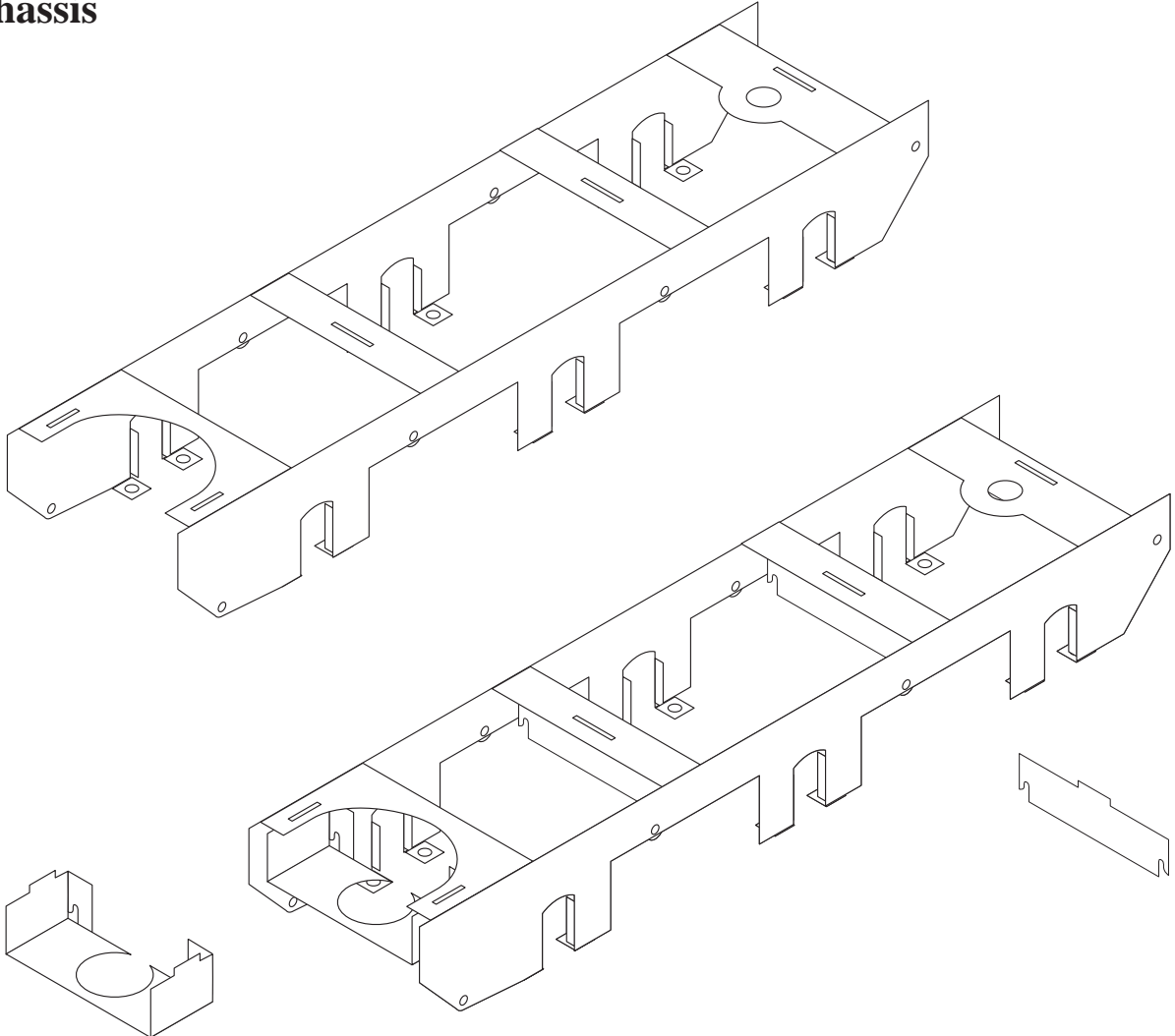
- ②⑧ Motor torsion link plate
- ③① Torsion link support
- ③② Wheel balance weights
- ②⑨ Tender draw bar

## Motor Mount



Suggestion for Motor mount / torque reaction arm  
Not to scale

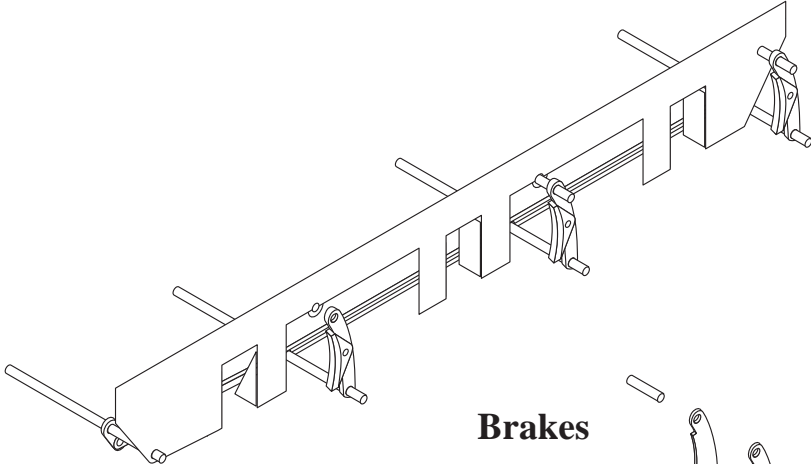
# Tender chassis



**Suspension Schematic**



**Bearing Carriers**



**Brakes**

