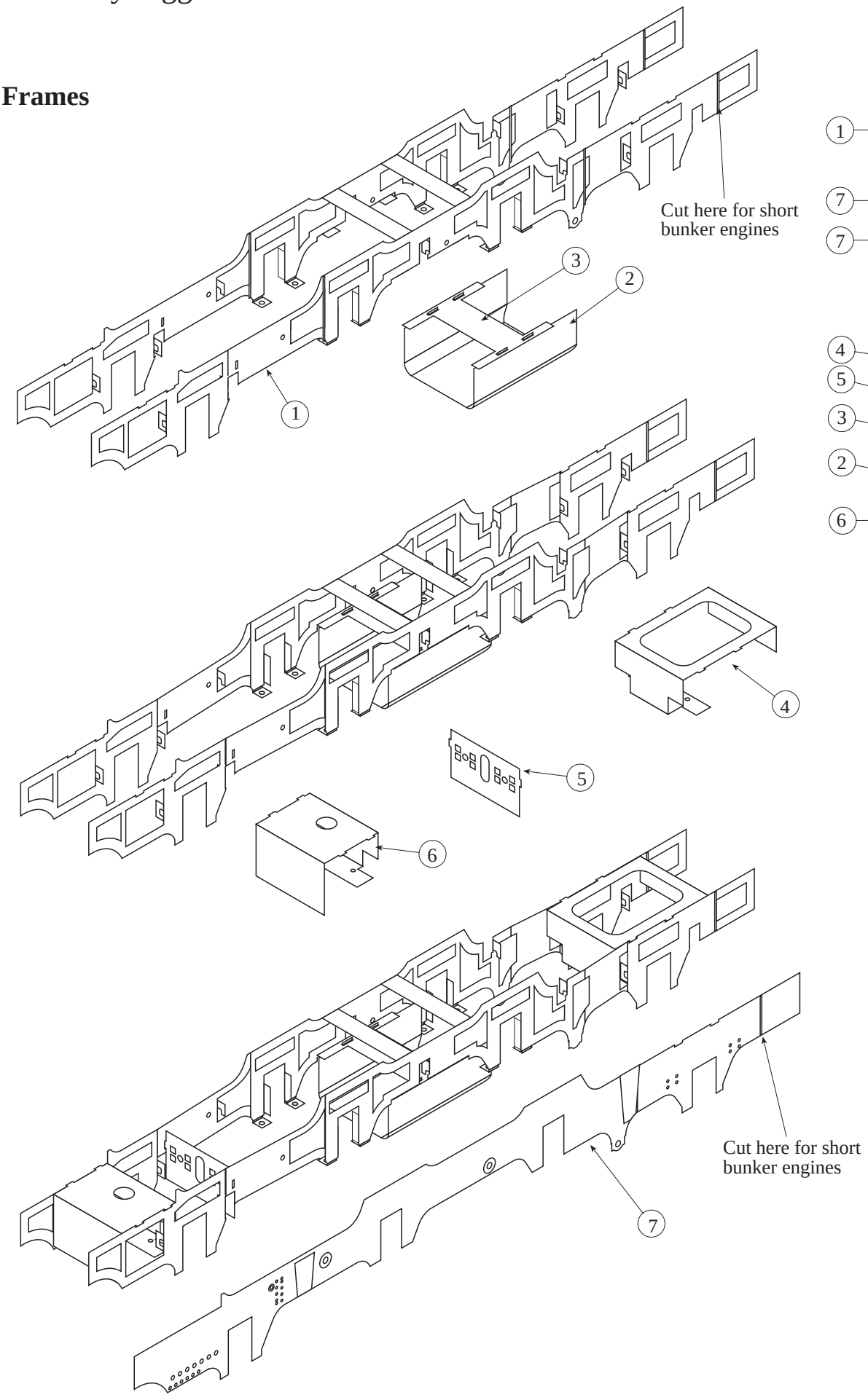
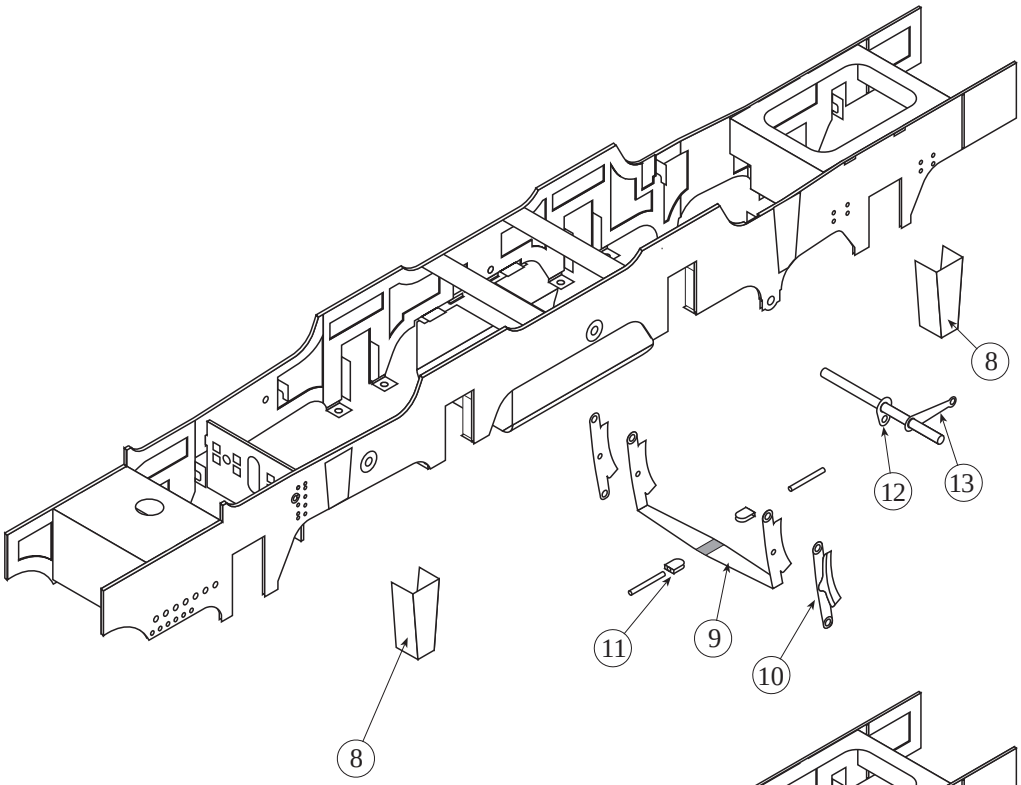
LFF1201 L&YR 2-4-2T Frames

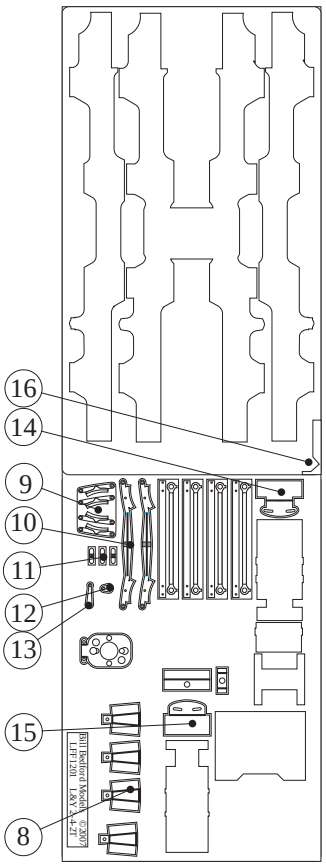
Assembly suggestions

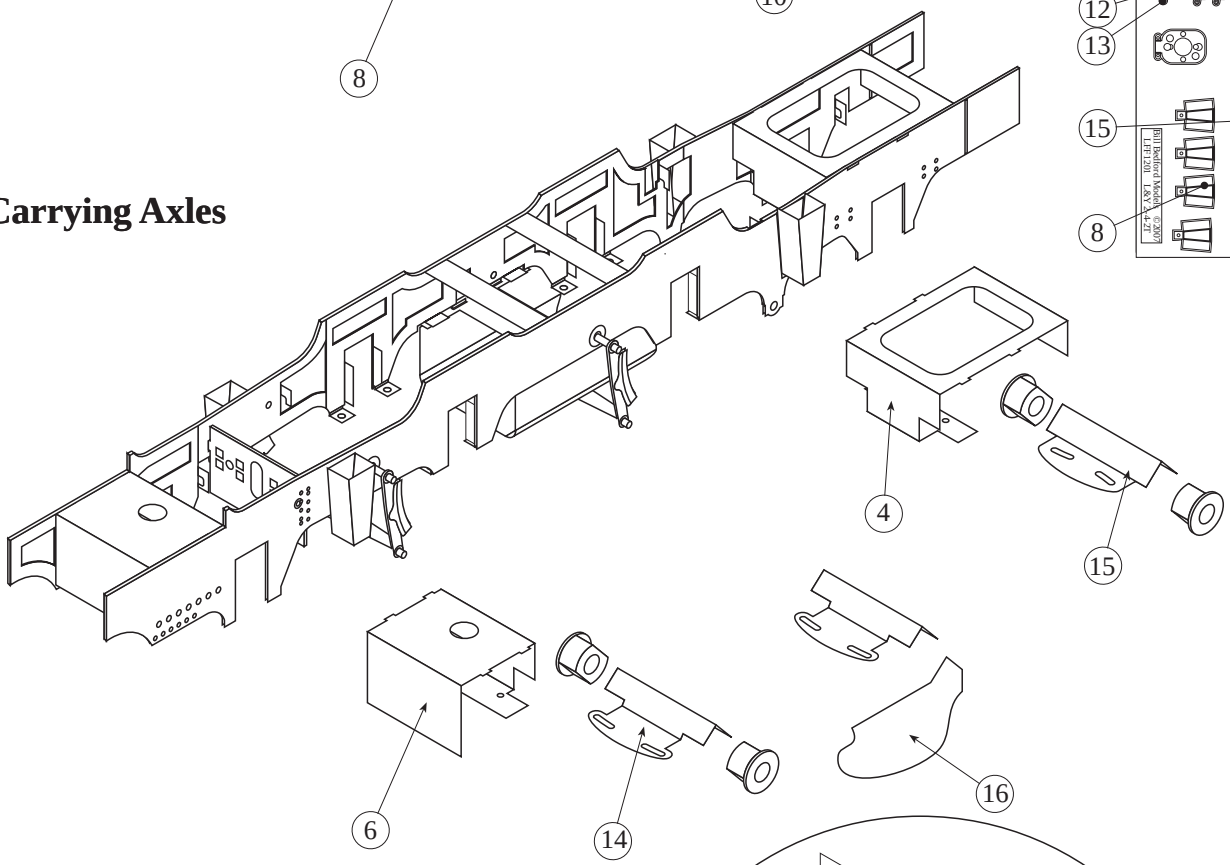
Frames

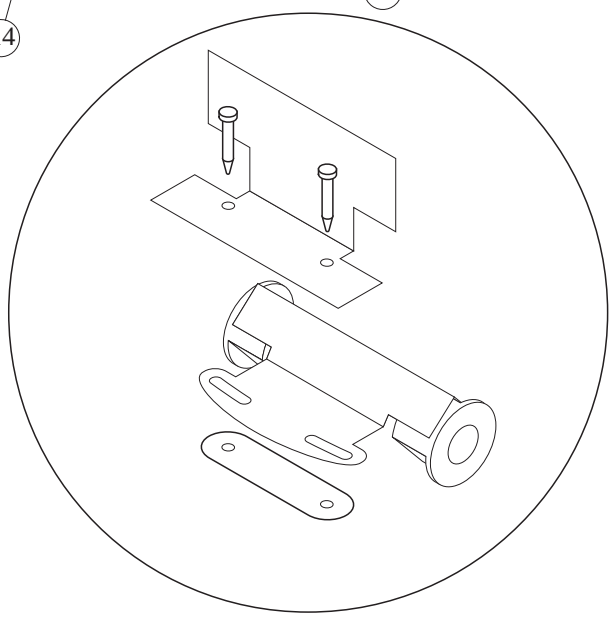


Carrying Axles

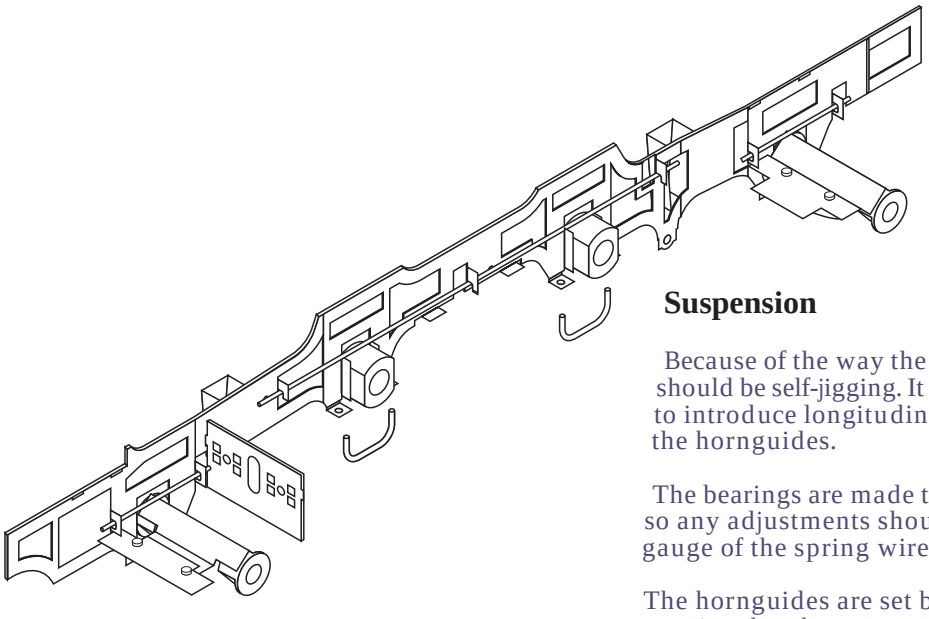








Suspension schematic



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 hornguides.

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

The hornguides 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.

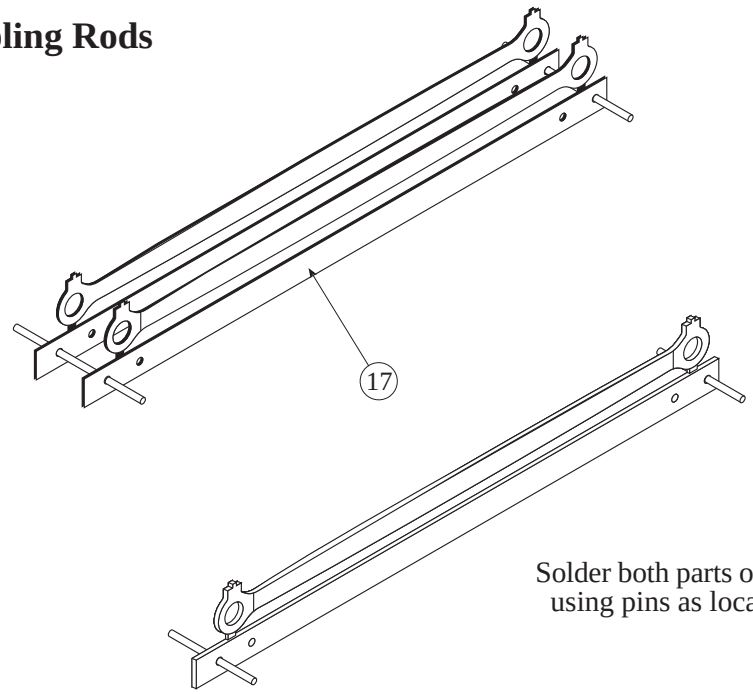
Test the wheelset assembly in the guides to check for any tight spots. Adjust the hornguides a little at a time if required.

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

The wieght carried by each of the carrying axles should be about half the wieght on eac of the driving axles.

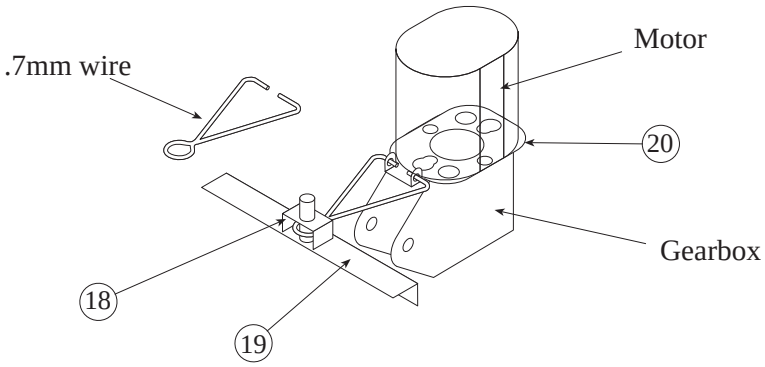
Keepers for the driving axles for use during construction can be made from wire.

Coupling Rods



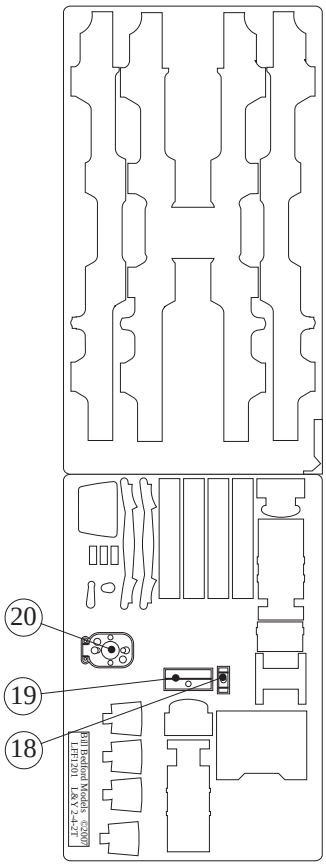
Solder both parts of rod together using pins as location guides.

Motor Mount



No 19 to be fixed at a convienient point on the upper frames.

Suggestion for Motor mount / torque reaction arm
Not to scale



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