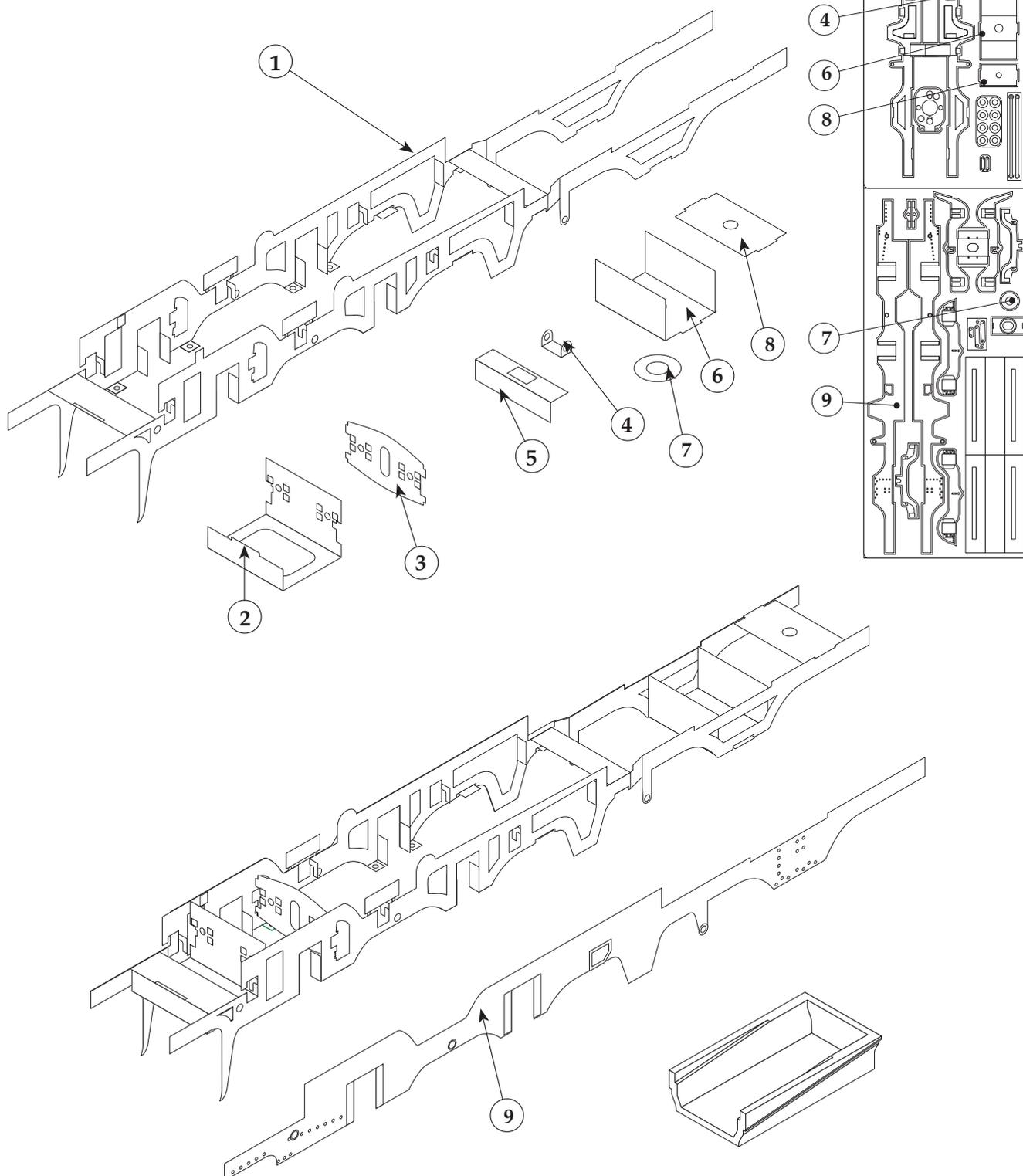


Mousa Models

LFF3010 LSWR M7 0-4-4T Frames

Assembly suggestions

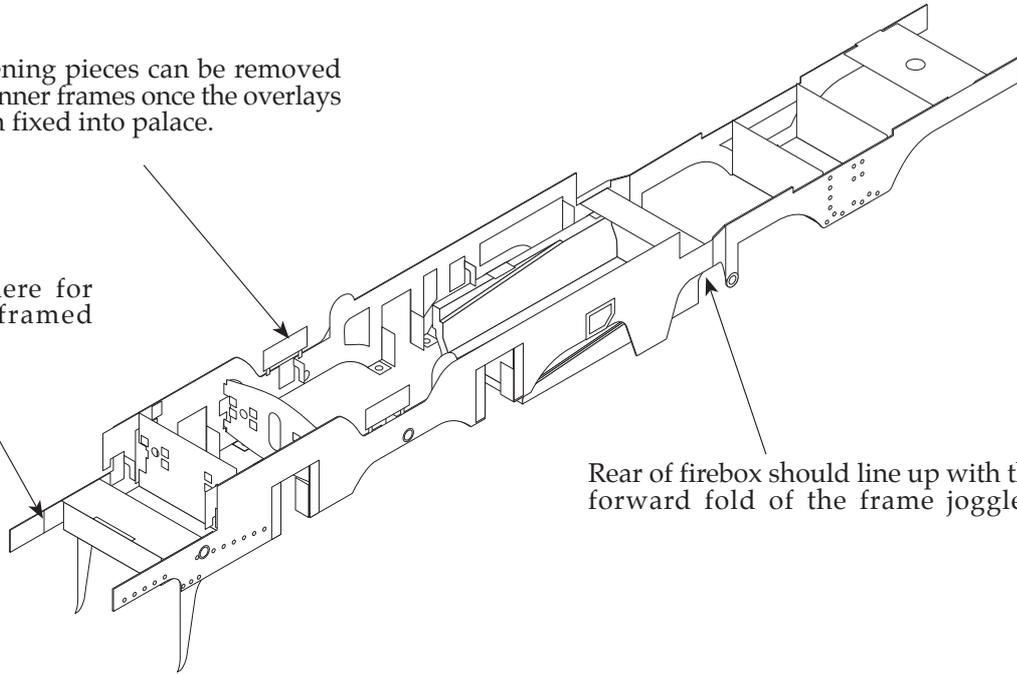
Frames



Strengthening pieces can be removed from the inner frames once the overlays have been fixed into place.

Cut frames here for early short framed versions.

Rear of firebox should line up with the forward fold of the frame joggles.



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.

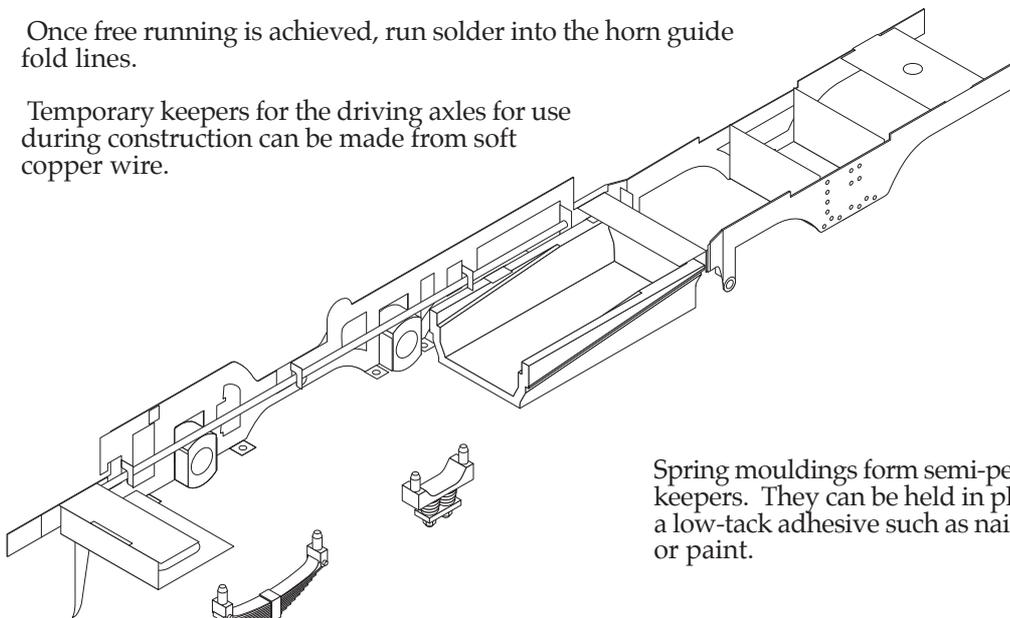
The bearings are made to just rest on the spring wires, so any adjustments should be made by changing the gauge of the spring wire.

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

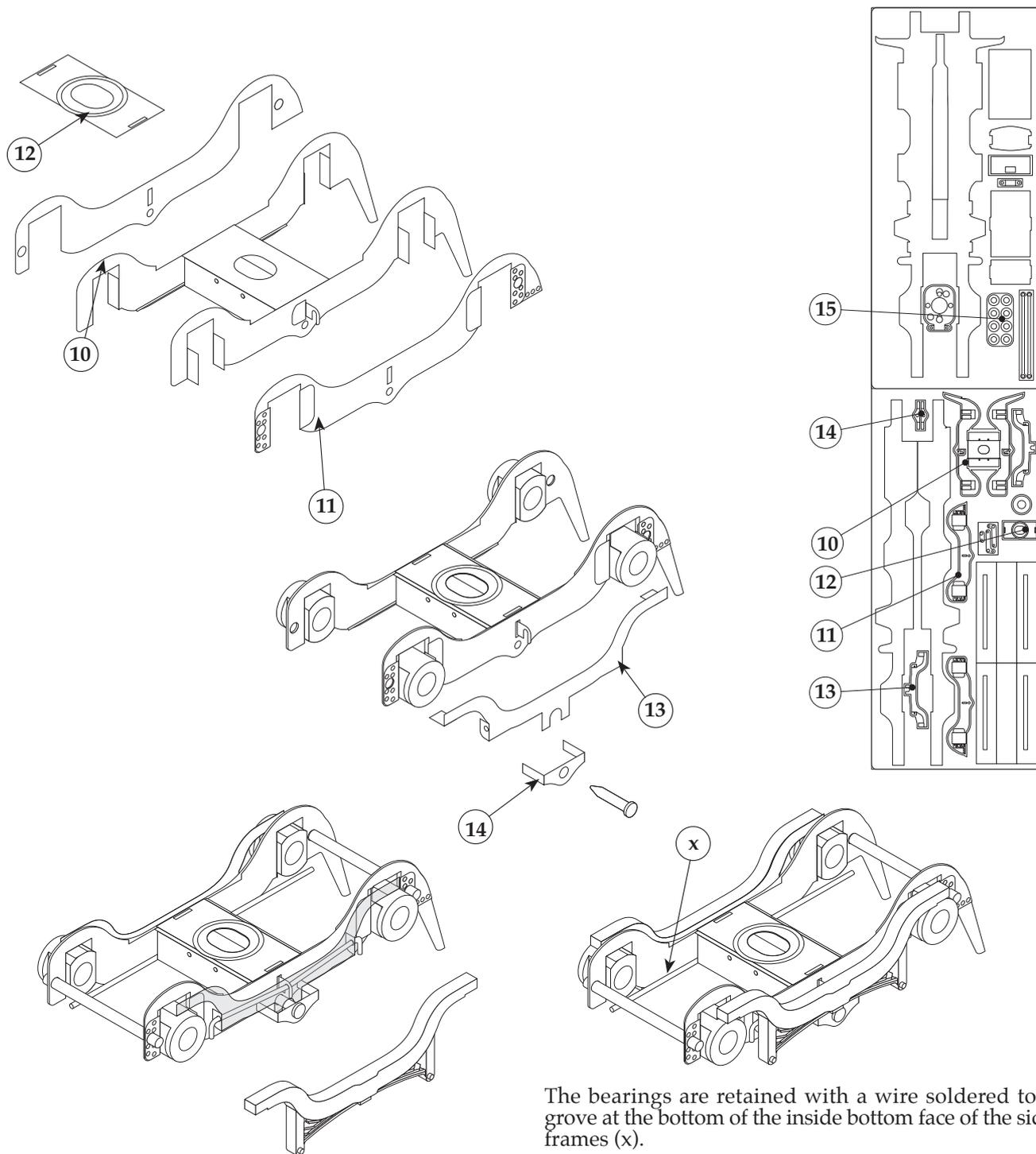
Once free running is achieved, run solder into the horn guide fold lines.

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



Spring mouldings form semi-permanent keepers. They can be held in place with a low-tack adhesive such as nail varnish or paint.

Bogie



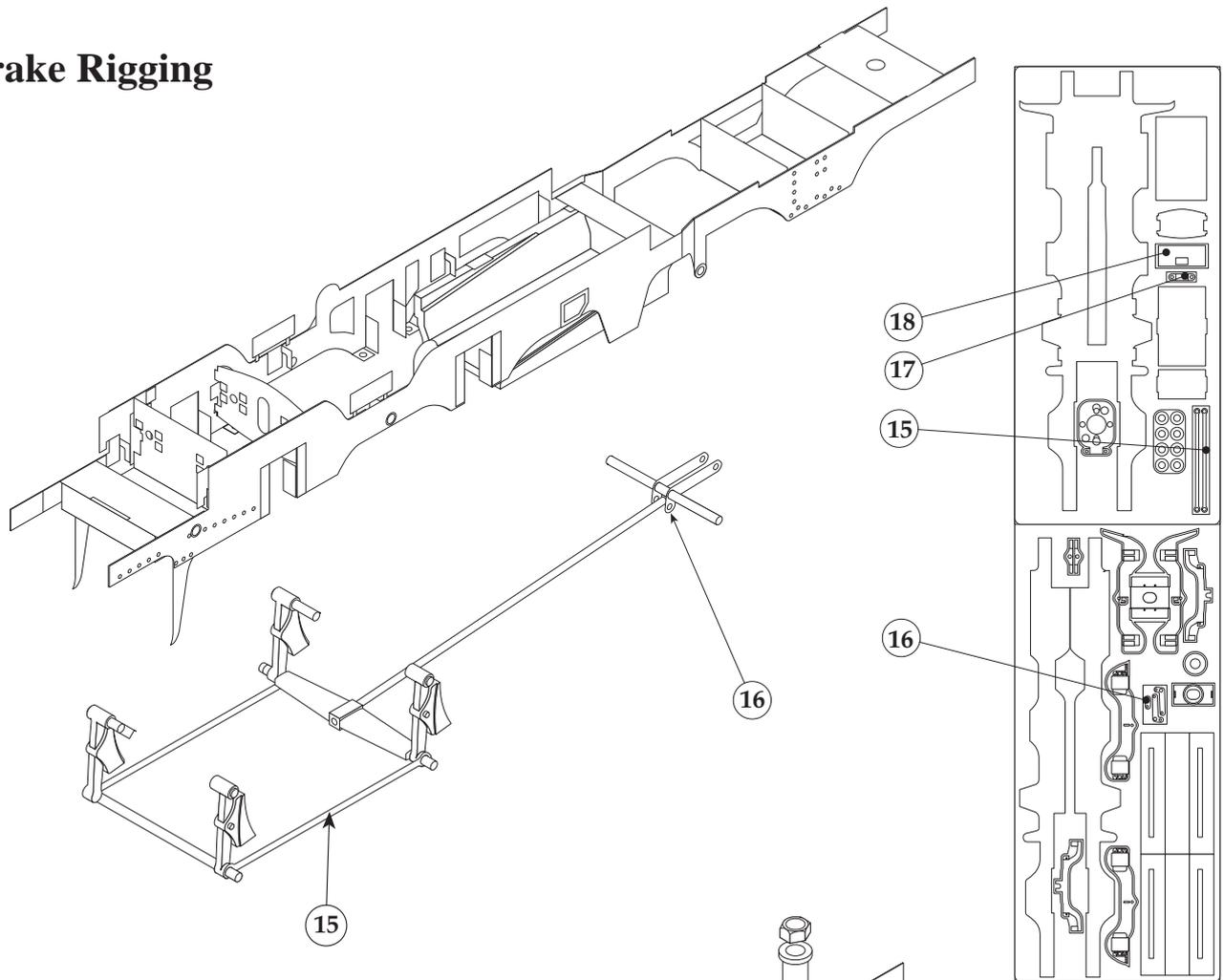
To assemble the compensation beams; Glue the plastic cosmetic beams to etched beams (14). Thread the spring wire into the supports in the metal beams. When the glue has dried put a beam in place on the bogie with the two lower extension inside the pivot box, then with a fine screw driver blade, or similar, push the spring wire down and into the hooked centre support.

The bearings are retained with a wire soldered to a groove at the bottom of the inside bottom face of the side frames (x).

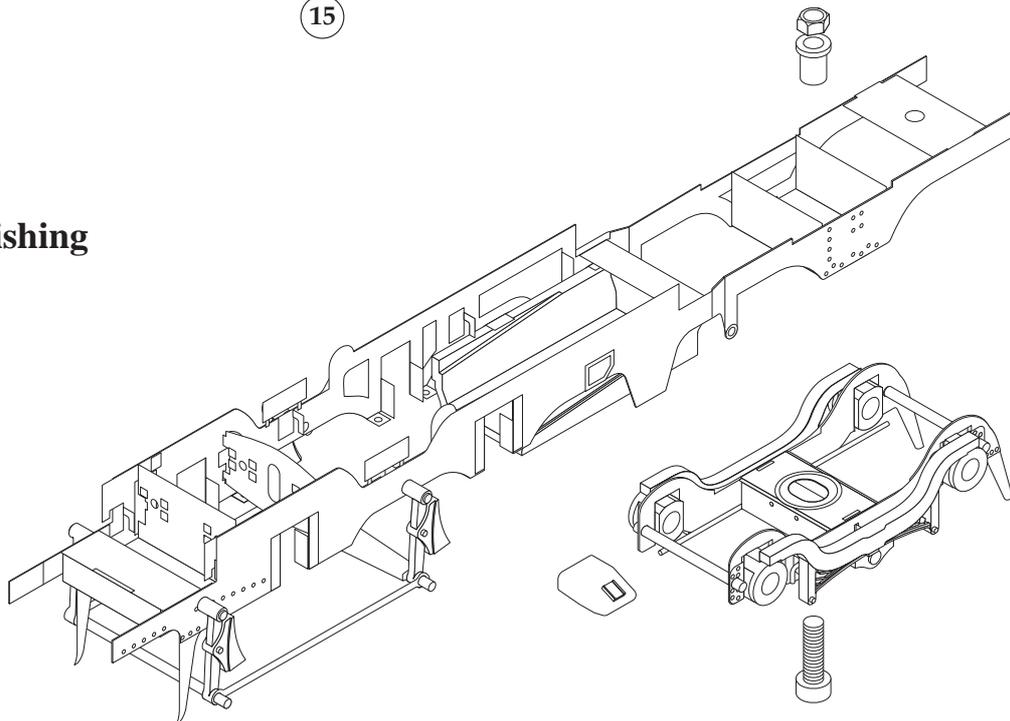
The width of the bogie is to scale but the bearings are relatively shorter than those on the prototype. Excess side play on the axles can be taken out with two small washers (15) on each end of the axles.

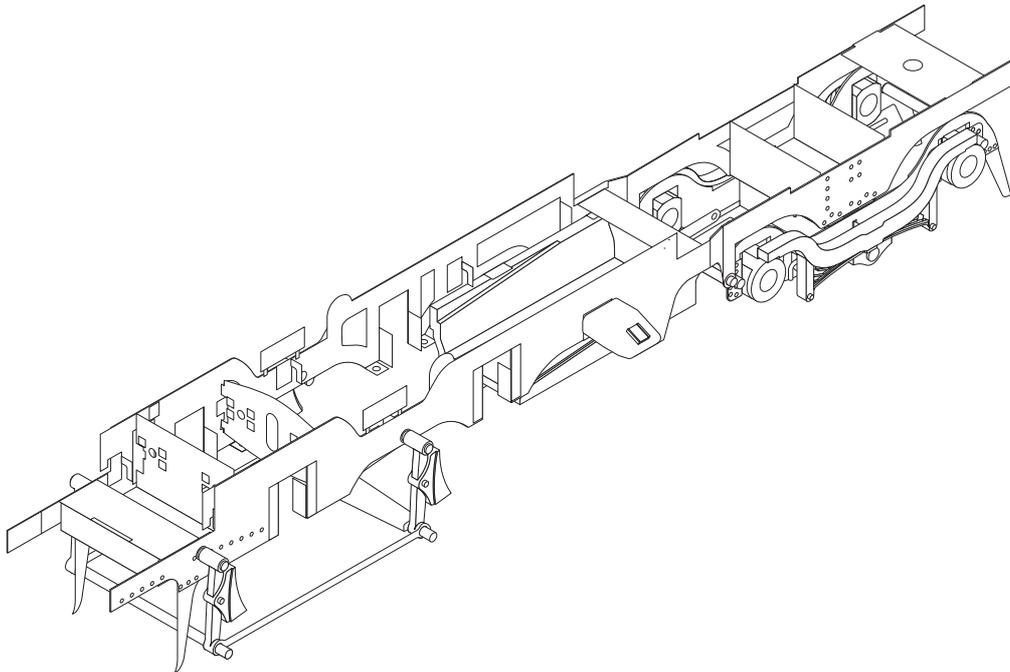
The guard irons wrap around the wheels, with the result that the wheels on the rear axle cannot be just dropped in. This means that either the wheels have to be assembled on the axle after the guard iron have been shaped or the guard irons are shaped with the wheels in place. Please refer to photographs for the shape of the guard irons.

Brake Rigging



Finishing





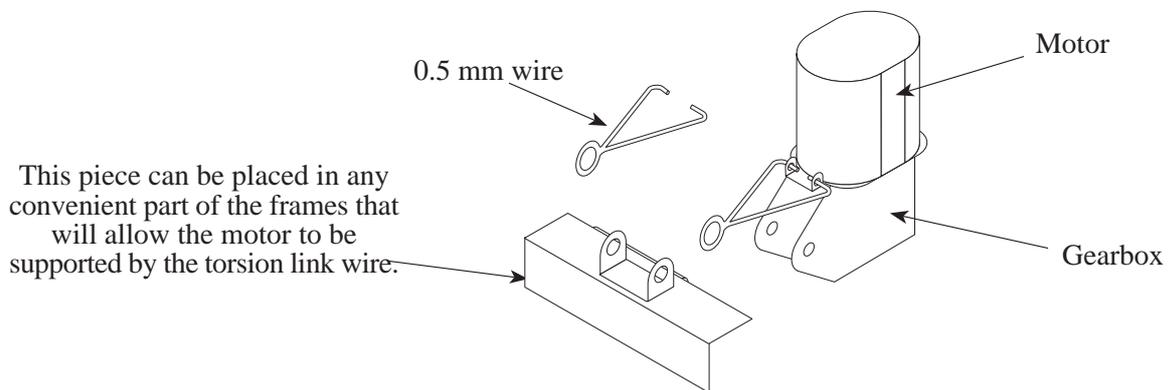
Coupling Rods

The coupling rods have been put into their own frames to facilitate their easy assembly. The frames can be used to locate and clamp the rods while soldering.

Once fixed together, remove the frames and trim off all the etching tabs. A piercing saw is recommended for this.

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

Motor Mount



Suggestion for Motor mount / torque reaction arm
Not to scale

Errata

Holes for the cross bar on the bogie are missing from the bogie centre. These should be drilled 1 mm after the over lays have been fixed into place.

It was intended to make provision for plunger pickups. Unfortunately they have only been provided on one side. Hopefully a full provision will be available on later etches.