

## **MJT Compensation Units (For RTR Wagons).**

### **2290 ('00' track gauge) and 2291 (EM/P4 track gauge)**

These units have been specifically designed to allow the easy compensation of the majority of 4 wheeled wagons produced by Hornby, Bachman, Dapol and Mainline. Based on the same principle as conventional compensating W-irons, they feature internal bearings on the 'rocking' end. The rocking axle has its pin point bearing ends removed. The remaining axle retains its pin-point bearings and existing mountings.

Step 1. Separate the main components from the fret and clean up any remaining tabs.

Step 2. Fold up the main suspension unit to form an open 'box' shape with the half-etched fold lines on the inside of the bends. See fig 1 (upper)

Step 3. Fold up the two location tabs on the mounting plate as per Fig 1 (lower) Half etch lies to the inside as above.

Step 4. Check that the etched slots in the main suspension unit are clear enough to allow the tabs of the mounting plate to pass through. If necessary, use a scrap of etched material to ease the slots a little. Now locate the main suspension unit on the rocking plate and bend the inner ends of the tabs in both directions, sufficient to hold the unit without restricting the rocking movement.

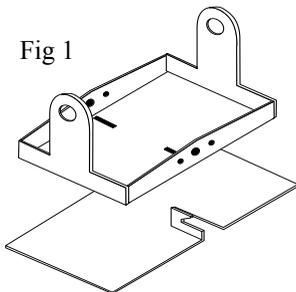


Fig 1

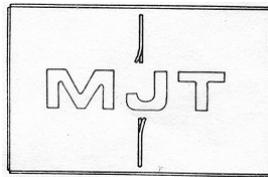
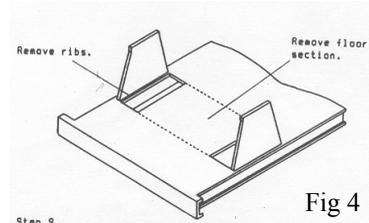
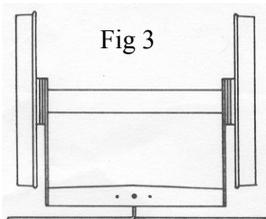


Fig 2

Step 5. Take the wheelset from your chosen axle and remove the wheels from the axleshaft. File or grind the pinpoints down to provide a clean end. Thread the axles through the holes in the legs of the suspension unit, opening these out with a needle file or broach if a bit tight. Remove the axle and paint or chemi-blacken the suspension unit at this stage.

Step 6. Fit one wheel to the modified axleshaft and thread onto the unit. Washers are supplied in the fret to take up any excessive side-play - try to use an equal number on either side of the wheels. Replace the second wheel and adjust the retaining tabs to achieve the right balance of rocking motion and slop. (Fig 3) A little oil on the inside bearings will also help at this stage.



### **Mounting the unit.**

This will vary depending on your chosen model but there are some basic rules. The unit requires a clear area of floorspace 11mm in width x 23mm. This will usually have to be opened out by removing under-frame material with a saw and/or files. The chassis of most proprietary wagons is removable as a separate unit. If a weight is fitted it may need to be shortened or omitted to accommodate the rocking unit. Moulded W irons may have ribs at the base where they join the under-frame and these will have to be removed to allow the unit to rock. If you are replacing the original wheelsets with finescale alternatives bear in mind that the Bachmann/Mainline/Replica axles are slightly shorter than the 26mm pinpoint alternatives and the latter will have to be shortened slightly by 'rounding off' the pinpoints.

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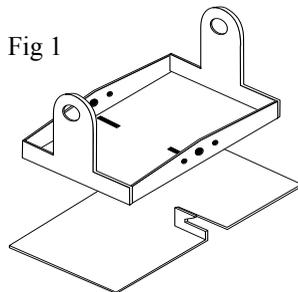


Fig 1

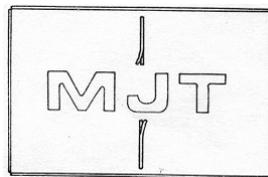
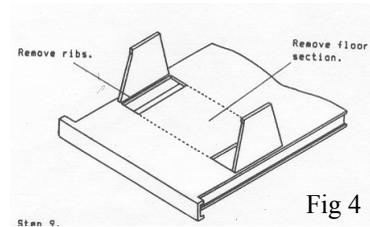
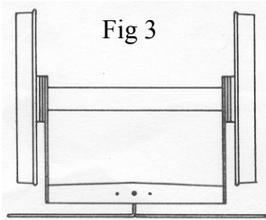


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