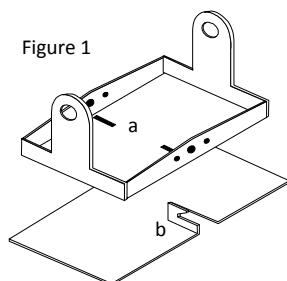


2290 2291 Compensation Units for RTR Wagons

These units allow easy compensation of most four wheeled wagons from Hornby, Bachman, Dapol, Mainline, etc.. Based on the same principle as conventional compensating W-irons, they feature internal bearings on the 'rocking' end. Pin points must be removed from the ends of the rocking axle while the other axle retains its pin points and existing mountings.

Each fret is sufficient to convert two wagons. Please read the instructions and familiarise yourself with the parts and options before bending, gluing or soldering them.

Step 1. Remove the components from the fret and clean any remaining 'tabs'. Use a piece of scrap brass from the Surround to check that the slots (a) in the suspension unit will allow the tabs (b) to pass through. If necessary ease with the scrap brass or (extreme cases) gently using a stout craft (Stanley) knife. with the part on a cutting mat.



Step 2. Fold the main suspension unit to form an open 'box' with the half-etched fold lines inside the folds.

Step 3. Fold the two location tabs on the mounting plate (b) again with the half-etched fold lines again on the inside.

Step 4. Locate the main suspension unit on the rocking plate and bend the inner ends of the tabs in opposite directions to hold the unit without restricting the rocking movement.

Step 5. Taking care not to damage the wheels, file or grind the pin points on one axle so that the ends are flush with the wheel faces.

Step 6. Remove one wheel from the axle and thread it through the holes in the legs of the suspension unit, opening these out with a needle file or broach if necessary. Remove the axle and paint or chemi-blacken the suspension unit.

Step 7. Re-fit the axle. Washers are supplied (on the etch) to take up excessive side-play - try to use an equal number on each side. Replace the wheel and adjust the retaining tabs to achieve the right balance of rocking motion and 'slop'; Figure 2. A little oil on the inside bearings will also help.

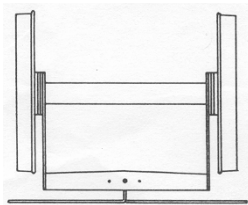


Figure 2

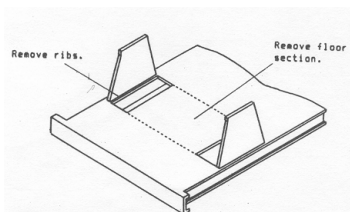


Figure 3

Mounting the unit. – Figure 3

Method will depend on the model but there are some basic rules. A clear area of floor space 11 x 23mm is needed. This will usually have to be cleared by removing underframe material with a saw and/or files. On most proprietary wagons the chassis can be removed 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 strengthening ribs where they join the underframe and these must be removed to allow the unit to rock. If 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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