

MJT Compensating W –irons Instructions

2297/2298 BR Plate and Standard Types

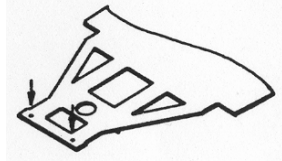
Each fret comprises the main suspension components, plus within the remaining brass scrap, a 'free' set of screw couplings. The coupling hooks are folded to give a double thickness approaching prototype dimensions and a choice of 'scale' and 'long' links provided.

Step 1.

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

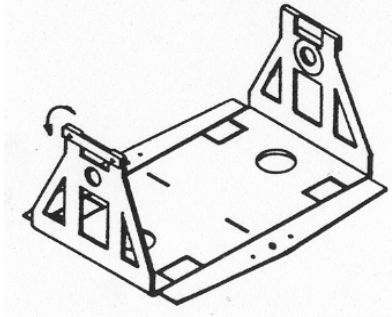
Step 2.

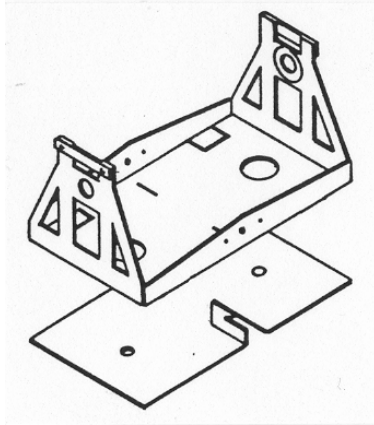
Place one of the main units so that the half etched 'MJT' is face down on a piece of hardboard or similar. Using a scribe, centre punch or old compass point emboss a representation of the fixing bolts in the bridle using the etched depressions as a guide.



Step 3.

BR W-irons usually feature 1 or 2 'hook' holes. Where only one such hole is featured they are usually arranged to the outer end of the wagon. Because of the various permutations the drilling of these 'hook' holes has been left to the builder and should be carried out with a 0.82mm (No 67) drill using the half etched depressions as a guide. Where prototype information is available we recommend careful checking of the number and location of these holes.





Step 4.

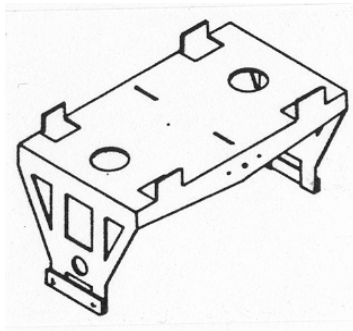
Fold the bridles through 180 degrees with the half etched fold line on the outside of the bend. Fold up the two side plates to 90 degrees with the half etched fold lines on the inside of the bend.

Step 5.

Fold up the remaining two sides of the units to form a box. Repeat for the other unit. Turning now to the mounting plate fold up the two locating tabs, once again with the half etched fold lines on the inside of the bend.

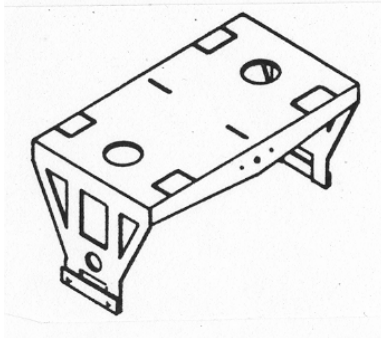
Step 6.

The fixed W-iron should look like this.



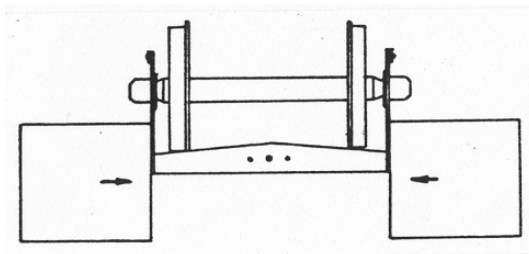
Step 7.

To form the rocking unit, remove or fold down the four tabs so that the unit looks like this.



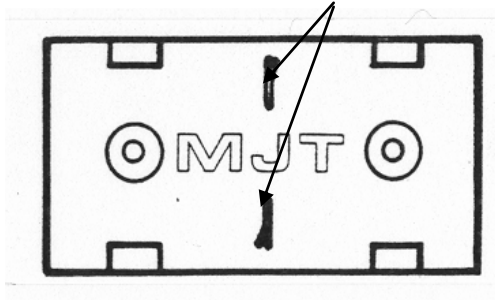
Step 8.

Fit two brass bearings into the holes in the W-irons (the holes may need opening out slightly with a round needle file or broach). Although not necessary it may be more convenient to glue or solder the bearings into place. Ease the wheel set between the bearings. Note: You may find the wheel sets a sloppy fit between the bearings. This can be controlled by soldering the corners of the units, or placing the units between the smooth jaws of a vice and gently squeezing them together (don't overdo it). Because subsequent removal of the wheel sets is likely to loosen the units again we would suggest that this operation is left until after painting or chemiblacking.



Step 9.

Check that the etched slots in the rocking W-iron are clear enough to allow the tabs of the mounting plate to pass through, if not use a scrap of etch material to ease out the slots. Place rocking unit on mounting plate and bend the ends of the tabs in opposite directions sufficient to locate the unit without restricting the rocking action.



Finally try the units in place to see if any packing is required to adjust the height of the vehicle before finally gluing or bolting the units to the wagon floor.

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