

MJT Compensating W –irons Instructions

2299 RCH/GWR Type

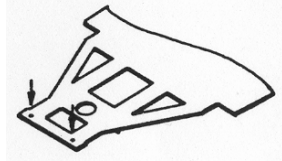
Each fret comprises the main suspension components plus alternative 'bridles'. In addition, where space permitted are a selection of drawbar plates and various timber sole bar hardware.

Step 1.

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

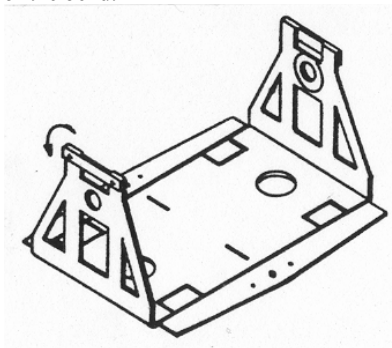
Step 2.

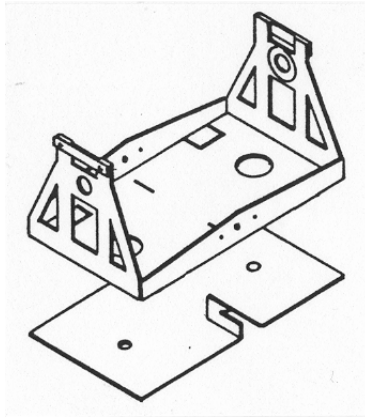
Select the most suitable style of bridle for your chosen prototype and place etch onto a piece of hardboard or similar. Using a scribe or old compass point emboss rivets, using the etched depressions as a guide, in the chosen bridles.



Step 3.

If you intend to use the standard straight bridle which is 'provided as part of the main suspension units, fold them through 180° with the half etched fold line on the outside of the bend. For the alternative bridles, remove the straight ones and solder or glue the alternative ones into place. Fold up the two W-irons to 90° with the half etched fold lines on the inside of the bend.



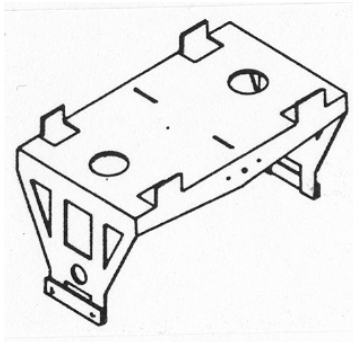


Step 4.

Fold up the two sides of the units to form a box, and fold up the two locating tabs on the mounting plate, once again with the half etched fold lines on the inside of the bend.

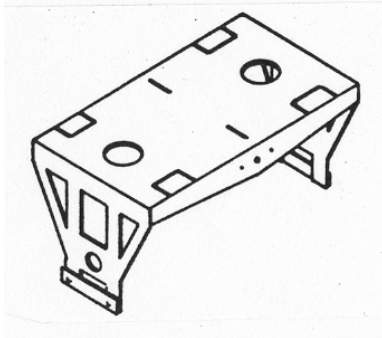
Step 5.

The fixed W-iron should now look like this.



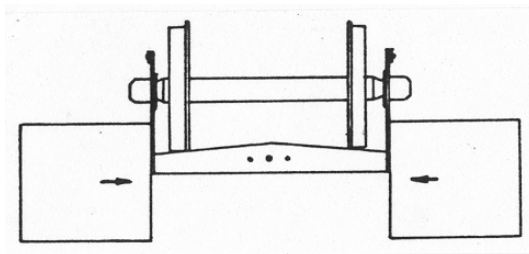
Step 6.

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



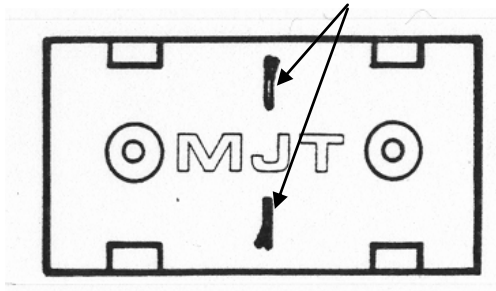
Step 7.

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 I would suggest that this operation is left until after painting or chemiblacking.



Step 8.

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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