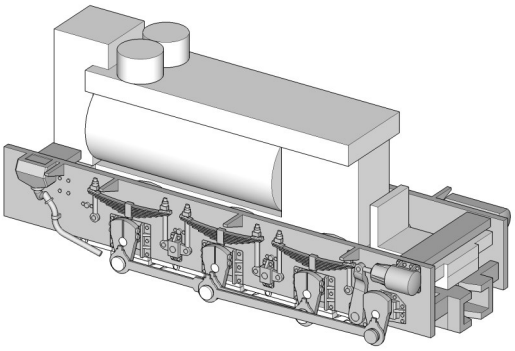
FOURDEES LIMITED
MODEL RAILWAY PRODUCTS

Thank you for purchasing Fourdees Limited's OO9 Baguley-Drewry chassis kit. This kit can be used to convert a Graham Farish outside-framed 08 shunter chassis to include a connecting rod, jackshaft and 009-appropriate frames.



The chassis is designed to fit all Fourdees Limited Baguley-Drewry models, but due to the fine tolerances necessary in this scale, some remedial work may be required to allow the chassis to run without issue.

This is a highly detailed scale model kit for adult collectors. **Not for children under 14 years old.** Included with this kit:

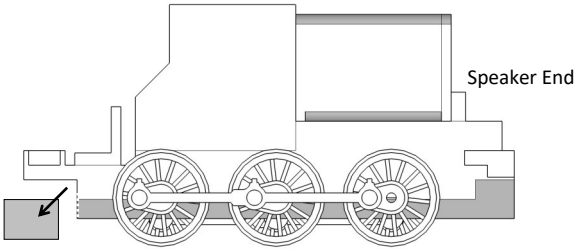
- HD Resin prints of Locomotive Frames, Axle Stays and Flycranks
- Etch brass coupling and connecting rods
- Additional Crankpins
- Brass Axle

To finish the model you will require:

- Modelling Tools and Adhesives
- Graham Farish outside-framed 08 chassis (either non-DCC or DCC-ready)

CHASSIS ASSEMBLY - STEP 1

Remove the 08 chassis from the body. First remove the couplings (keeping the internal NEM pockets). Remove the air tanks, brake gear and axle stays. Unscrew the 4 corner screws. Then remove the diecast body, and plastic frames. The keeper plate needs the rear coupling pocket housing removed.



STEP 2

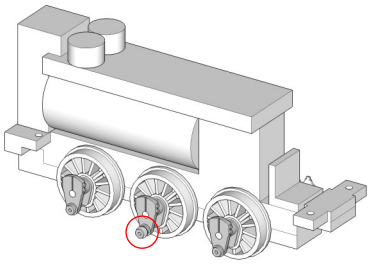
Carefully remove the crank pins using tweezers and a gentle twisting motion. All of these are required to reassemble the chassis. Remove the plastic flycranks from the axles. Be careful if these are tight, and be sure to pull away in line with the axle, to prevent the axle from bending.

STEP 3

Prepare the flycranks: Drill out the central axle holes on all the flycranks using a 1.0mm drill bit. Be slow and gentle to ensure the hole remains parallel with the crank. On the plain flycranks, also drill out the crankpin holes at the end of the crank arm using a 0.45mm drill bit.

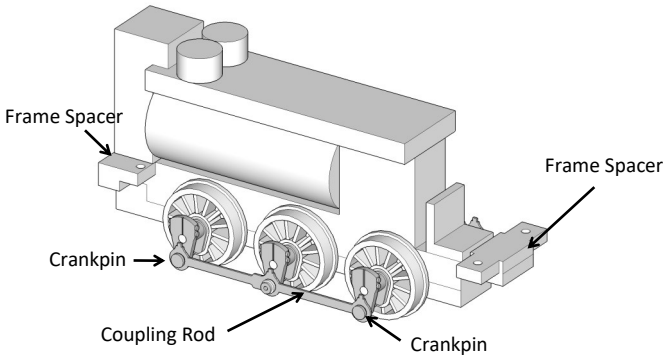
STEP 4

Slide the new flycranks onto the axles, securing with a little glue on the axles. The centre axle has the larger boss, the outer axles are smaller.



STEP 5

Attach the Coupling Rod to the flycranks. The centre holes may need reaming out slightly, until they slide across the boss on the middle flycrank. Re-use the Graham Farish crankpins to secure the Coupling Rod to the outer cranks (use a pair of tweezers to gently squeeze the crankpin into the hole). Test the chassis still runs smoothly in both directions.

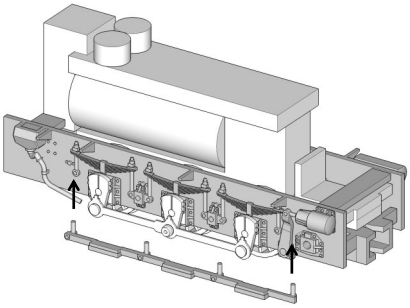


STEP 6

Check the brass rod rotates freely in the new frames, then attach them to the 08 chassis. Insert the rear end of the chassis into the frames above the new coupling pocket. The front end of the frames should be flexible enough to bend around the motor.

Make sure the axle openings are evenly spaced, and square to the frames. Secure with glue around the upper brackets that sit on top of the 08 chassis frames.

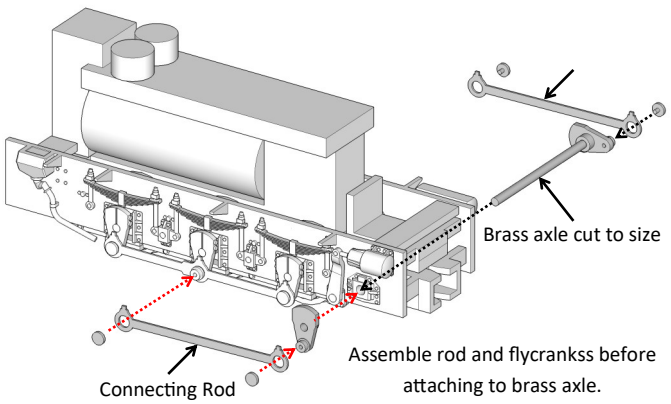
Attach the axles stays to the bottom of the chassis using a small amount of glue on the pins/slots.



STEP 7 - Jack Shaft and Connecting Rod

The brass axle should be 20mm long, but to allow for tolerance in printing dimensions, it is better to cut a little longer, and file shorter after testing. Do not cut too long as the rods need to clear the inside of the steps on the Baguley-Drewry bodyshell.

Securely glue one of the half flycranks to one end. When dry, attach the coupling rod and secure with a crankpin. Slide the brass rod into the axlespace in the chassis, and attach the other end of the connecting rod to the central flyrank with a crankpin.



STEP 8

Attach the second connecting rod to the other half flycrank with a crankpin. With light adhesive, test fit the coupling rod on the jackshaft, attaching the connecting rod to the central flycrank with the final crankpin.

The cranks on the jackshaft should be 'quartered', meaning they are at right angles to one another. Test the mechanism on a slow speed in both directions for binding and once satisfied, secure the flycrank with a strong adhesive. Reuse the NEM pockets from the 08 chassis in the coupling socket.