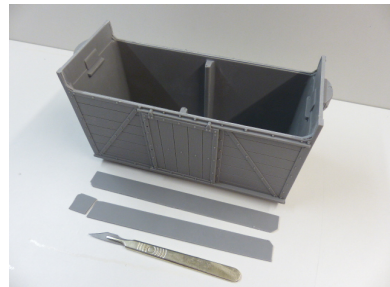
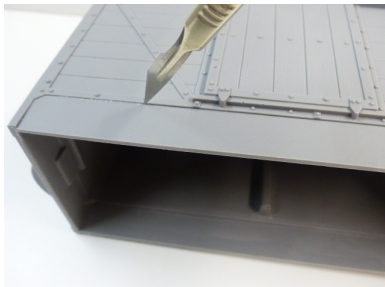


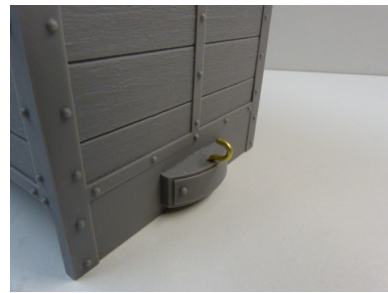
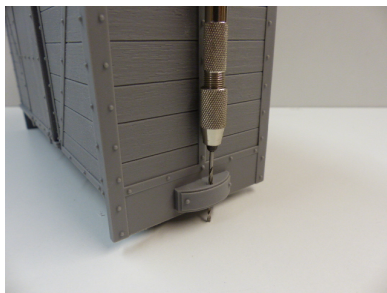
1.

With a tool of your choosing, cut away the waste resin from between the buffers. We like to score the joint with the back of a scalpel and snap off cleanly, then scrape to a good finish.



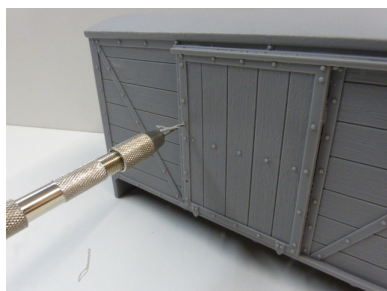
2.

With a pin drill, drill 1.7mm holes in the marked spots on top of the buffers. Bend up the brass wire into your type of hooks and glue into place.



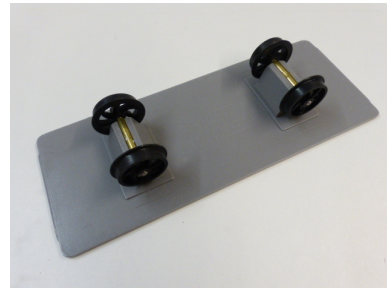
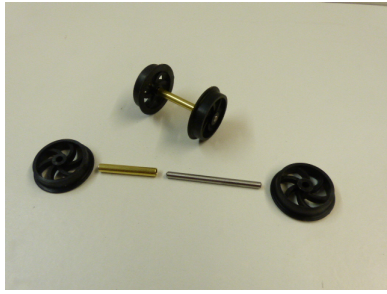
3.

Drill 4 1.3mm holes in the marked spots for the grab rails. Glue the rails into place.



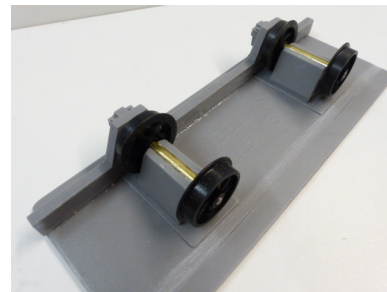
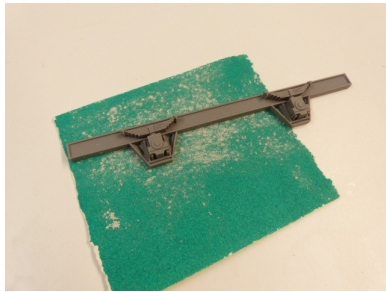
4.

Assemble the wheels in the normal way by filing the tubes flat on the ends and removing burrs with a file on the outside and craft knife on the inside. Assemble with a small drop of car engine oil on the axle so the brass tube is lubricated. Glue the wheel sets into the slots with a SMALL drop of glue making sure they are centralised.



5.

If necessary, gently sand the backs of the chassis rails until smooth and trim out any waste resin from the 'W' irons. Rub the areas to be glued with coarse sand paper and glue the rails into position. If you are building for 32mm, the rails will go against the edge of the thin lower axle mounting plate. If you are building for 45mm, use the scored lines as a guide. The scored lines go on the **INSIDE** of the rails.



6.

It may be necessary to notch the very tips of the chassis rails so they clear the buffer beams on the inside of the body. the notches will only need to be 1-2mm, or you could lightly Dremel the inside of the body where needed. Clip the chassis into place and you're finished.

