



9F sprung bogie fitting instructions

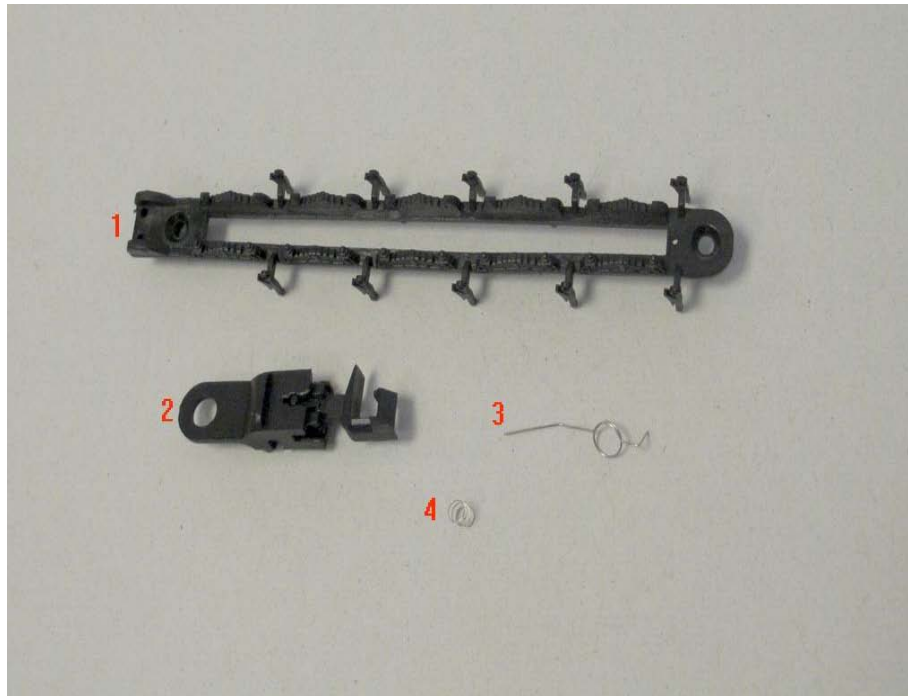


9F free sprung bogie conversion kit (fitting instructions)

The conversion kit allows the existing 9F locomotive to have a centre sprung and sprung weighted bias. This should help with any derailling issues you may have with your engine. Please note, if your engine is running correctly and you are happy with it, please consider whether you need to alter it at all.

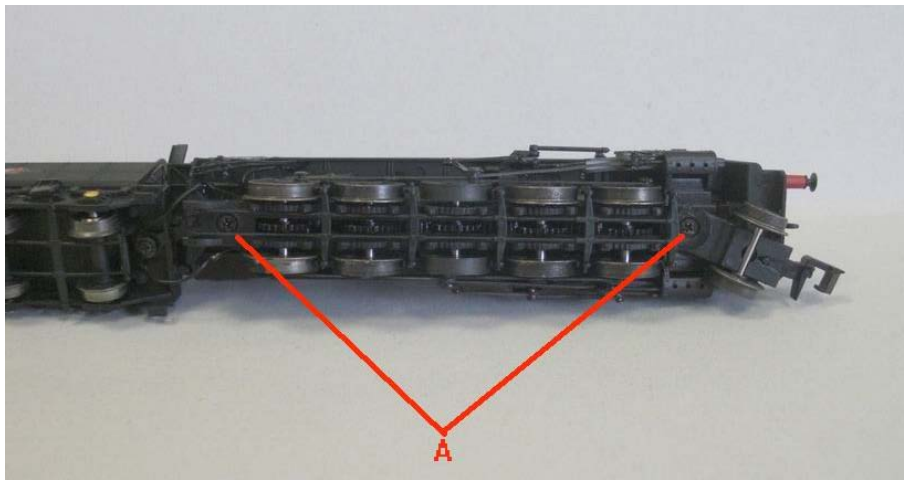
The kit consists of the following 4 items;

replacement 'keeper plate' (1), replacement bogie (2) tension spring (3) and a small replacement axle spring (4).



Please remember that this conversion DOES NOT affect the wheels etc and nothing else should be altered/removed/adjusted during the conversion.

Firstly, with the engine and tender upside down and supported, remove the 2 small screws (A) front and back of the 'keeper plate'. This is the plastic that runs the length of the underside of the chassis between the wheels. Then carefully remove the 'keeper plate'.



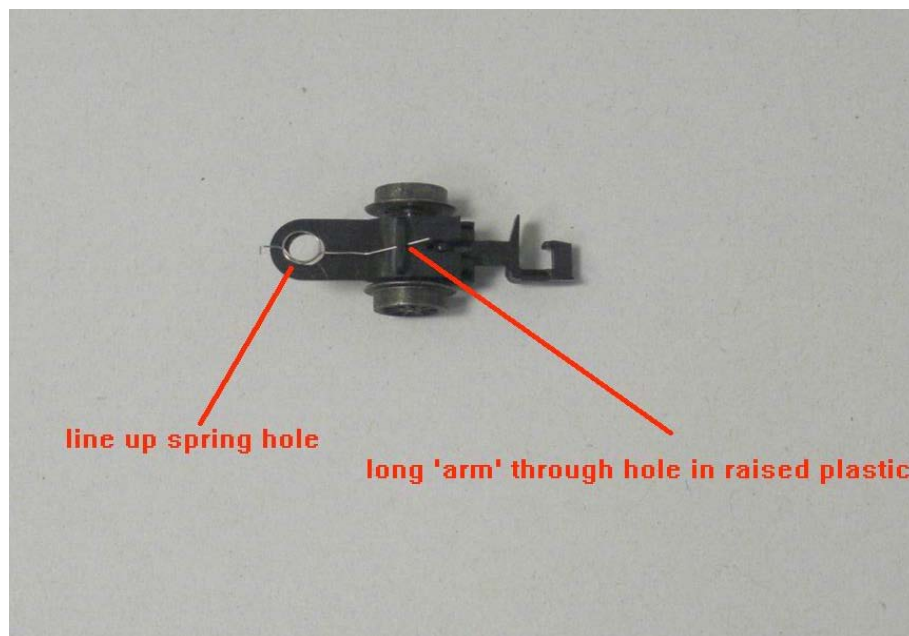
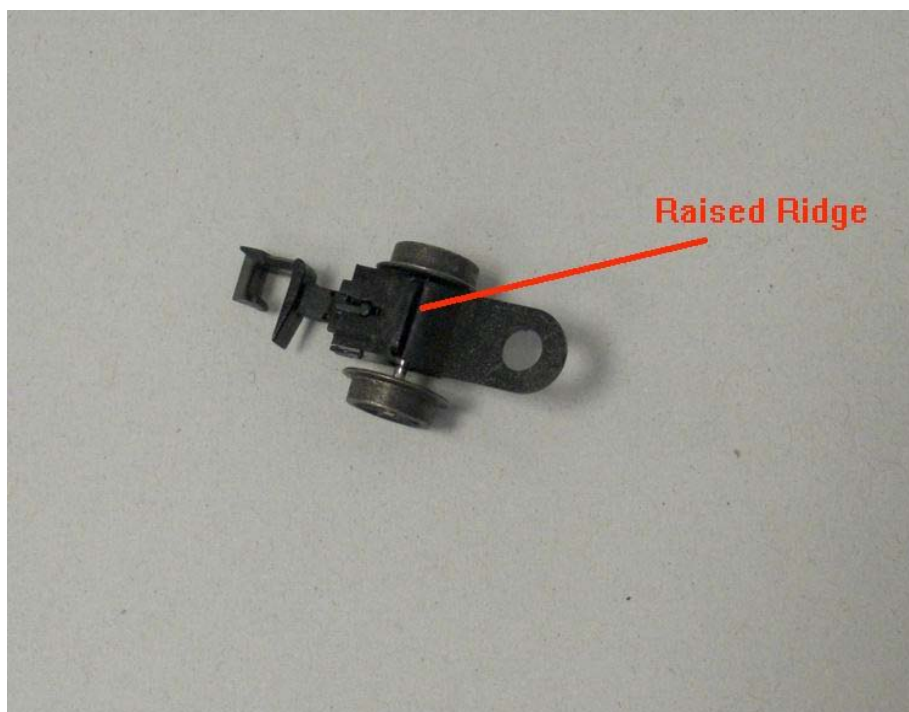
The front bogie can now be removed. Unclip the wheels from the front bogie, and also the tension spring that is in the recess under the axle.



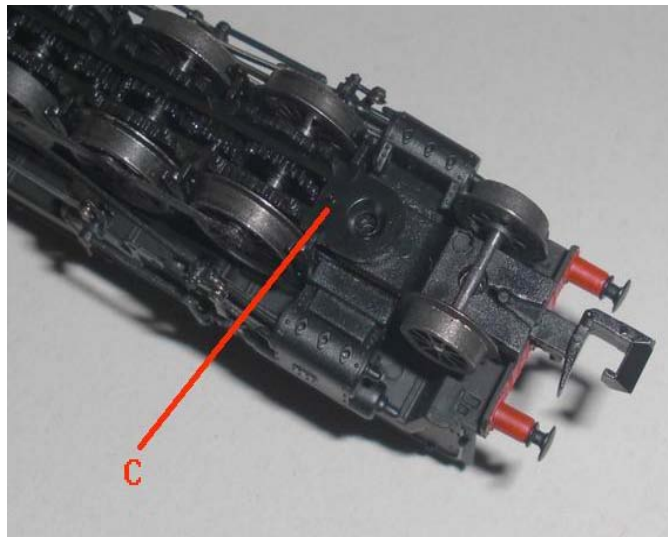
Take the replacement bogie and put the spring into the hole in the new bogie frame. (if you lose the spring, that is why there is a spare in the kit).
Replace the wheel set into the new bogie frame.



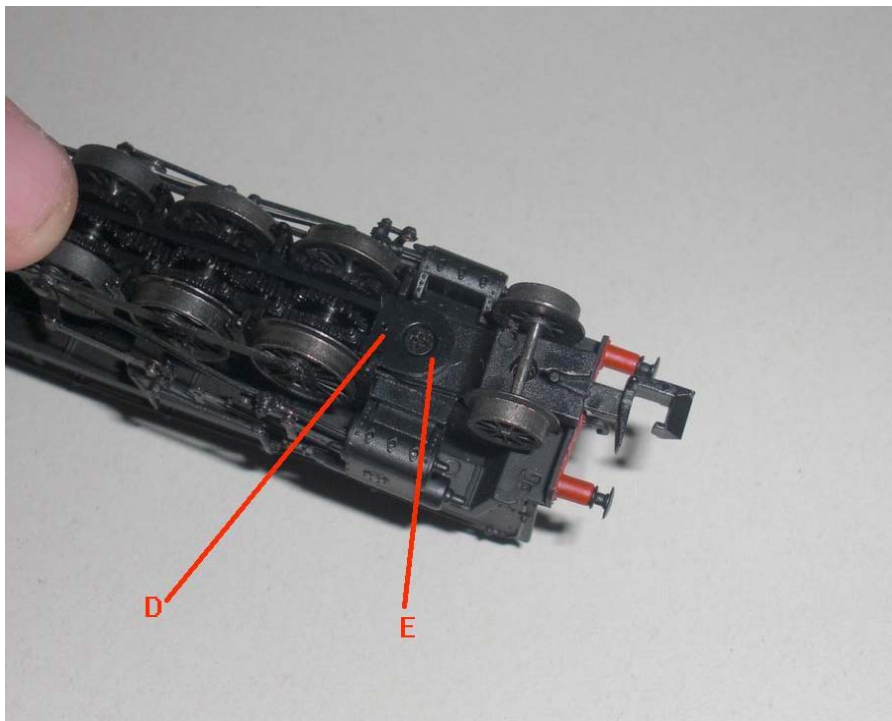
Take the tension spring, and locate the long end into the hole in the middle of the raised 'lip' on the topside of the replacement bogie frame. Line up the hole in the spring with the pivot hole in the bogie frame.



Offer up the whole unit to the bogie pivot point node on the underside of the chassis, then carefully place the new 'keeper plate' into the position of the old one locating the vertical part of the spring in the tiny hole (D) that is just behind the screw hole (C). (this helps give the spring its tension).



Screw the front screw into the 'keeper plate' hole (E) first as this will hold the bogie etc in place. Then screw the rear screw in place.



All that remains to do is carefully unclip the brakegear from the existing 'keeper plate' (you may have to cut the 2 rear rods to allow you to do this) and fit to the new 'keeper plate' , gluing back the rods into place on the new plate.

If the spring shows a bias towards the left or right, just loosen the front keeper plate screw and push the bogie over in the opposite direction, release, and do again until the bogie sits to the centre, then re-tighten the screw.

Please do not forget to lubricate your 9F as per instructions that came with the model and on this web site.

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