BRISTOL MODELS MODEL

General Assembly Instructions - Chassis Kits.

1 Mainframe Assembly: Ensure both sideframes are perfectly flat and that the bottom edge is straight, otherwise the chassis may "rock" about its wheels when assembled. Clean ends of spacers and the through holes. Loosely assemble the two spacers at each end of the chassis; firmly press assembled mainframes onto flat surface and tighten the C/Sk spacer screws. Fit remaining spacers in place and tighten; check chassis again on flat surface for "rock". All spacers should have their holes at 90° to axle holes i.e. vertical; the exception is the motor mounting spacer which should be left loose until the motor is fitted and rear lug mounting screw is in place.

2 Driving Wheels and Gearing: Drill crankpin holes in wheels No 55 or 1.50mm and tap 10BA. with taper tap, just allowing end of tap to protrude through back of wheel when tapping. Screw Hamblings crankpins in place. Fit driving wheels and axles to chassis, noting correct axle for fitment of Romford 30 or 40-1 gears. It is recommended that 1/8" dia. washers are used behind each wheel. Note that R.H. cranks are usually in advance of L.H. which is on BDC and at 90° to each other. Stephen Poole wheels are best fitted with the Hamblings wheel press tool.

3 Coupling Rods: Fit rod to crank pins. Revolve the driving wheels slowly and check for any tight spots. These can be relieved by very slightly enlarging the hole in the rod. Check wheels revolve freely; solder small Hamblings washers in place over crankpins(fit valve gear connecting rod first, if required, before soldering this particular crankpin washer) a paper spacer is placed on the crankpin between rod and washer to prevent accidental soldering rod to crank pin. The paper is torn away after soldering. Snip and file end of crankpin to smooth finish.

4 Motor: Slide tangs of X04 or 005 into slots provided in chassis, with worm in place, and tighten rear screw, check tightness of mesh. If found too tight then slightly file top inside edge of slots in frames.

5 Pickup: Screw pickup plate in place as shown on drawing. Cut length of P/B wire and slightly curve so that ends spring against rears of driving wheels. Solder two lengths to each side of pickup plate as drawing and check that the ends of the P/B wire always lightly touch the wheel rim. Solder electric wire between motor brushes and pickup plate ends.

6 Cylinders - where applicable: The type of cylinder recommended is either the bridge type or seperate cylinders bolted to side frames. Where bridge type is used this should be held in place in chassis cut out and a number 42 or 2.38mm. drill passed through mounting spacer into bridge. The seperate cylinders are in each case supplied with instructions.

7 Valve gear - where applicable: We recommend the appropriate type of Eames valve gear kits and details of their fitment is included in the kit.

8 Bogies - where applicable: Mount these as shown on drawing ensuring free swing. Use correct diameter Jackson or similar wheels. Drill pivot hole No42 or 2.38mm.

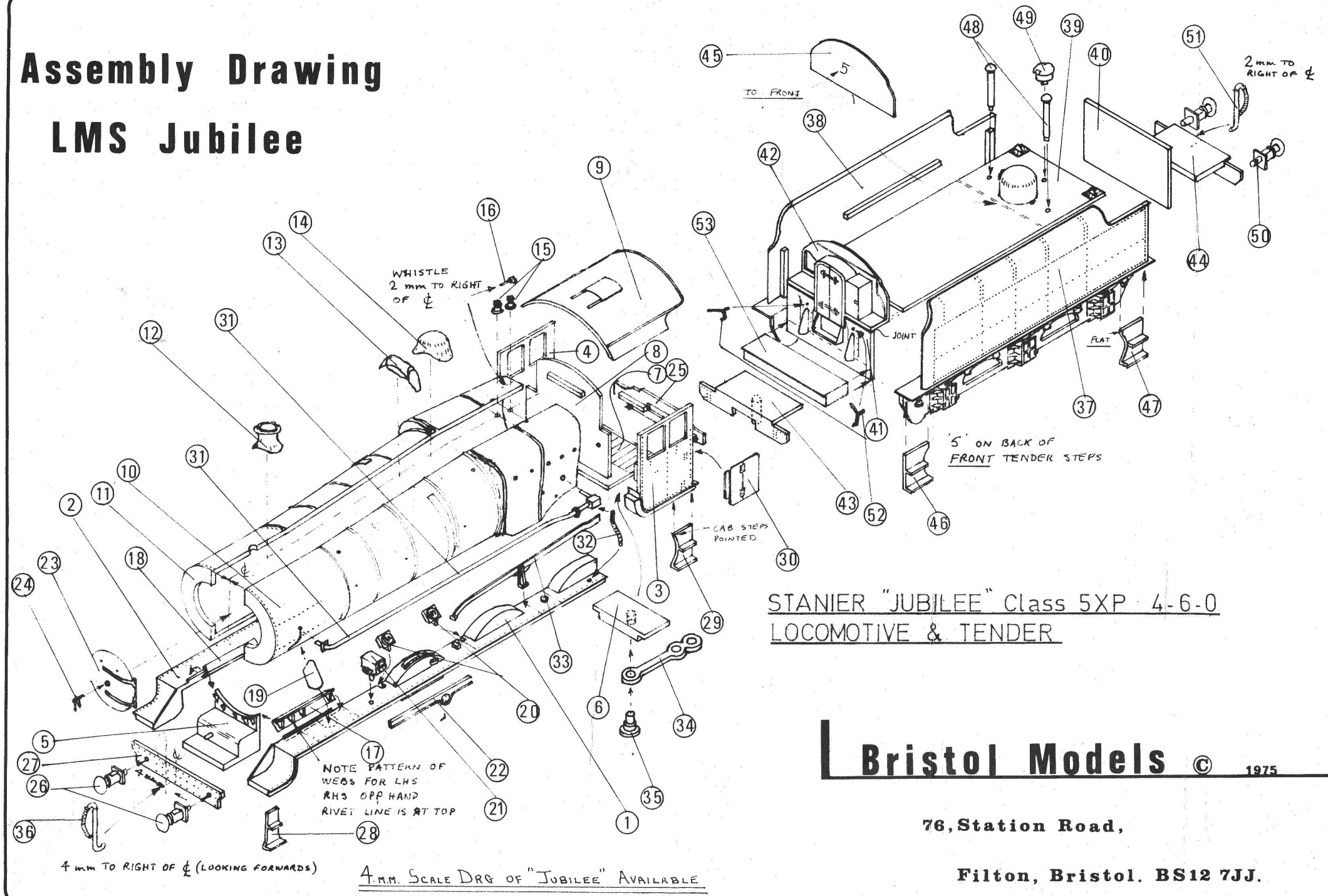
9 Pony Trucks - where applicable: As above.

Coupling Link: Fit bolt assembly as shown on drawing, ensure free swing of link, and bend as required to meet height of tender.

Kits contain:	Suggested parts to complete - see B.M. list for exact details.
Mainframes - Coupling rods - spacers - 3/16th" Countersunk screws for spacers -8B.A.Mounting bolts - 8B.A. nuts and washers - pickup plate - P/B wire - electric wire - bogie pony trucks if required by prototype	Cylinders - driving wheels and axles - Romford 30 or 40 - 1 gears-Triang X04 or M.W. 005 - Eames valve gear - Jackson bogie wheels - Hamblings crankpins and washers

Assembly Drawing

LMS Jubilee



STANIER "JUBILEE" Class 5XP 4-6-0
LOCOMOTIVE & TENDER

4.m.m. Scale Drg of "Jubilee" Available

Bristol Models © 1975

76, Station Road,

Filton, Bristol. BS12 7JJ.