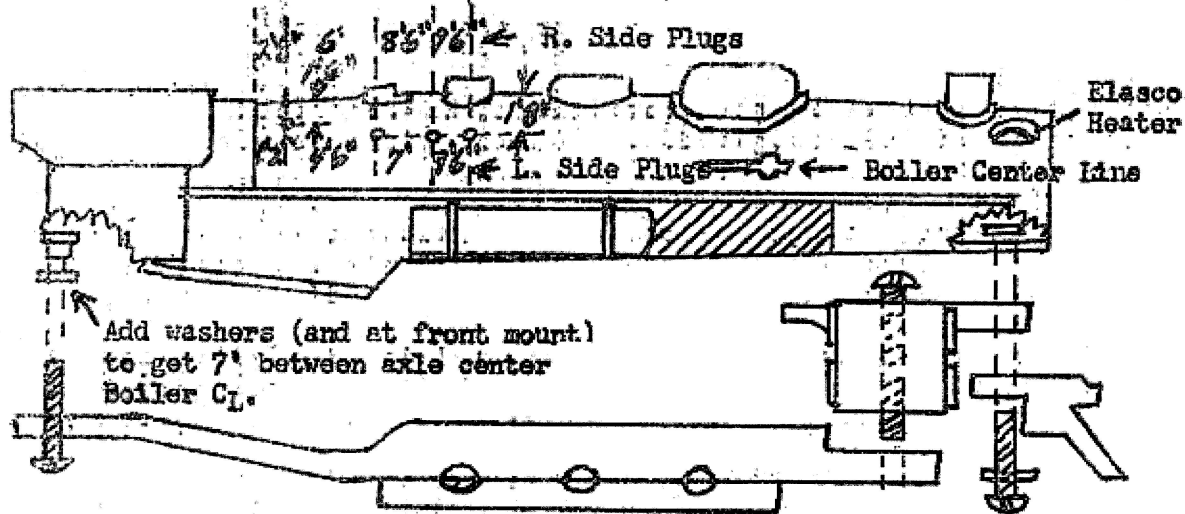


also the 6-32 hole on top of Steam Chest proper drilled larger. Assemble according to the drawing below, first screwing the 8-32 screw the Steam Chest and into the Frame, install the Pilot-Deck with 2-56 screw, and 4-40 thru rear of Frame and into AF Draw Bar hole at bottom rear of Cab. A bit of sheet stock may have to be placed between rear of Steam Chest and Frame to prevent Chest from turning some.



Drawing not to scale but proportionate

#12.2 Motor, DC-86--Install for adjustments, then remove and install later.

#13.1 Flywheel-- Same as above.

#13.23 Counterbalances--Scullin Disc Drivers do not use them. For spoke and Box-Pok, use one narrow one on center Drivers, 12" wide. Grind down the others to 7" wide for the 1st and 3rd Drivers.

#1.7- Quartered Drivers--Also see #18, Frame. Do not file axle holes in Frame yet. Note at #16.19 Side Rods below. Be sure there are not any burrs in oil slots in Coverplate at each axle hole.

#14 Crank Pins--Below. You may have to file burrs out of sleeves so they will go on 2-56 screws. Also file any outside burr there may be.

#16.19 7/8" Side Rods--Remove bottom Oilers. Also see Supplement #16. Use only the 2 hole rod and one with one Crank Pin hole per side. The thick hub is to the outside and at the center Driver. First Rods could be filed with fine file to make them shine as tho machined, and Crank Pin holes redrilled 7/64 or file larger to take Crank Pins with tight fit at this stage.

RUNNING GEAR DETAILS

Pilot, AF--The AF vertical bar Pilot spokes can be made to look much better by using out-off disc, about half their diameter, in your hand grinder (Moto-Tool or other) and grind the inside of the spokes thinner, noting when there is a blister look formed between the spokes in front, which you have ground a bit too much. Then with a small thin file (ground thin) and pointed, punch out burrs formed and file spokes straight, and file top and bottom bars holding spokes. (Of course file is ground thin on one side.) This is a handy file to have.



#14.4 Flagstaffs--AF staffs are much too large, so pull them out with slight turning of pliers. Cut off tops of inclined Flagstaffs about 3" above the little flag slot, then file flat on top. Prepare Coupler Bar, below, and epoxy both in at the same time, with flag slot forward.

#17.3 Uncoupler Bar--We left the Uncoupler Bar Brackets out as they are probably too small for epoxy to properly hold. The AF Bar is much too heavy. It is the heavy bar from Flagstaff to Flagstaff. Pull it out with pliers and make a new one same shape from .020" or .025" piano wire. Bend each tip so