

# Ultrascale Data Sheet

Issue:001-130309

## Dapol Class 52 'Western'



### Overview:

The conversion pack for the Dapol Class 52 'Western', comes as an assembled set of 12 wheels and stub axles. (*as shown above*) The wheels and stub axles are already electrically connected to each other when you get them, so there is no need for any type of pick-up to be added to the model and therefore are a straight swap for the original wheels.

### Fitting Instructions:

Before you carry out this conversion, read any data or instruction sheets that have come with the model, as this can help when it comes to converting the model to your required gauge.

First remove both the front valances from under the buffer beams as this will help when you remove the bogie base plates from the model. Both these items should just pull off without any problems. Each of the bogie base plates are held on to the main part of the bogie by a clip at each end. To remove the base plates, you will first need to remove the two sets of metal pipes that are connected between the main part of the bogie and the bogie base plate, these items are on one side of each bogie only and are glued in place and will need pulling out and placed to one side for later when you come to reassemble the bogie, then insert a small flat bladed screw driver, between the main bogie were the clip is and the bogie base plate were the brake shoes are and lever the bogie base plate off the clip, this is best done at the end of the bogie without the coupling connection. This should then release the base plate from the main bogie.

Once both base plates have been removed you can remove the wheels, axle bushes and gear/muff assembly as one item, these should just pull out from the main bogie frame. Now disassemble the wheels and stub axles from the gear/muff assembly, these should just pull out. You will need to keep the axle bushes and the gear/muff assembly for use with the new conversion wheels. You will NOT need to reuse either the original wheels or the small plastic washers that are on the sub axles.

You can now assemble the new conversion pack wheels and stub axles. Place one of the brass axle bushes on each of the stub axles, making sure that the hollowed out end of the brass axle bush faces away from the back of the wheel. Then insert a wheel and stub axle assembly into each end of the gear/muff assemblies. You will need to use a back to back gauge at this point to make sure that you have set the wheels correctly for the gauge you require. Also you will need to make sure that the gear/muff assembly is a equal distance from the back of each wheel. It should be noted that the fit of the 2.0 mm diameter stub axle into the gear/muff assembly can vary on how tight the fit is and you may need to use some type of retainer if the wheel and stub axle seem lose on reassembly.

Now the new wheels have been fitted, the new assemblies can be fitted back into the main bogies. These just push into the slots in the bogie, making sure that they are pushed fully home and seated in the slot correctly.

Now you can refit the bogie base plates. However, if you are converting to either EM or 18.83 gauges you will need to do the following first.

It will be necessary to cut off the brake shoes back to the main bogie base plate frame otherwise the flanges on the new wheels will foul on the brake shoes. This can easily be done on the two outer sets on each end of the bogies as these just pull out. However, you will need to cut off the inner ones as these are moulded to the bogie base plate. You will also need to remove any other brake gear that may be fitted as this can foul on the wider gauges. Once this is done the bogie base plate can be refitted.

To refit the bogie base plates, first clip the coupling end of the base plate back over the clip on the main bogie then push the other end of the base plate back over the clip at the other end, this should then with a small amount of pressure clip back into place. The front valances that you removed from under the buffer beams can now be refitted and the model can at this stage be tested. Once tested the brake gear can be finished. If you have converted the model to either EM or 18.83 you may need to modify the brake gear to suit the new wider gauge.

### **Special Note**

During the development of this conversion we found that some parts of the brake gear on the model we had had been glued, when the enclosed instructions seemed to indicate that these parts should not have been. You may or may not find the same problem.

### **Recommendations after conversion:**

Minimum Radius: 3' 0" (914mm)

### **Availability:**

This conversion is available in 'OO', EM and 18.83 gauges. For other details regarding this conversion please see our web site at [www.ultrascale.com](http://www.ultrascale.com)

As this conversion is currently a batch run item it may not be currently available on our web site at this time.