

# Ultrascale Data Sheet

Issue: 001-050925

## Hornby Class 08 Diesel Shunter



### Fitting Instructions:

The Hornby class 08 Diesel Shunter conversion pack comes as a fully assembled set of wheels, axles, axle bushes, gear, outside cranks and crank pins. (*as shown above*)

Unlike previous conversions covered by us on our web site, this conversion requires that the body top and motor and motor mount assembly be removed in order to change the wheels. Therefore we recommend that you refer to the instructions that come with the model and also to the Hornby service sheet for this model, which can be found on Hornby's web site, if you are unsure on how disassemble the model when required.

First remove the connecting rods from the wheels, this is done by unscrewing the crank pins from the outside cranks. Put the connecting rods too one side as these will be fitted to the new wheels later. Next you will need to remove the brake gear from both sides of the chassis. Hornby seem to have glue these in place, but we have found on both the models we converted that the brake gear will come off clean with no damage to either the brake gear or the model.

Now using Hornby's instructions, remove the body top. Then remove the base plate and remove the outer sets of wheels leaving the middle set in place. To remove the middle set you will need to remove the wiper pick-up assembly and this can only be done once you have removed the motor and motor mount assembly from the chassis as you need to be able to pull the wires that are connected to it through the chassis and these wires are trapped under the motor and motor mount assembly. When removing this assembly be careful not to loose the UJ drive shaft which connects the motor fly-wheel and gear box together. Once you have done this the wiper pick-up assembly can be pulled away from the chassis and the middle set of wheels removed.

You are now ready to fit the new conversion pack wheels. First fit the middle set of wheels, you may also need to bend the wiper pick-ups out if fitting the wider EM or 18.83 gauge wheel sets, to make sure that they contact the wheels. Once this is done fit the wiper pick-up assembly back in place. Then fit the remaining two wheel sets and refit the base plate. Now you can refit the motor and motor mount assembly, making sure that the UJ drive shaft is correctly located between the fly-wheel and gear box.

Now refit the body top, once this is done the brake gear can be refitted. You may need to remove some plastic from the brake blocks when using the EM wheel sets as we found that the flanges can rub on these once re-assembled, the other gauges however, do not seem to cause a problem. Now all that remains, is to re-fit the connecting rods to the new wheels, cut off the crank pin screw flush with the crank pin nut and apply a small amount of Loctite 603 to the end of the crank pin nut to make sure it does not work loose when in operation.

The conversion is now complete and the model is ready for use.