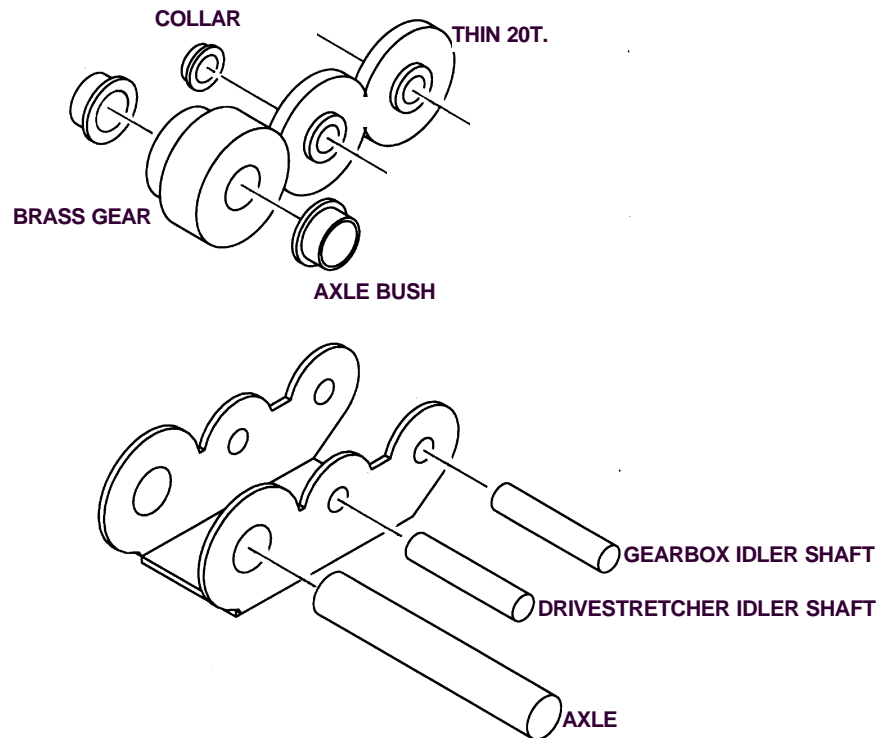


## D 3 DriveStretcher Final Drive Carriage (For SlimLiner+)



Study the diagram before starting work. Before cutting the etch from the fret, progressively ream out each of the **holes** to suit their shafts or bushes. Components should be offered up until they a tight push-fit in their holes. Remove burrs by inserting the tip of a drill bit (of much larger diameter than the hole) and gently rotating it between your fingers.

The axle bushes will be one of two types, depending on the axle diameter. Solder the **axle bushes** into place on the DriveStretcher with the larger-diameter shoulders on the same side of the etch as the bend lines. You can file the outside (non-shouldered) face of the bush flush or, alternatively, file the bushes to length so they eliminate any sideplay on the gearbox when fitted into the chassis.

**Fit the DriveStretcher into the gearbox** in the same way as you would fit the final drive carriage, using the **gearbox idler shaft** as the pivot. This shaft should include a thin 20T. The raised boss on the gear runs nearest the frame side. After checking the gear is still free to revolve, secure the shaft ends to the gearbox etch using a tiny amount of glue.

Fit the **DriveStretcher idler shaft** and gear into the DriveStretcher, along with the collar, and position and fix them as above.

Temporarily fit the axle and final **brass 20T.** gear into the DriveStretcher. If the motor is not fitted, check that all the gears revolve smoothly. Now **test the gearbox** under power. Remove the drive axle and brass gear. Fit the gearbox into the **chassis** by slotting the axle through the frames, the DriveStretcher and the brass gear, making sure the latter is correctly meshed with the idler gear.

If necessary, **fit washers** between the outside faces of the carriage and the inside of the frames, to stop the gearbox/carriage sliding along the axle, causing the gears to go out of mesh. The brass gear should run close up against axle bush.

*The gears are effectively self-lubricating but a little plastics-compatible grease will do no harm. Do not use general-purpose modelling oil, which attracts dust and grit. Metal-on-metal contact areas (motor bearings, axle*