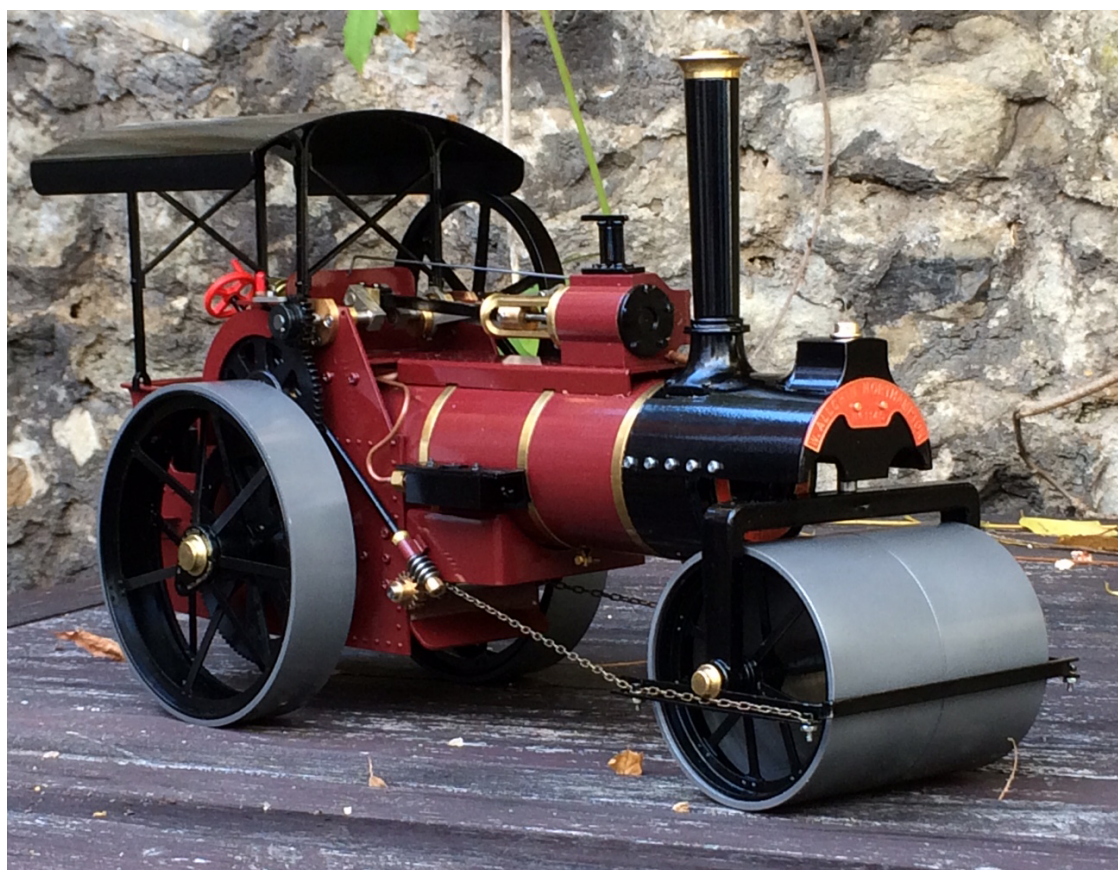


MAXITRAK

The best of model rail & road
Over 40 years of model making excellence

3/4" Scale Allchin

Steam Roller Conversion Instruction Manual



Maxittrak Ltd 10-11 Larkstore Park, Lodge Road, Staplehurst, Kent, TN12 0QY

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Welcome to the hobby of Model Engineering, from

Maxitrak Ltd.

We thank you for selecting one of our models, which we trust will provide you with long-term enjoyment, in both its building and operation.

This construction manual provides build instructions and operational procedures for your model. The same manual is supplied with all models, irrespective of how the model is ordered i.e. Ready to Run, Fully Machined Painted Kit or Un-painted kit, therefore some pages may not be relevant for your model, but nevertheless could be useful in the future.

We have a policy of continual improvement to our product range, including on-going updates to the construction manuals. This is based on our own experiences and feedback from customers. We invite customers to contact us regarding their experience on any matter during the build or operation of their loco, should they consider there are errors, misunderstandings or procedures that could be better described in this manual.

We aim to provide a good quality basic model that is easy to build, operate and maintain. We also encourage, support, and will assist, customers who wish to implement their own modifications, and we are also pleased to receive photographs of models to retain in our files.

We wish to ensure that all customers are able to build and operate their model to their expectations, for which we have a 'help-line' available to provide technical and operational advice regardless how insignificant it may be considered.

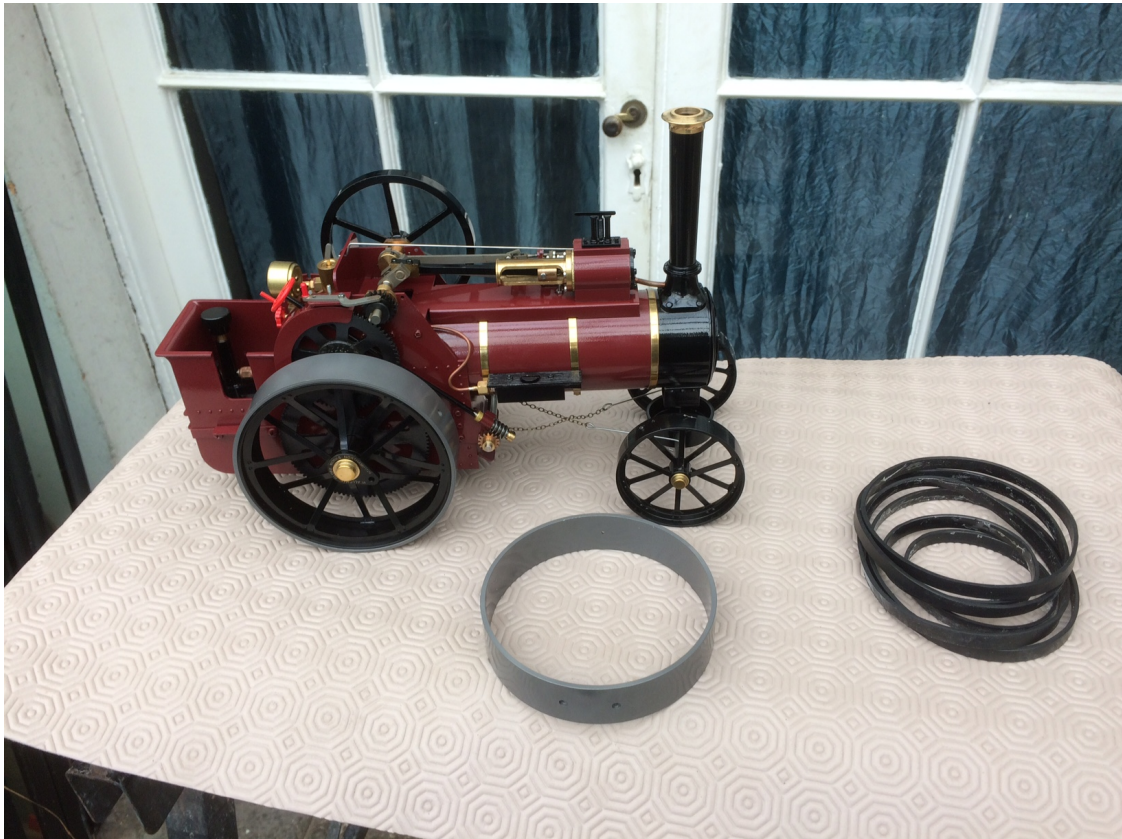
We offer customers spares, servicing and boiler examination & testing facilities for all locomotives.

The above information is also relevant should you have acquired your locomotive second-hand.

Pleased be assured of our best and personal attention at all times.

Take the traction engine and remove the tyres from front and rear wheels. They pull off sideways quite easily, keep them complete as they can be used round the roller wheels if you don't want to scratch the paint.

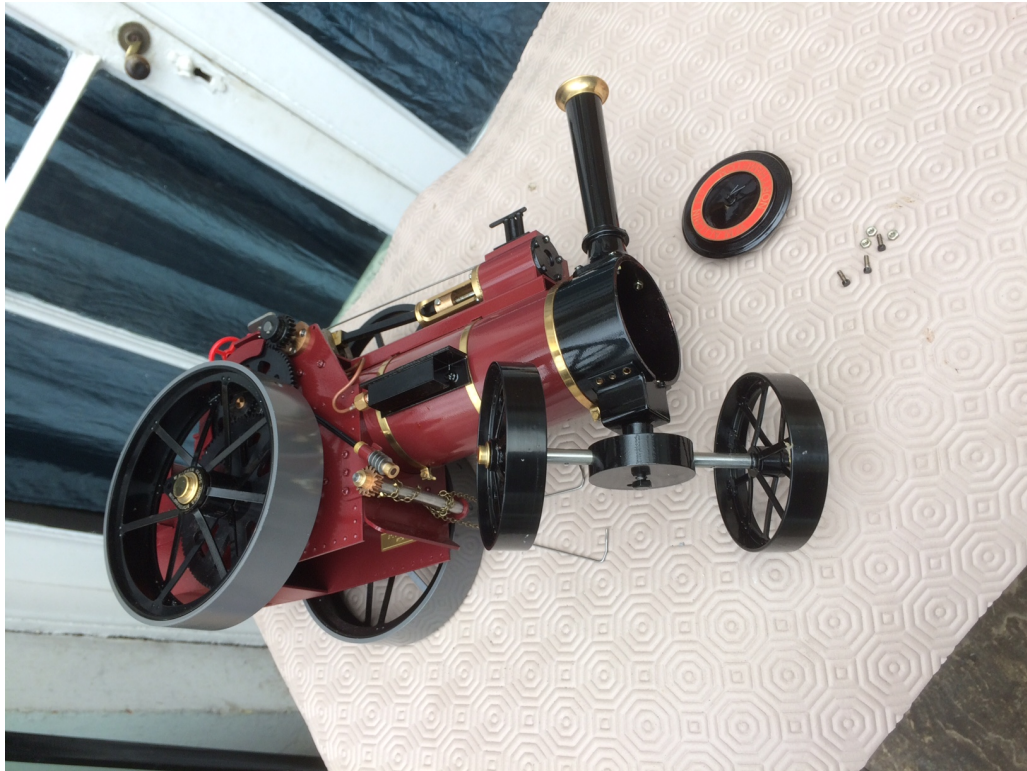
Fit the rear rolls to the wheels, drill through the countersunk holes 2mm dia and bolt on with countersunk 2mm screws, nuts on the inside.



Remove the steering chains from the front axle.

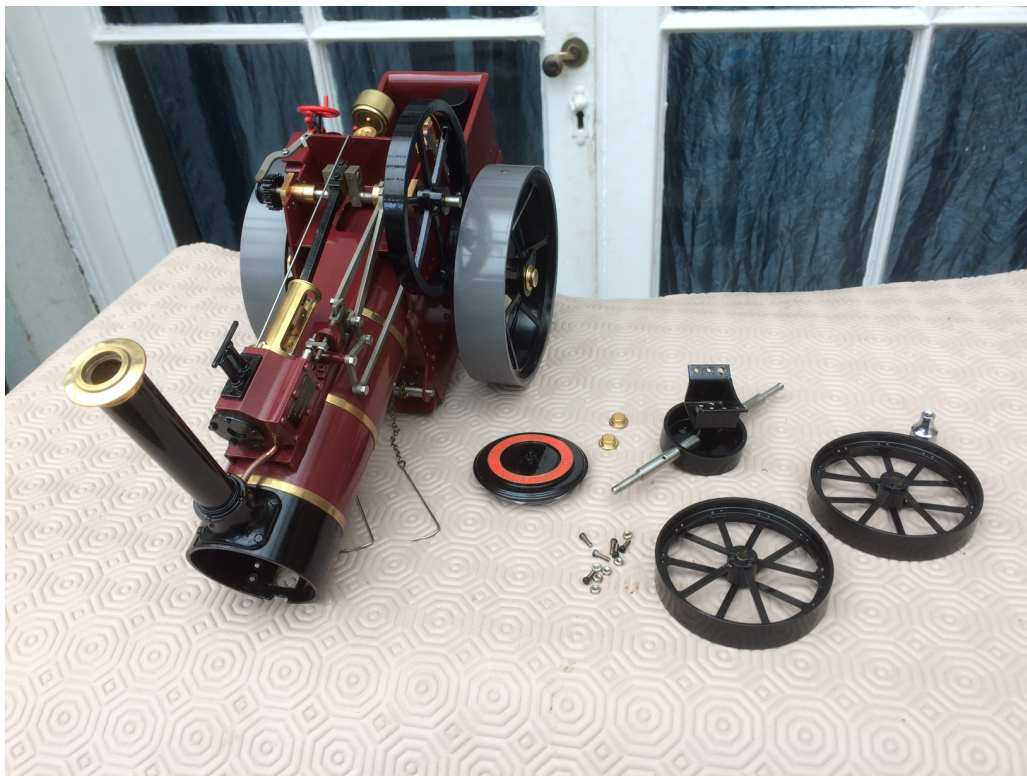
Remove the smokebox door, it is a press fit so ease it off with a small screw driver in the slot under the smokebox.

Undo the bolts holding the saddle to the bottom of the smokebox.



Ease the saddle off the bottom of the smokebox to remove the front axle assembly.

Unscrew the two front hub caps and remove the wheels, wrap masking tape round the hub caps and hold gently with pliers, so as not to damage them



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Check the fit of the wheels inside the front rolls, they should just slide in. Remove paint from the wheels if necessary.



Glue the wheels inside the front rolls, check the axle passes through both wheels, and the wheels are correctly spaced to take the two spacer washers inside the steering bracket.

The wheels should be inset inside the rolls slightly, about .5 mm

Set the roll aside to harden. We recommend Araldite for this job but if you want to change back to the traction engine version use something less permanent.



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Assemble the front axle parts using the axle and hub caps to hold everything together. The front wheels need to run free on the axle while the axle itself along with the steering assembly and hub caps remain fixed. Use screw lock on the hub caps if required. If you want to refit the tyres to the rolls you need to do this before assembling the front axle.

Fit the Allechin name plate to the perch bracket and try the front axle in place. This is retained by a third hub cap.



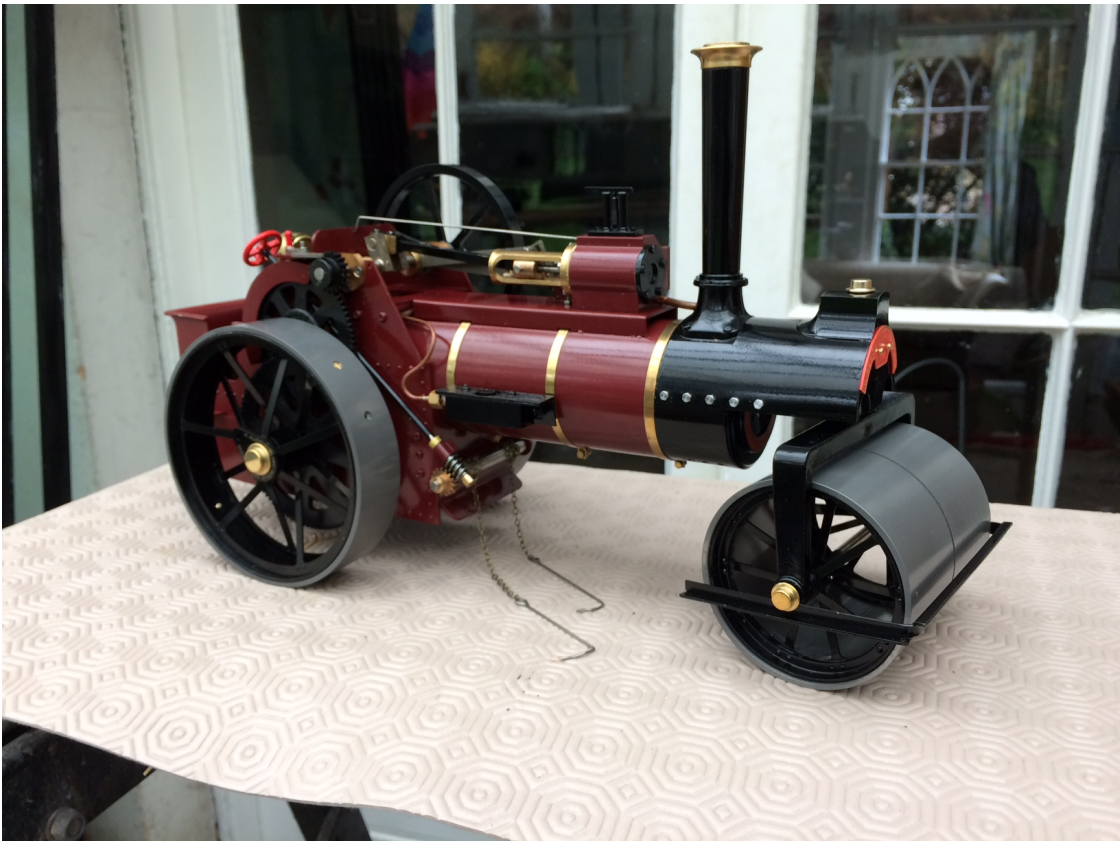
There are five bolts to go into the perch bracket on each side, the two nearest the boiler are 2 mm dia and fitted with M2 nuts and bolts. The third (center) bolt must be drilled 1.6 mm dia and tapped out to M2, there is no room for a nut on the inside of this bolt as it would foul the smokebox door. The fourth and fifth bolts are dummy and are bolted into the perch bracket only.

Stand the engine on a flat surface, cut a wooden packing piece to go under the smokebox supporting the boiler at the correct height. Line up the perch bracket on the smokebox, hard up against the chimney base. Mark the three rear bolt holes through on to the smokebox.

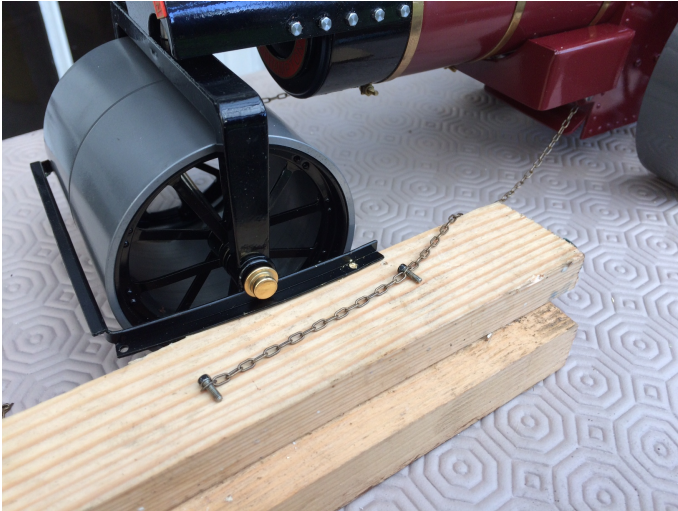
Centre punch, check position and drill the two holes nearest the boiler only, 2mm dia. Make sure the perch bracket is not twisted on the smokebox or the front rolls will not sit square. Make sure the holes are in the smokebox, not the boiler!

The perch bracket can now be fitted on these four bolts only. Check the engine sits correctly on a flat surface, file the holes in the smokebox with a needle file to adjust as necessary. Once this is correct you can drill the two front smokebox holes 1.6mm dia and tap out to M2. Shorten and fit the bolts so the smokebox door can slide into the front of the smokebox. The front two holes in the perch bracket are tapped M2 for dummy bolts to be fitted, they must not protrude on the inside or you will not be able to fit the smokebox door.

Re fit the smokebox door and the front rolls.



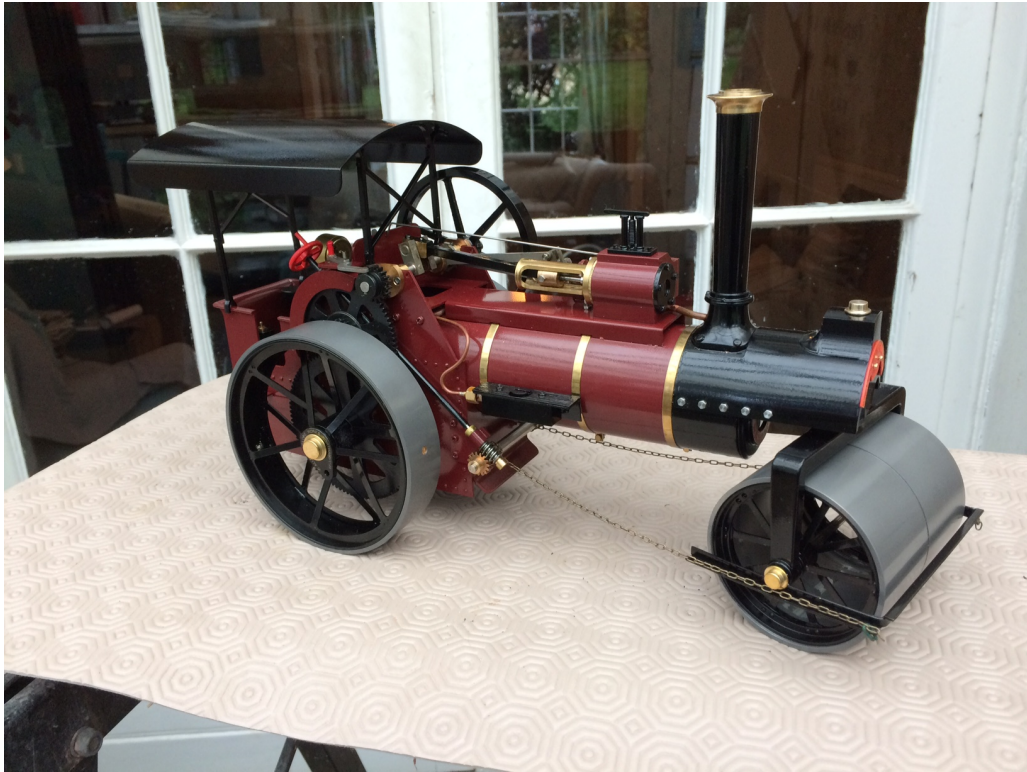
Remove the traction engine steering chains, replace with longer chains 250mm each, connected to the front of the steering rolls temporarily. Check the operation of the steering and adjust the chains for a good tight fit. Work the steering a few times so the chain settles to a natural position.



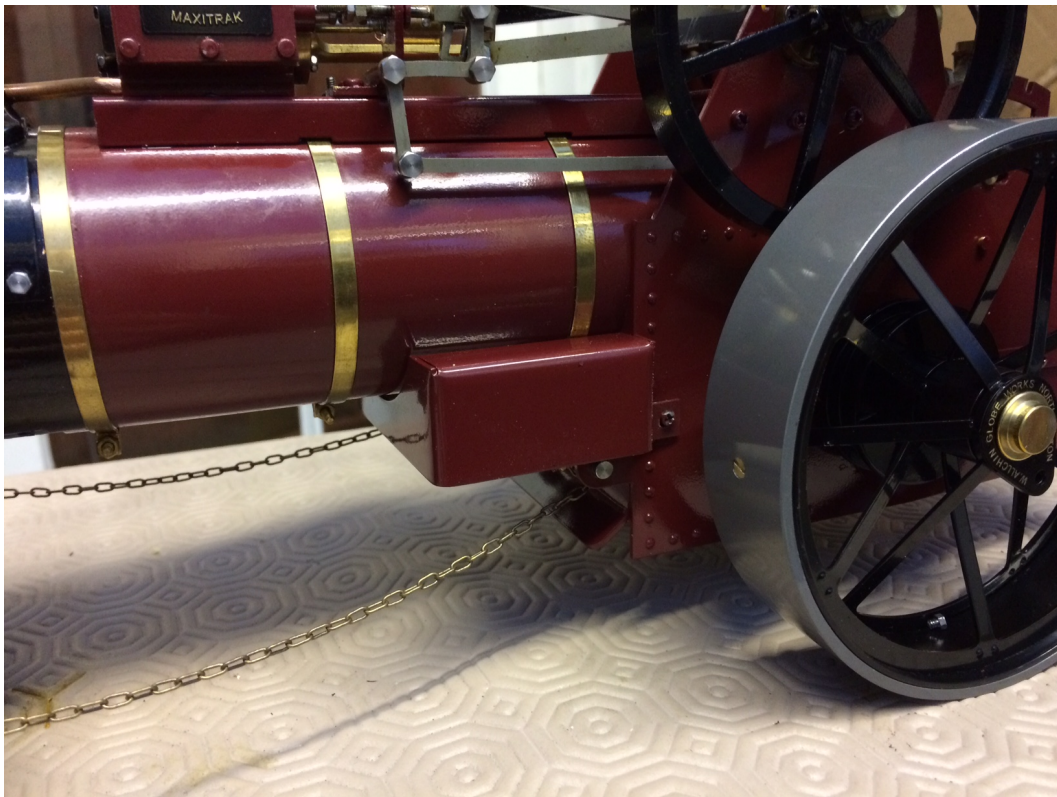
Open a link up with the point of a scribe to take an M2 bolt. Attach to the front of the steering bracket. Mark and drill the rear of the steering bracket to take a second M2 bolt. Open the link up and fit the second bolt to the steering bracket. Repeated on the other side taking any slack out of the chain before fitting. Trim off any extra links on the front of the steering bracket.



Fit the canopy to the back of the engine, front canopy supports on the horn plates behind the main bearings, rear canopy supports on the tender.



Fit the belly tank under the boiler. It tucks behind the steering on the right side and is retained by a screw in the hornplate on the left side.



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Steam roller conversion kit check list

Rear rolls	2 off	
Front roll	1 off	
Perch bracket	1 off	
Makers plate	1 off	
Front axle	1 off	
Front Axle mount	1 off	
Steering bracket	1 off	
Hub cap	1 off	
Chain, 250mm length	2 off	
Canopy	1 off	
Belly tank	1 off	
M2 CSK (Rear rolls)	6 off	
M2 hex (Perch bracket, steering)	14 off	
M2 nuts	8 off	
1.8mm hex (Makers Plate)	2 off	
1.6mm drill	1 off	
M2 tap	1 off	