

Fell Drive Coupler

For more details on assembly techniques, refer to the main gearbox instructions.

2. With the Drive Coupler etch still in the fret, progressively open out the holes to suit the components, so they're a push-fit. Remove all burrs.

3. Solder in the small 2mm Axle Bush, making sure it's fully home.

4. Fold up the Coupler etch, with the bend lines on the inside.

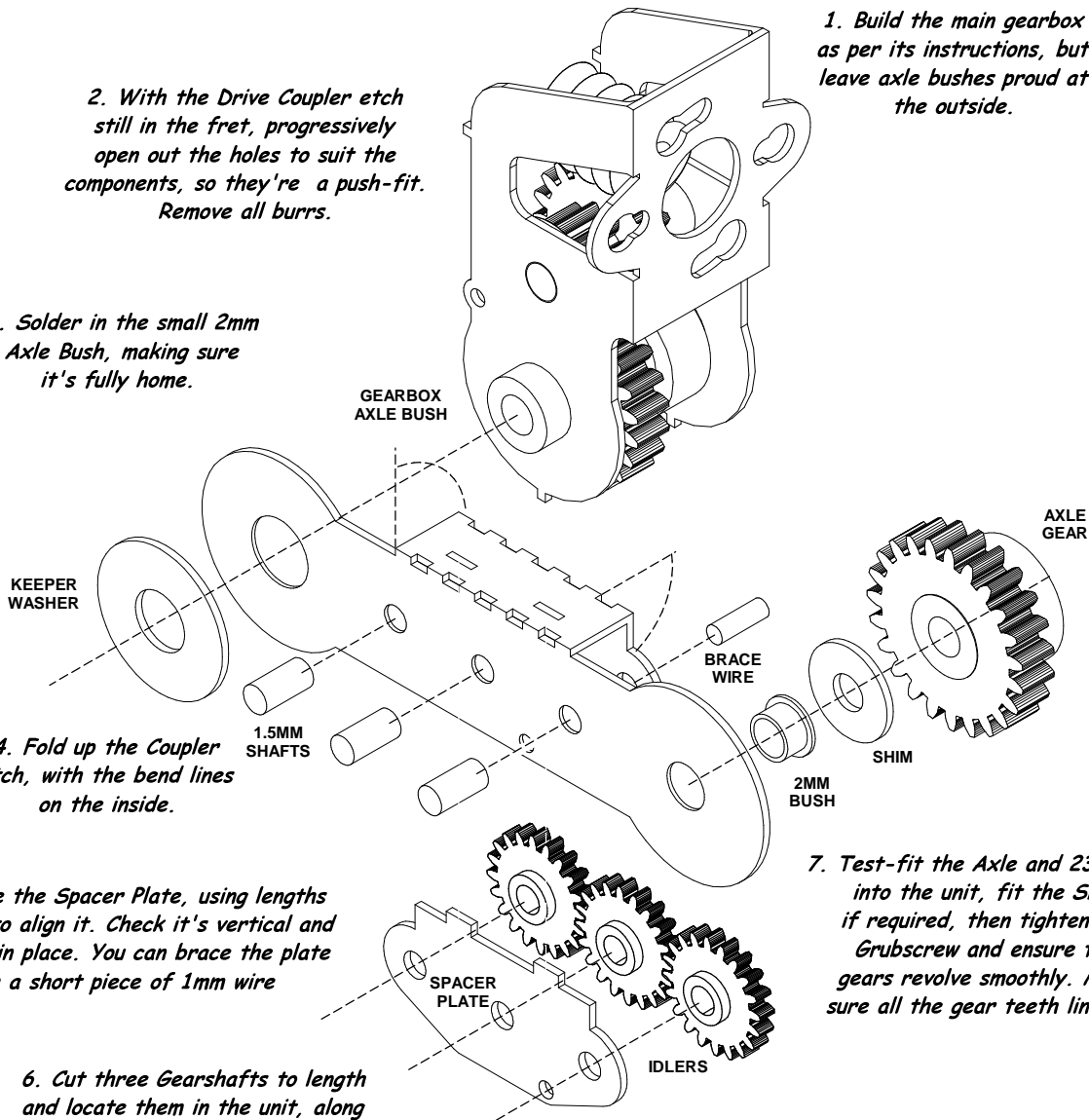
5. Locate the Spacer Plate, using lengths of shaft to align it. Check it's vertical and solder it in place. You can brace the plate with a short piece of 1mm wire

6. Cut three Gearshafts to length and locate them in the unit, along with 14 Tooth Idler Gears. The larger boss on the gears should run up against the plate. Secure the shafts at one end with adhesive.

8. Slot the completed unit over the gearbox axle bush. Add the Keeper Washer over the bush, push it towards the gearbox, so there is minimal clearance. Solder the washer to the bush only, leaving the coupler unit free to swing.

1. Build the main gearbox as per its instructions, but leave axle bushes proud at the outside.

7. Test-fit the Axle and 23T Gear into the unit, fit the Shim if required, then tighten the Grubscrew and ensure the gears revolve smoothly. Make sure all the gear teeth line up.



TIP: To avoid accidentally soldering the Drive Coupler solidly to the gearbox, push a piece of fine paper over the bush end before you fit the keeper washer. Once the washer is secured, remove the paper.