

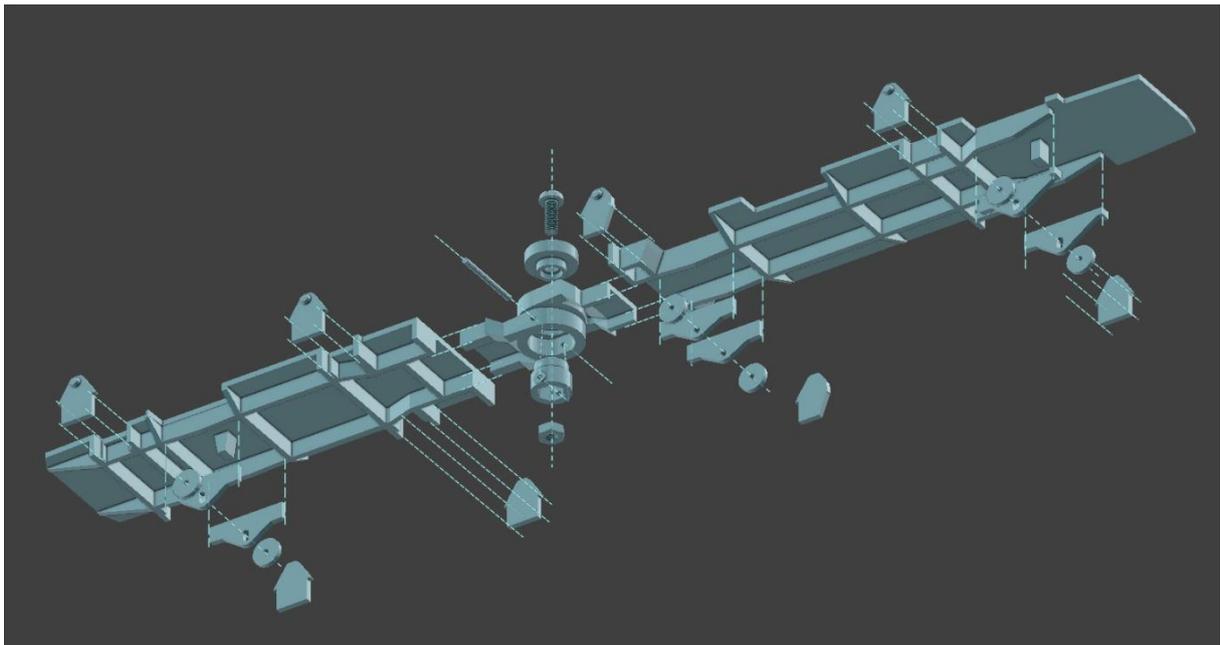
VAMITTOOLS & BUHER MODELL Beka Ikarus csukló – type 2346



CHASSIS

When assembled, the flat side of the chassis will face upward. The seats of the original chassis can be mounted on this after the necessary modifications have been done. The 8 slats should be glued into the mortises on the side, and will hold the chassis in place by small cylindrical claws, grabbing in the holes under the windows of the factory model. The claws must therefore face outwards. Two of the slats are asymmetrical and must be glued behind the B-axis with the cut side facing forwards. The others are identical.

The "bearing forks" should be glued on the bottom. There are three of these. The oval bored ones are for the A and C axles, and the round bored ones for the B axle. For axles B and C, the fork fits into a mortise in the chassis. These forks are symmetrical, they cannot be mounted in wrong position. On the A axle, however, the position is locked by a pin which is attached to the front side of the fork at the front side of long members of chassis frame. Be sure, that the pin is facing outwards to engage the front end of the frame. The circular spacers are needed if you are not putting the factory-made wheels back on, but using our ones.



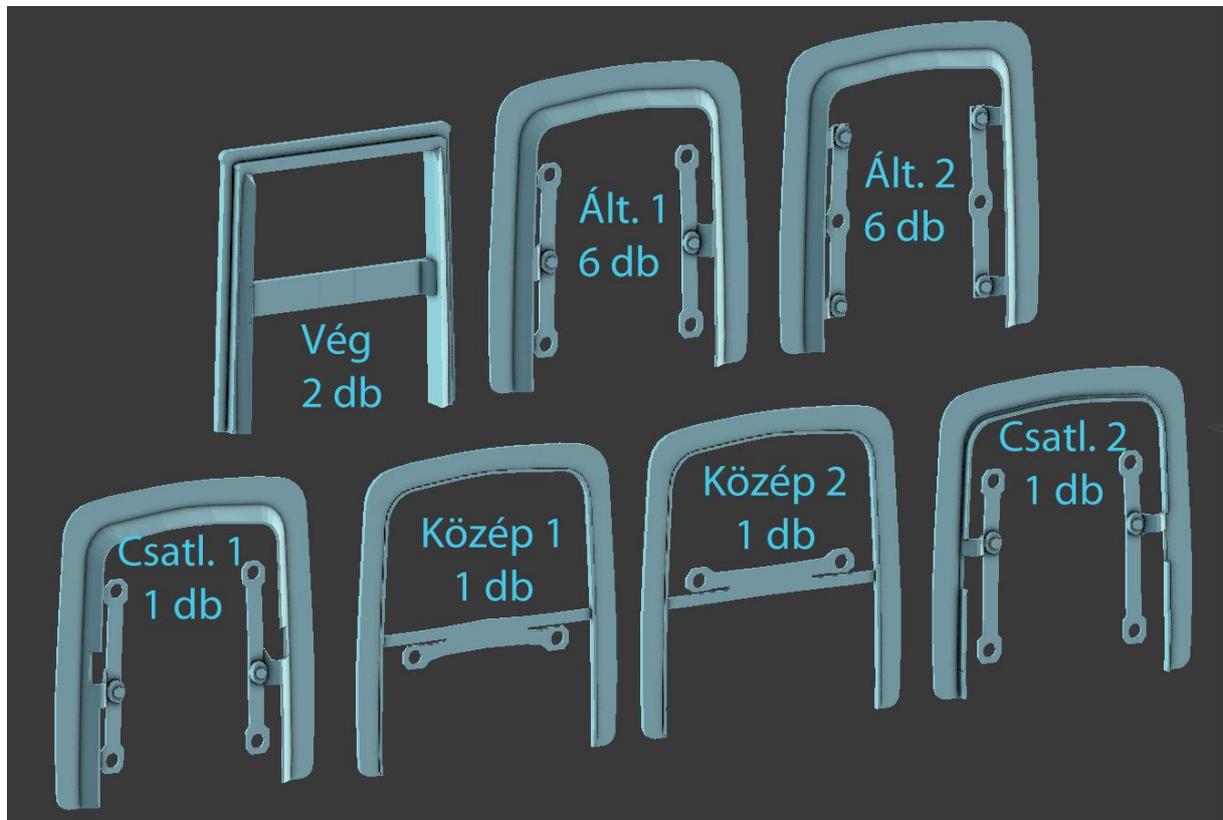
Console parts of articulation joint should be glued on the ends of the chassis frames, according to the diagram. The widths of the parts to be attached to the chassis are different, so they cannot be interchanged. The console parts have shoulders for accurate positioning. They must be attached so that the shoulders rest against the ends of the chassis frames.

The vertical axis of the articulation joint is the cylindrical pin. At its bottom is a hexagonal recess, that fits the M2 nut. Once the nut is placed in this recess, assemble the pin with the chassis of the rear section! Turn the parts for the holes to fit, and thread the 1mm steel wire, serving as the horizontal axis, through the holes. It is advisable to drill the holes of one element (either the pin or the bracket) with a 1mm drill, but leave the other one untouched to allow the wire to get stuck. If necessary, this can be reinforced with glue, but only later, as it may still need to be dismantled.

Then attach the bracket of the forward section to the pin and seal it with the cap! Finally, secure it with the M2 screw! If it does not rotate easily, use sandpaper to remove any burrs from the outer surface of the pin or bracket bore, or from the horizontal flat surfaces!

Bellow

Parts of the bellow are shown on diagram below.



When assembled, the flat sides of the two central parts ('közép-1', and 'közép-2') are to be glued together. The flat sides of the other parts face towards the nearest part of the carriage , and the flange sides face towards the centre of the joint.

So first glue the two central parts together along their entire flat surface! Make sure that even the crossbars are glued together, but that the brackets joining to the next segment can move freely!

Glue a 'general 1' (Ált-1) element to each 'end element' ('vég')! They should be glued together along their connecting surfaces, but make sure that no glue gets into the groove between the two elements! This is where the flange of factory-made body will join.

Glue the following elements in the order shown in the diagram!

V-A1-A2-A1-A2-A1-A2-Cs1-K1-K2-Cs2-A2-A1-A2-A1-A2-A1-V

Make sure that the pins and holes are glued together with sufficient strength, but no glue gets anywhere else to ensure proper movement of the bellow! The proper bending of the bellow is ensured by the flexibility of the brackets.

