

Assembly Instructions Ivatt pony truck

The pony truck is as near to scale as is possible and represents as near as possible all the component parts. However dependent on scale and chassis used, it may need to have some of the upper parts filed away in order to obtain the swing between the chassis.

Whilst it may seem a bit awkward, due to the fragile nature of the frame try and retain the pony truck frame (1) in the complete etch for as long as possible and only release the parts as required.

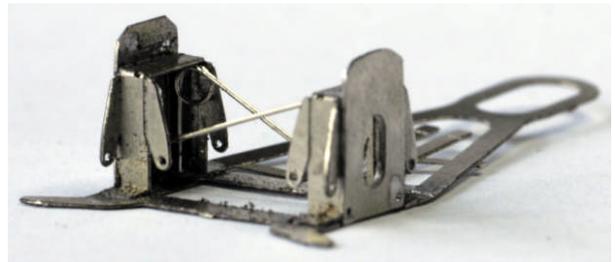
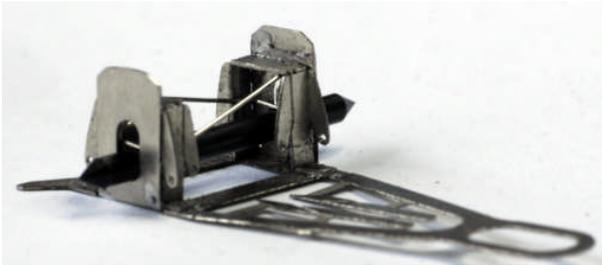
Fold the bearing hornguides (2) and check for fit if using the Gibson bearing, locate the hornguide into the recessed space at each edge of the frame.

Note: the edge nearest the half-etch groove is to the inside of the frame. Holes are in place for the Gibson round nuts and it may be necessary at a later stage to remove the bottom part of the frame to give more spring movement. Fold up the spring guides (ears) locating the spring holding plates (6) into the holes at the bottom of the guides, these are not fixed yet and should be free to move. (See photo-bearing in place and ears turned back).

If not using bearings it is possible to solder small pieces of scrap etch or wire along the elongated slot to give some additional support to the axle. (See photo-non bearing with packing).

Fold up the side wings for the frame, check the fit against the hornguide it does locate just inside the hornguide and fix in place. (See photo-fitted with commercial bearings).

For non bearing assembly make and form the long springs



Holes are situated in the etch to facilitate fitting of the springs. Another reference for the springs is <http://www.clag.org.uk/comet-pony.html> and reference and thanks to Dave Holt whose idea it was.

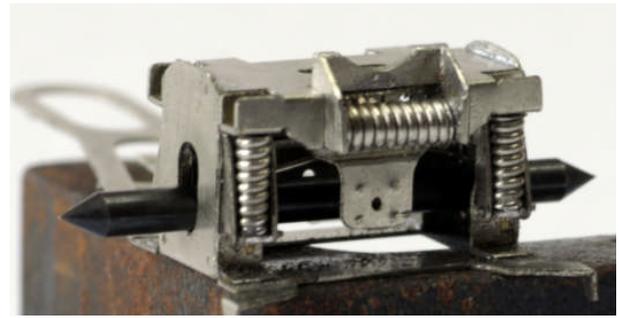
Fold up top plate (5) fold the front and back down, the channel at either ends fold back to form the channel. Check fit of top plate it rests on top of the shoulders of the spring guides, when satisfied fix in place.



Included in the kit is a short length of coil wire with a centre core for all springs, this must be removed - it is difficult to do this in one operation and it has to be removed in small pieces. Cut a small length just a bit larger than the upright spring length required and with enough core to grip with pliers and it will be able to be drawn out of the coil. Trim coil to length and fix in place with a small piece of wire through the core and holes in the top plate and spring holding plate.

The front and rear plates are identical (3) fold at the half etch lines, the half etch folds back on its self, the round spring boss being on the inside. Again make the centre spring, small washers have been

included for either ends of the springs but in practice they were not that noticeable and were not used in the test model. Fix the spring in place locating with again a small piece of wire. Fix in place the spring unit, the elongated holes in the top plate and centre plate front/rear are aligned. Fit and fix in place the packing piece (4) which is aligned with the top edge of the front/rear plate. Fit both front and rear plates.

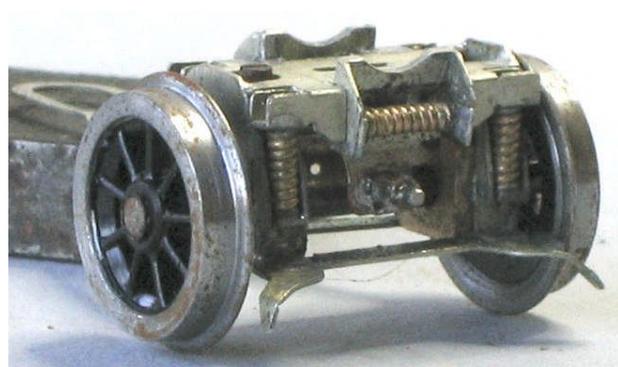
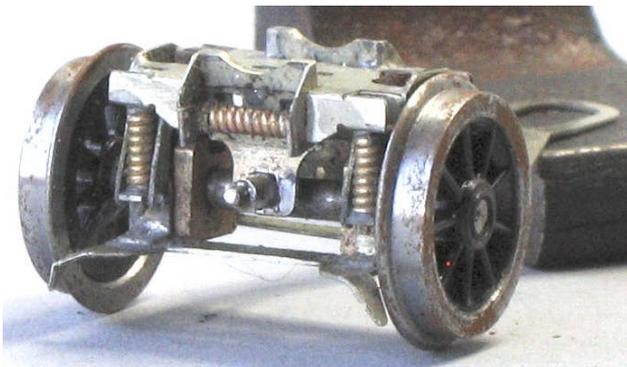


Cut off guard irons on the pony truck if not required. If using the guard irons on the pony truck press out the rivets at the knuckle joint fold back at the half etch line between the rivets and form the guard iron, reference can be made from original photographs supplied.

Fold up rear pony truck bar and fold to shape, fit and fix "H" section plates (7) outside (8) inside and (9) bracing arms. Washers have been supplied and can be used later to adjust the radius swing and pack out fixing on the chassis.



Form and make spring damper from 1.2mm O/D brass tube and 0.75mm wire and fix in place on front and rear of the pony truck.



Parts supplied

- Pony Truck Etch
- 4" coil wire

Parts required but not supplied

- 0.35mm wire
- 0.45mm wire
- 0.75mm wire
- 1.2mm O/D tube