

The Meccano Motor Chassis

Model 701

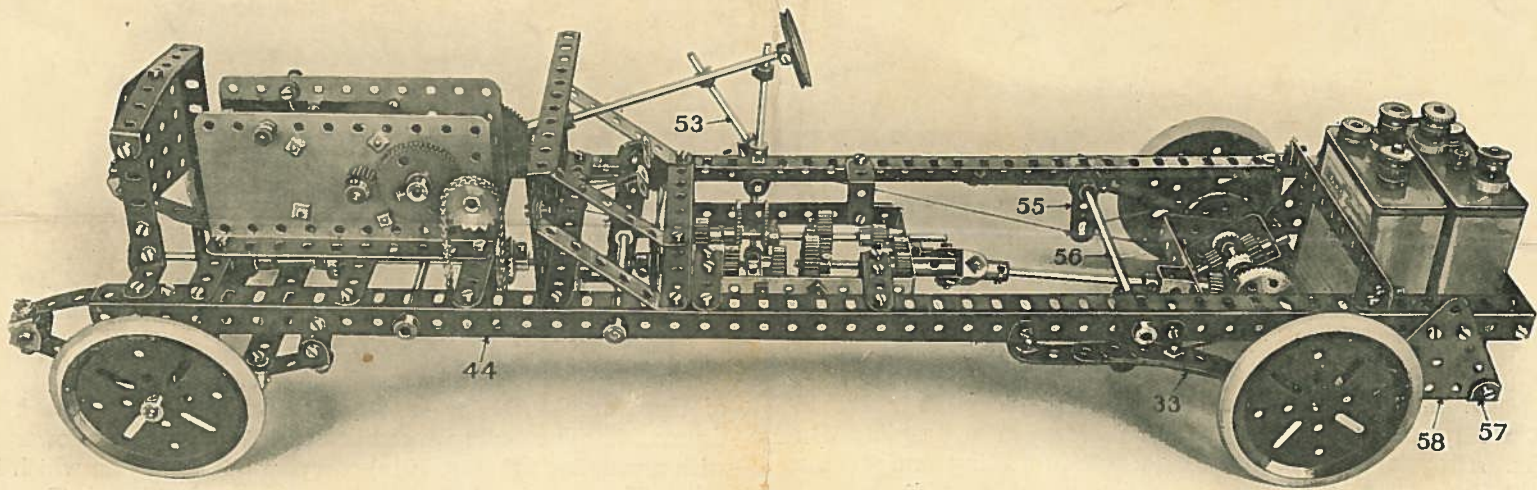


Fig. 701
Chassis driven by Meccano Electric Motor.

BEGIN by making up the chassis frame, the sides 1 of which are 24½ in. angle girders connected by 5½ in. strips 2. The front steering axles 3 and their springs 4 may then be built on to the frame as shown in Fig. 701b. The stub axles 3 are fitted into the couplings 5 and swivel in 1 in. reversed angle brackets 6 which are bolted to two overlapped 5½ in. strips in order to give a projecting end hole on each side to form a bearing for the couplings

the drive from the ½ in. pinion 27. The outer frame 28 consists of a 3 in. by 1½ in. bent strip, and the inner frame 23 is distanced by a collar 29 and a washer 30. The universal joint is made of two reversed double angle brackets 31 connected to the couplings by a ¾ in. bolt with packing nuts 32 between.

The rear springs 33 (Fig. 701f), are first connected to double bent strips 34 which are threaded on the rear axles and bolted to the side frames, the rear wheels being then secured to the axle.

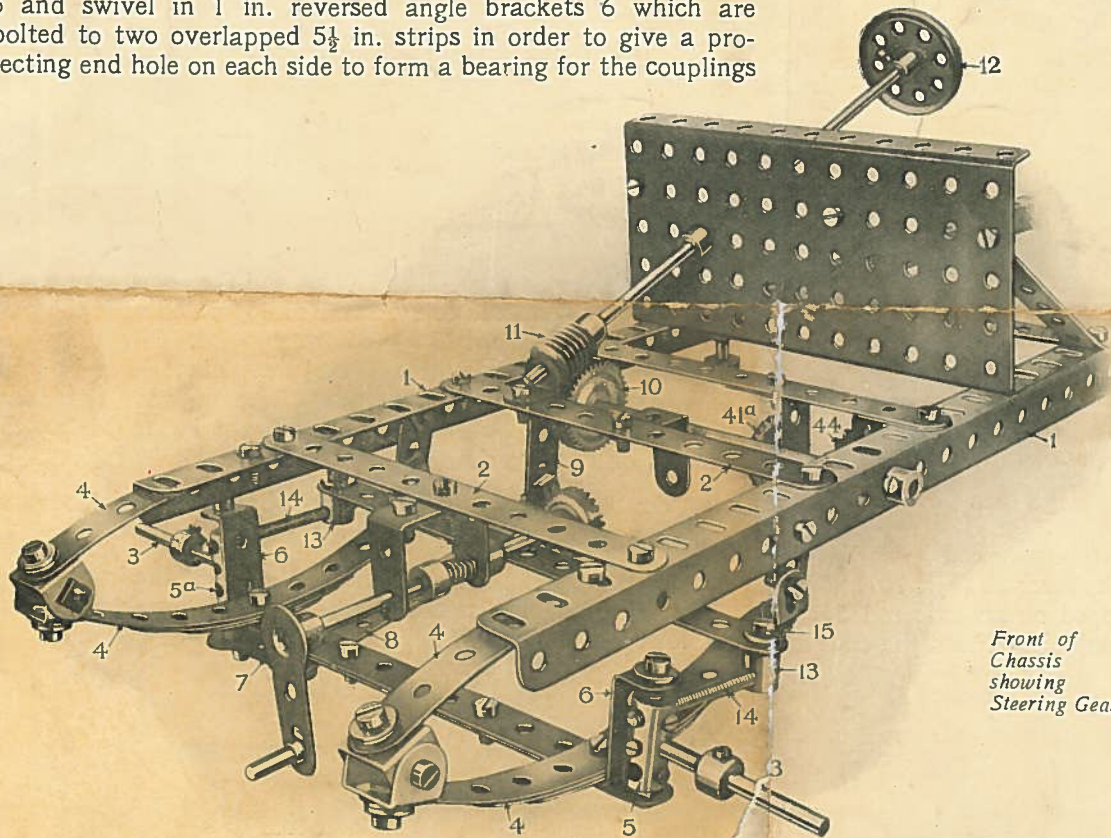


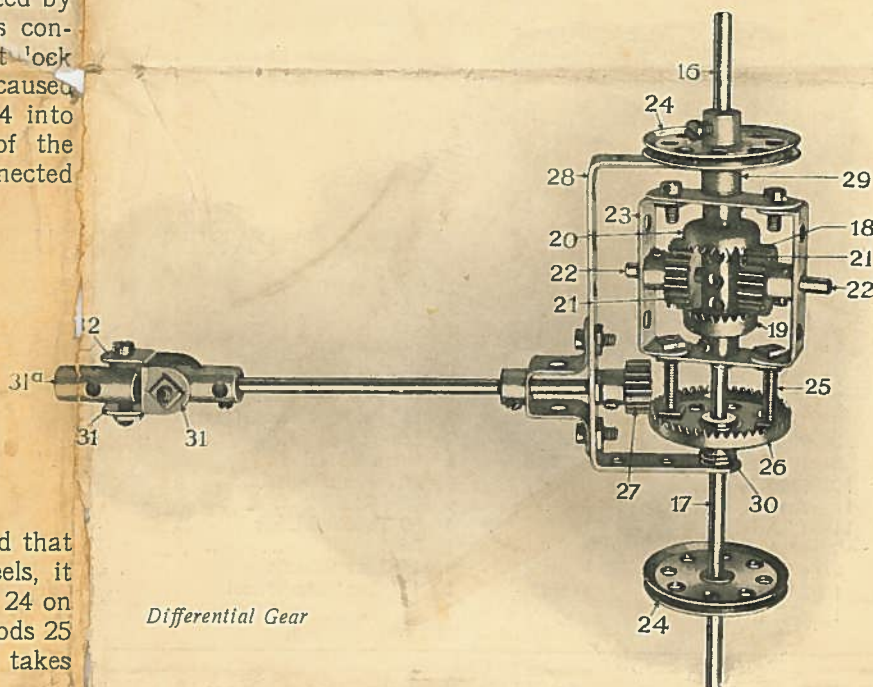
Fig. 701b.

5. These 5½ in. strips also support the springs 4. The couplings 5 are moved to steer the car by means of a 1 in. rod which is gripped in the lower part of the coupling 5a and fitted with a crank 7 connected by a strip 8 to another 1½ in. strip secured to a crank 9 on the rod of a gear wheel 10, which is rotated by a worm 11 from the steering wheel 12. The strip 8 is connected to the crank 9 extension by an angle bracket lock nutted to give free pivotal movement. The wheels are caused to turn together by nipping the 2 in. threaded rods 14 into the couplings 5 and 5a by screws, the outer ends of the two threaded rods screwing into threaded bosses 13 connected to the outer ends of 5½ in. and 2½ in. strips overlapped three holes. The bosses are coupled to the strips by screws 15 threaded into the bosses with washers beneath.

Then proceed to build up the differential mechanism of the rear wheels as shown in Fig. 701c. The 3½ in. and 5 in. axle rods 16, 17 are in two parts which abut in and revolve freely in the coupling 18, and the contra-te pinions 19, 20 are nipped on with set screws. The ¾ in. pinions 21 are nipped on 1 in. rods, 22, for which the middle hole of the coupling forms a bearing. The frame 23 is made from two 1½ in. x ½ in. bent strips and two 1½ in. strips. If it is found that the frame binds against the bosses of the contra-te wheels, it may be pressed out to ease it. The 1½ in. pulley wheels 24 on the rods 16, 17, are for the brake cords. 1 in. threaded rods 25 hold the frame 23 to the 1½ in. contra-te wheel 26 which takes

Now construct the gear box (Fig. 701d), beginning with the frame, the longer sides of 4½ in. strips bolted to 2½ in. by 1 in. bent strips at each end and bolt on the 1 in. angle brackets 35 on each side. On the 8 in. rod 36 a brake pulley 37 is fitted. Insert the rod 36 into the angle bracket 38 and fit on the two ¾ in. pinions 39 and 39a, and the 50 toothed gear wheel 40. The bevel pinion 41 takes the drive from the motor, engaging the bevel 41a (Fig. 701b); and the ¾ in. contra-te wheel 42 is driven from the starting handle. The clutch mechanism 43 is merely ornamental. The bevels 41, 41a, are driven by the sprocket 44 from the motor, see Figs. 701 and 701a. The 2 in. rods for the sprocket 44 and bevel 41a are mounted in the end holes of 1 in. angle brackets secured to one of the 5½ in. cross strips.

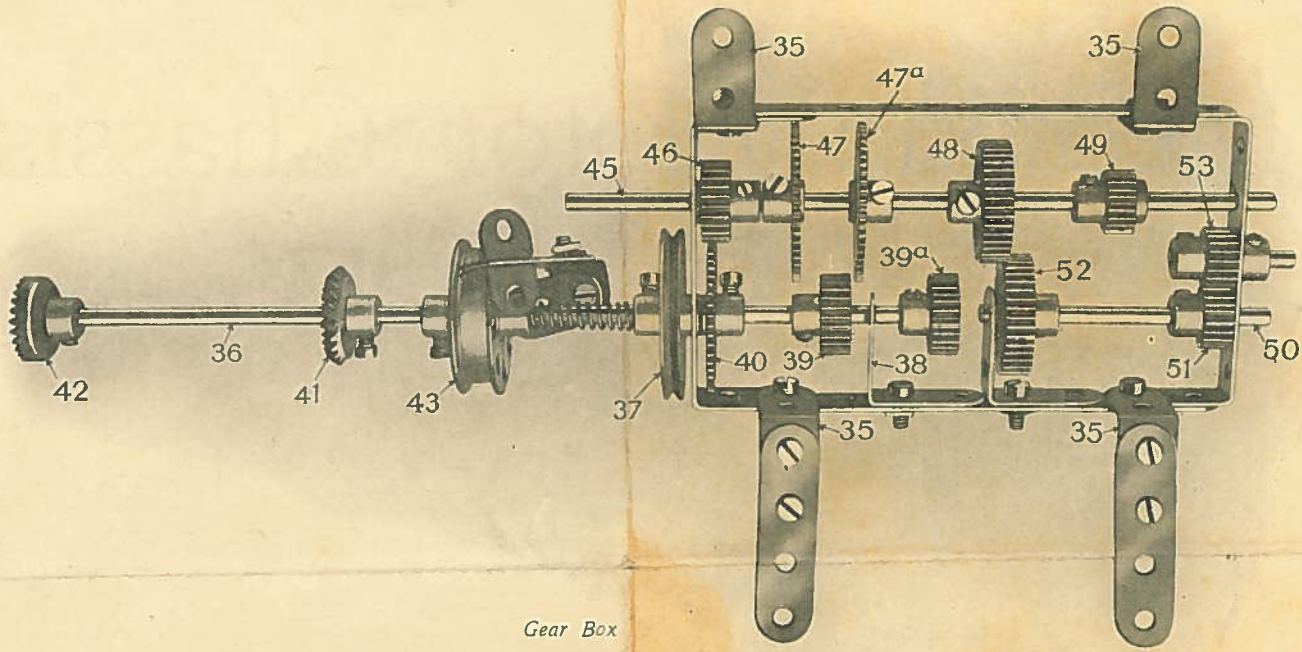
The lay shaft 45 is then inserted, and the ¾ in. pinion 46, two 50 teeth gears 47 and 47a, 1 in. pinion 48 and ½ in. pinion 49 are left loose on the shaft preparatory to the final adjustments. The driver shaft 50 is then inserted and its ½ in. pinion



Differential Gear

Fig. 701c.

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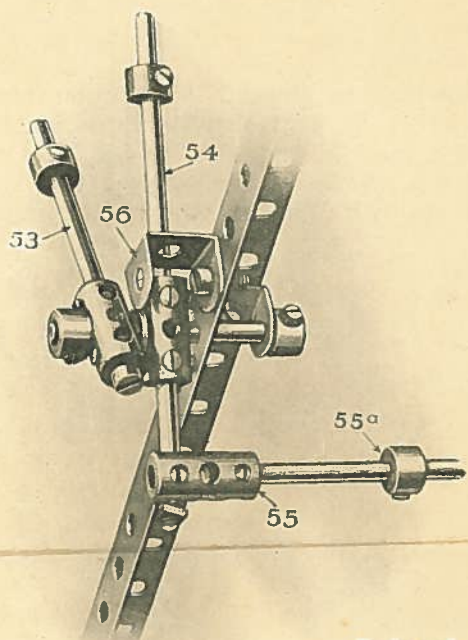


Gear Box

Fig. 701d.

51 and 1 in. gear 52 then nipped on. A $\frac{1}{2}$ in. pinion 53 is pivoted on a 1 in. rod with collar and set screw. The coupling 31a (Fig. 701c) is then connected to the projecting end of the shaft 50.

of these cranks the brake cords are carried round the brake drums 24. The change speed lever 54 is fitted at the lower end with a coupling 55 (Fig. 701e) carrying a 2 in. rod on which is a collar 55a engaging between the gear wheels 47 and 47a. By



Brake and Change Speed Levers

Fig. 701e

Then bolt the brake lever 53 and change speed lever 54, (Fig. 701e), to the side frame. The brake lever 53 (Fig. 701), is connected by a cord to a crank 55 nipped on an axle rod 56 which carries a similar crank at the other side. From the ends

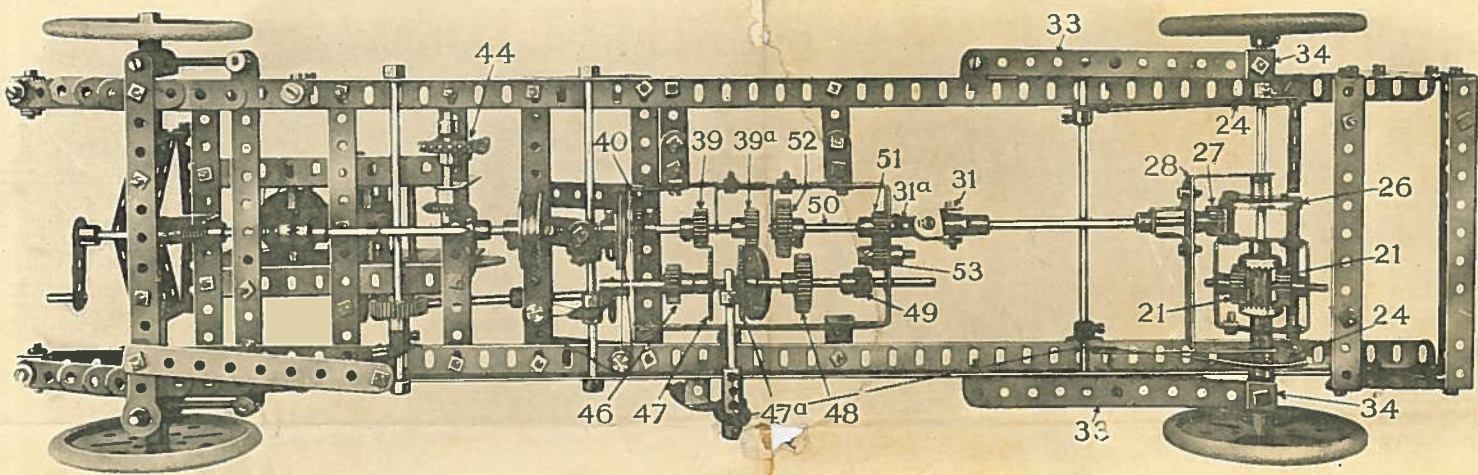


Rear Spring
Fig. 701f.

moving the lever 54 the shaft 45 slides and the changes of speed are controlled. When in top gear the pinion 46 engages the gear wheel 40 and the pinions 48 and 52 are engaged. For slow speed the gear 47 engages the pinion 39 and the pinions 48 and 52 are still engaged. For a reverse the gear 47a engages the pinion 39a and the pinions 49 and 53 are engaged, the latter driving the pinion 51 on the rear shaft 50.

A double bracket 56 (Fig. 701e), is bolted to the side frame to act as a stop for the levers.

As shewn in Fig. 701, the motor is bolted at the front of the chassis on the $5\frac{1}{2}$ in. cross strips, and the 4 volt accumulators from lower cross strips 57 supported by triangular pieces 58.



Under View of Chassis

Fig. 70 a.

PARTS REQUIRED.

12	$5\frac{1}{2}$ " Perforated Strips	2	$3\frac{1}{2}$ " Axle Rods	2	Bevel Gear Wheels	8	Couplings
3	$4\frac{1}{2}$ " " "	5	$2\frac{1}{2}$ " " "	1	Worm Wheel	2	Threaded Bosses
7	$3\frac{1}{2}$ " " "	3	2" " "	1	Nuts	2	$2\frac{1}{2}$ " Triangular Plates
3	3" " "	5	1" " "	10	" and Bolts	2	2" Screwed Rods
7	$2\frac{1}{2}$ " " "	1	Flanged Wheel	1	2" Spring	2	1" " "
2	2" " "	4	3" Pulley Wheels	1	Double Bent Strip	2	1" Sprocket Wheel's
6	$1\frac{1}{2}$ " " "	4	$1\frac{1}{2}$ " " " (fast)	2	$1\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strips	2	$\frac{3}{4}$ " Bolts
2	$2\frac{1}{4}$ " Angle Girders	2	$\frac{1}{2}$ " " " "	1	$3\frac{1}{2}$ " x $\frac{1}{2}$ " " " "	1	Threaded Pin
3	Flat Brackets	1	Bush Wheel	3	$5\frac{1}{2}$ " x $\frac{1}{2}$ " " " "	2	Pivot Bolts
10	Double "	6	$\frac{3}{4}$ " Pinion Wheels	3	$2\frac{1}{2}$ " x 1" " " "	29	Washers
18	Angle "	4	" " " "	1	3 " x $1\frac{1}{2}$ " " " "	4	3 " x $\frac{1}{4}$ " Rubber Rings
11	1" Angle "	4	50 Toothed Gear Wheels	1	$5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plate	2	1" Reversed Angle Brackets
2	8" Axle Rods	1	56 " " "	1	$3\frac{1}{2}$ " x $2\frac{1}{2}$ " " " "	1	Hank of Cord
4	6" " "	3	1" Gear Wheels	24	Collars	9	Sprocket Chain
1	5" " "	1	$1\frac{1}{2}$ " Contrate Wheel	5	Cranks		
1	$4\frac{1}{2}$ " " "	4	$\frac{3}{4}$ " " "				