



Service Kit 02 **Flexible Water Pipe**

This kit contains parts to overhaul the flexible water pipe as used on **ROUNDHOUSE** locomotives.

List of Contents

- 1 Length (14") high pressure small bore hose.
- 2 Brass Ferrules

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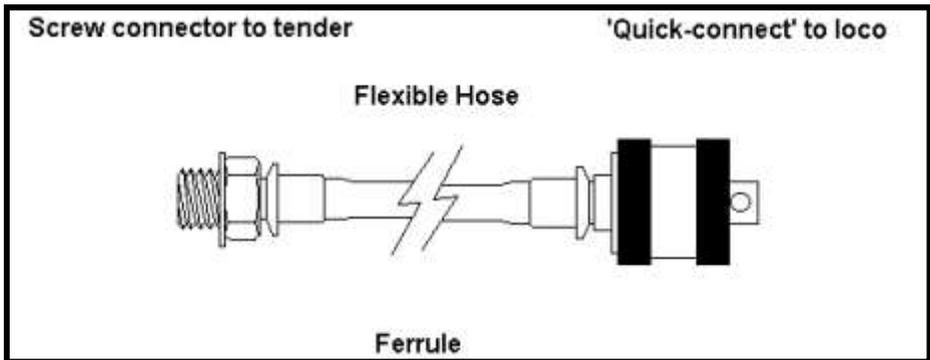
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Instructions

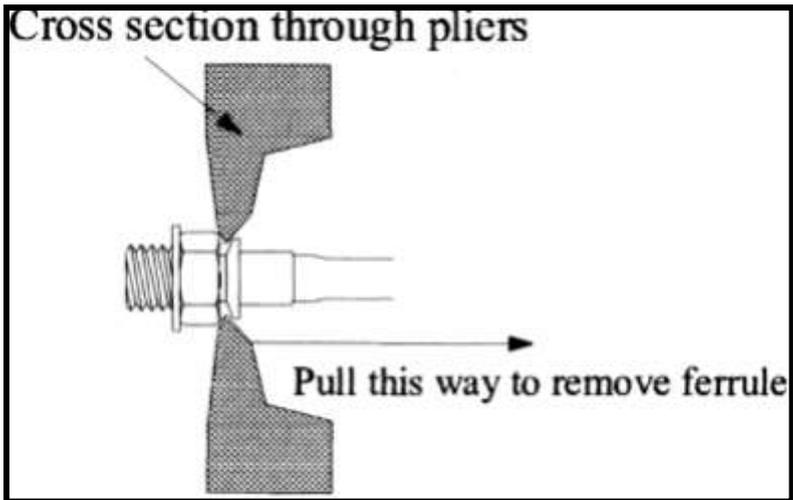
Remove the flexible pipe from the locomotive. On the S.R.&R.L. #24 this is screwed onto the end of the copper water pipe in the front section of the tender under the dummy coal load. Both the square fitting soldered to the end of the copper pipe and the screw connector on the flexible pipe will fit a 2BA open ended spanner. Take care not to damage the rubber washer at this joint.



Carefully grip on end fitting in a vice. Be particularly careful with the 'Quick-connect' end to avoid squashing it. Using a pair of side cutting pliers, or the wire cutting part of ordinary pliers, grip the ferrule behind the flange and slide it along the flexible pipe away from the end fittings. If done with care, the ferrule can be re-used a number of times, however, two spares are included with this kit.

Pull the flexible pipe off the fitting. If this proves difficult, the old pipe can be cut away with a sharp knife, though care should be taken not to damage the brass tube onto which it fits.

Repeat for the other end.



Cut a length of new flexible pipe 90mm (3 ½") long from the piece supplied.

Slide a ferrule onto the flexible pipe with its flange towards the end you are about to fit.

With the end fitting held in the vice, push the flexible pipe on, but not quite all the way. Leave about ½ mm gap between the end of the pipe and the main body of the fitting.

Now slide the ferrule and, using the pliers, push it firmly on, to lock the flexible pipe in position.

Repeat for the other end.

Replace the completed flexible water connector pipe onto the end of the copper pipe in the tender, making sure that the rubber washer is in place. Do not over tighten.

Steam leaking back through the clack can happen occasionally if dirt or lime scale gets into it but will often clear itself with several pumps of the water pump to pass water through it. If however the problem persists, it will be necessary to remove the internal ball and clean it and the valve seat. A hexagon headed plug is provided on top of the clack valve for access for cleaning.

On the ROUNDHOUSE SR&RL #24 locomotive, though not absolutely necessary, the gas tank can be removed from the cab to give better access.



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