

Back to Back Adjustment

In situ on wagon.

By Ken Povey

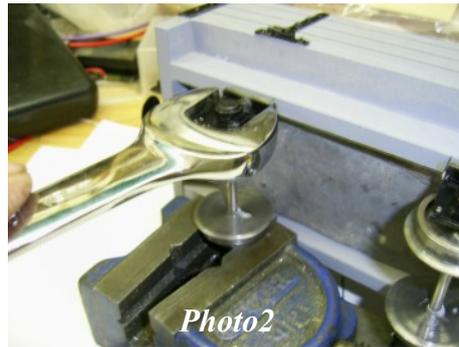
If over gauge:

Photo 1. sit carefully in vice so wheel only is resting squarely on the top of the jaws.
DO NOT tighten the vice.

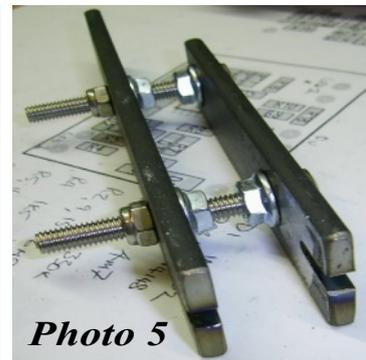
Photo 2. Choose an appropriate size spanner to rest on wheel rim,
It may be helpful to get someone to hold the wagon while doing this.

Photo 3. Using a small hammer, gently tap the back of the spanner jaw, you will feel / hear when it moves.
It will be helpful to get someone to hold the wagon while doing this.

If you find that you have gone too far, see next section. Making a Gauge Adjuster.



Making a Gauge Adjuster



If your wheel set is UNDER GAUGE You need:

Two mild steel strips about 25 x at least 6mm thick and about 100mm Long.
(mine are odd lengths because I couldn't be bothered to trim them to the same length.)
Two Bolts at least M6 or bigger with some nuts, preferably 2 Nylocs.

Cut slots that will clear the axle (I used an angle grinder with a cutting disc.)
Clamp together and drill clearance holes, (say 6.5mm for an M6 bolt.)

Insert the 2 bolts through 1 strip and tighten 1st full nut (I used flanged nuts),
run 2 more full nuts on, loosely.

Now put other strip on followed by 2 Nyloc nuts.

These are adjusted so the outside of the strips equal 28mm (Back to Back).

You re-gauging jig is now ready for use.

Place on wheel set that is too narrow (*Photo 6*) starting with bolt furthest away from axle turn inner nut clockwise so it pushes the strip of steel out to tighten against the Nyloc nut. Now do the same on the other end nearest to axle and your Back to Back is set.

Just put a spot of super glue on the inside of the wheels to stop them moving.