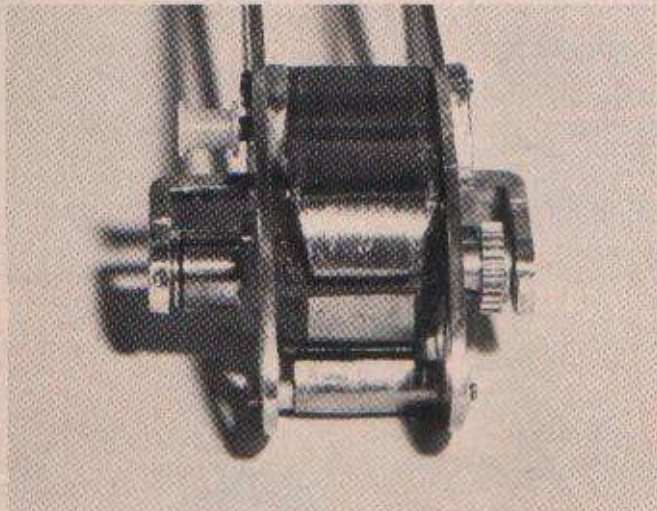
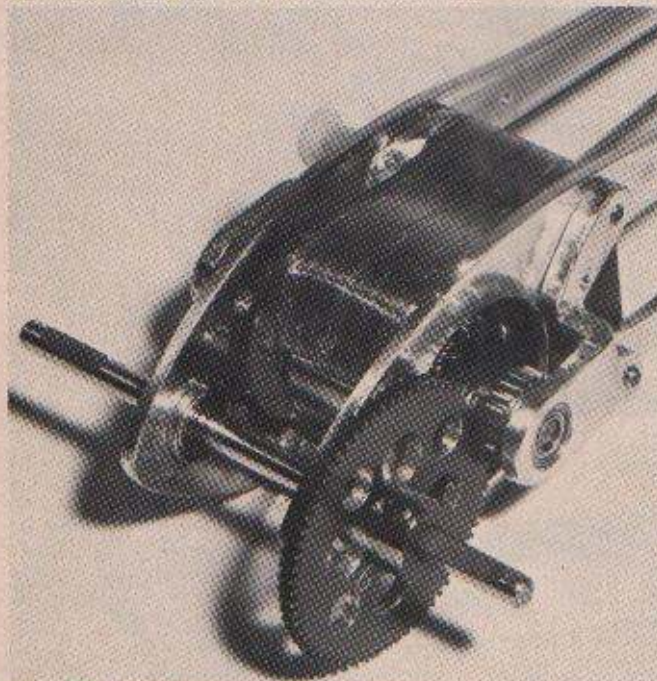


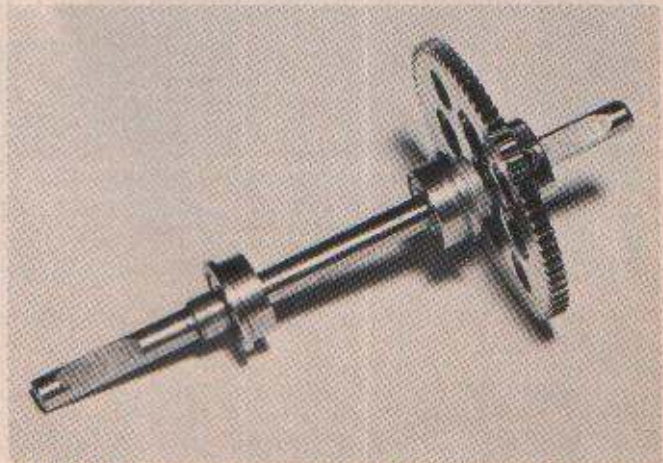
12) The frame should look like this when completed. I spray the frame with Krylon Crystal Clear to prevent tarnished magnesium.



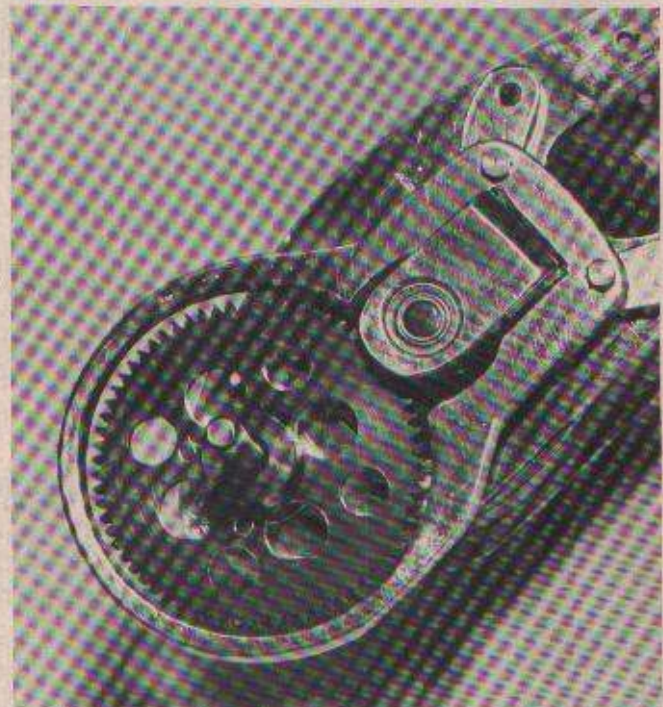
13) We're now ready to install the Ram 850-857 motor that we modified in last month's article. Install the motor with two forward 2-56 screws. We will need a spacer between the frame and field laminations in order to install the lower rear 2-56 screw only.



15) Install the axle bearings in the frame with the flanges on the outside. Holding the axle gear in place, slip the axle through the bearings and gear from the left hand side. Tighten the gear set screw leaving a small amount of slack between the gear and bearing. It will be necessary to place a few washers between the bearing and gear to properly align the two gears.



14) I use drill rod for axles because they're hard enough that the set screws don't dig into them and also because they are ground straight and won't bend. They have to be sanded down in the drill press so they're a very easy slip fit in the $\frac{5}{16}$ -inch A.B.E.C. class 7 stainless, shielded, flanged rear axle ball bearings I use. I solder a brass sleeve $\frac{1}{8}$ -inch long, $\frac{1}{2}$ -inch in from the left hand end of the axle to hold the axle in position.



16) The gear guard is made of .100 magnesium. Position the guard with even clearance around the gears and drill two holes for 0-80 screws. Tap the endplate and frame so they're both held together along with the gear guard. This strengthens the endplate.