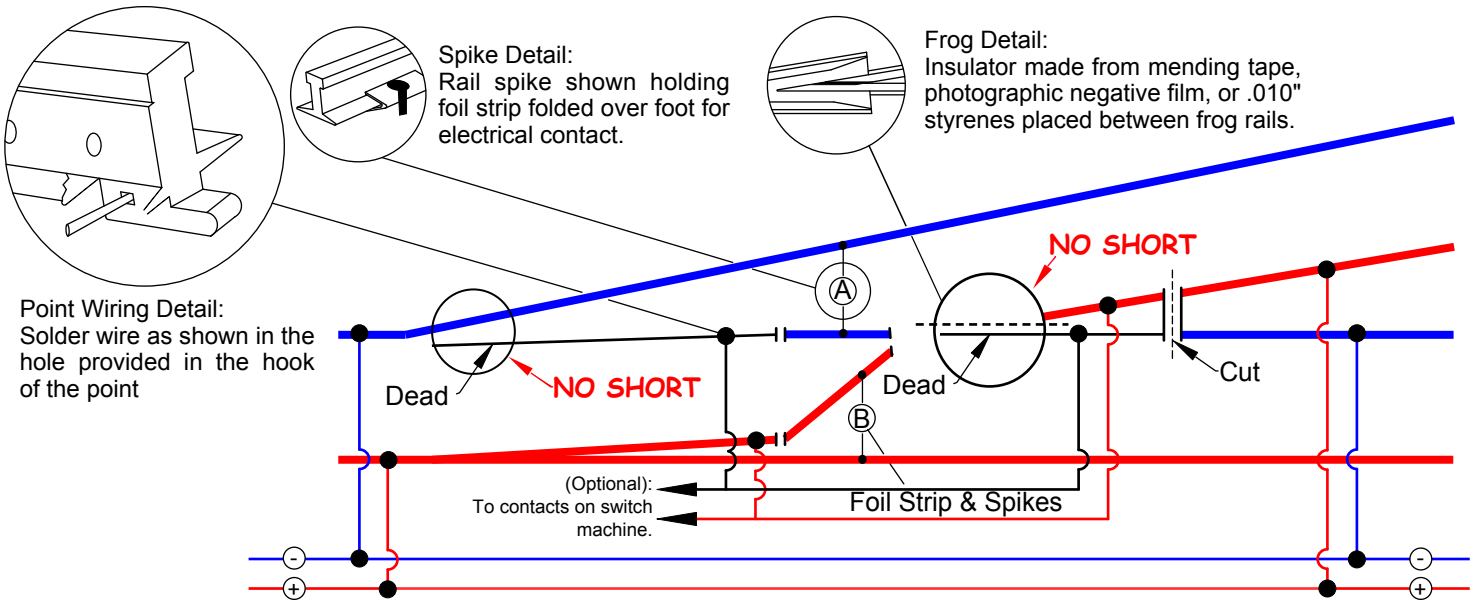
Preferred Wiring Option:

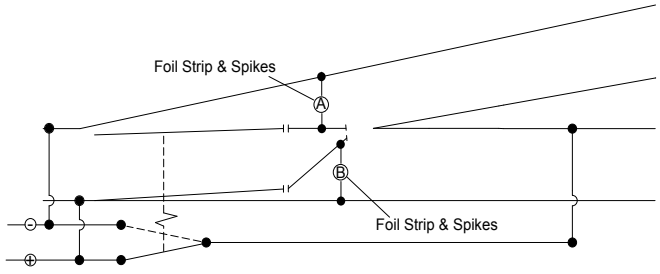


Tips and Tricks for Wiring CVT Switch Kits

The exclusive low profile tie connecting webs provide, not only great realism, but convenient clearance for surface wiring. Jumper and feeder wires can be easily passed under rails eliminating the need to drill or cut grooves in your layout or road bed surfaces.

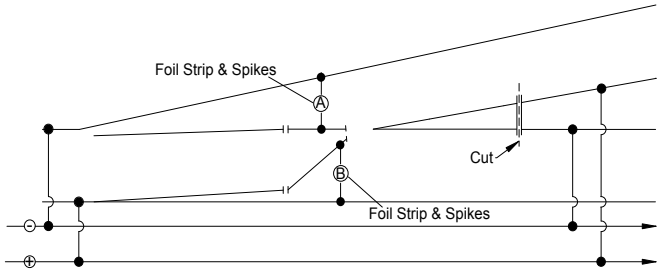
The point castings (shipped after 08-01-03) now have wire tabs that allow feed wires to be attached before installation. We recommend using a short length of bare .020" brass or copper wire soldered to the point, then threaded under rails to a convenient access location. Insulated "Phone Wire" can then be soldered to the bare point wires away from the plastic ties eliminating the chance of damaging the plastic ties.

Jumper wires between the stock rails and closure rails (when the foil jumpers are not used) can easily be soldered between the ties midway between the frog and points. From a coil or length of tinned bare wire feed a couple of inches under all four rails, then solder the wire to the foot of each rail. Snip and remove the unneeded wire.



Partially Insulated Frog Wiring Option:

To energize the rails past the frog, connect a "SPDT" (Single Pole Double Throw) switch to the turnout linkage as shown in the diagram, or use contacts on your switch machine. Gap the rails as needed for your layout.



Totally Insulated Frog Wiring Option:

To energize the rails past the frog, cut both rails immediately past the frog with a razor saw and fill cut with AC cement. Wire as shown in the diagram. Gap the rails as needed for your layout.
