

# Graham Farish Class 101 DMU Revitalisation

This is a story of how I turned my DMU from an old, worn out wreck into a smooth, quiet, controllable, flywheel driven updated model. If I can do this, it is within the capability of most hobbyists.

## Step 1

Take a Farish DMU and buy a Kato EF200 engine  
I bought mine from MG Sharpe in Sheffield.



## Step 2

If you look at them, and take measurements, the wheelbase is an almost perfect match. The wheel size is also a close match for the Farish originals. I agree that the bogie detail does not match, but we can't have everything.



## Step 3

Remove the Farish motor and bogies.



## Step 4

Remove the underframe, weight and seats. There are also a number of posts used to support the body on the chassis components. Break these off.



## Step 5

Remove the body, central bogie and connectors from the Kato EF200.



## Step 6

Sit the DMU body on the EF200 chassis. Look, it doesn't fit!! It is too long and too wide.



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## Continued:

### Step 7

Dismantle the EF200 chassis and put the components somewhere safe.

Measure 5mm in from the end of the metal chassis.



### Step 8

File the sides of the chassis smooth and cur off the two ends as previously marked. Clean away any filings. Then reassemble the components.



### Step 9

Place the DMU body onto the modified chassis to ensure it fits without pushing out the sides. If you place it next to the unpowered end you will see small difference in height.



### Step 10

Remove the roof from the DMU body and cut away a section of the inner 'roof' 7mm in from each end and 22mm long. Be careful not to cut below the roof line along either side.



### Step 11

Reassemble the DMU body and fit over the modified EF200 chassis. It will now sit correctly. Final steps require the use of a knife on the original Farish chassis. Cut off the front section, with buffers and glue these on to the DMU body. Cut off the side frames and glue a piece of plastic card between, attach to the underside of the Kato chassis with double sided tape. The final step is to arrange a suitable connector to join the power car to the unmotorised one. I cut down one of the Kato connectors and superglued it to the underside below the rear buffers.

