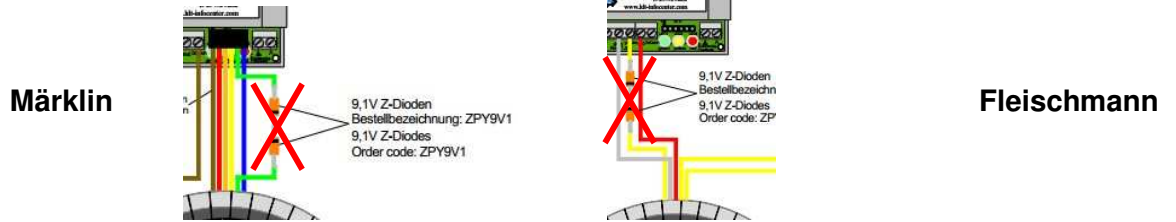


- With **Märklin** turntables, we recommend **changing** the drive carriage to the **Fleischmann wiring**. Operation is more **reliable** because the coil voltage of the lifting magnet is not reduced. For **Märklin and Fleischmann** turntables, the **9.1V Z diodes** in the green or yellow connecting cable for our drive are also **omitted**, since the speed can be sufficiently reduced via the speed controller.

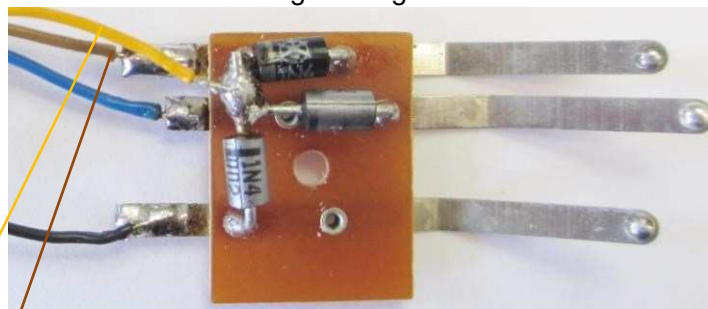


Conversion of Märklin drive



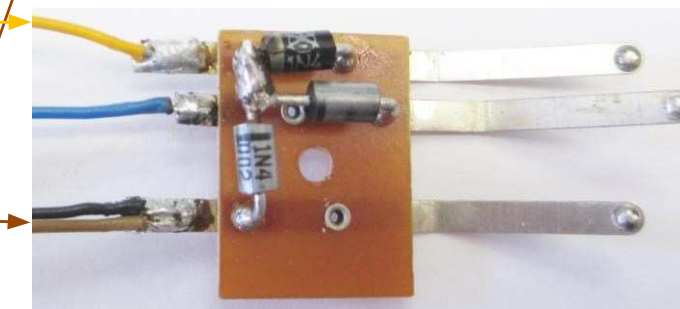
Change wiring:

Märklin original wiring

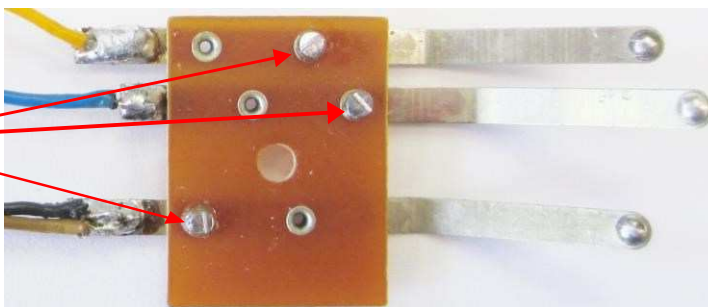


Unsolder the yellow wire and resolder it here

Unsolder the brown wire and resolder it here



Cut off diodes with electronics side cutters

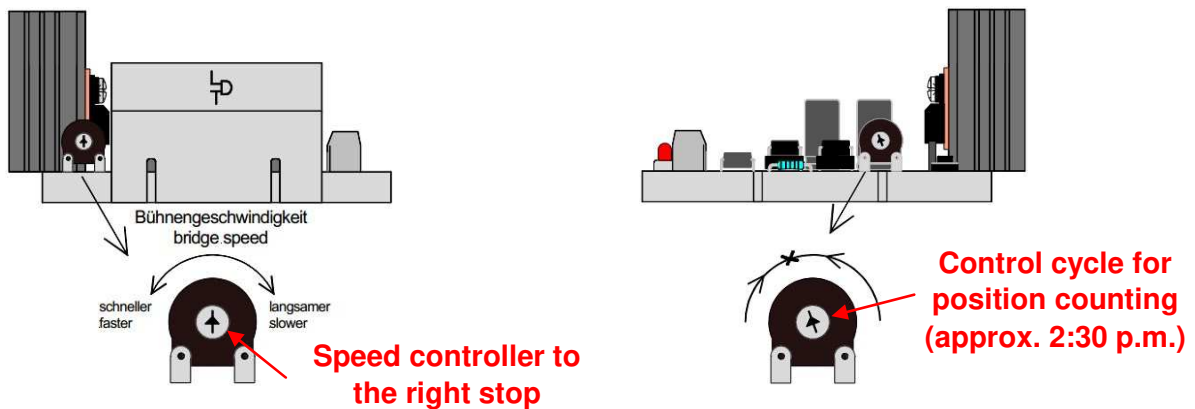


Operation via the analog Märklin control unit is then only possible to a limited extent!

The following settings must be carry out on the **Littfinski Decoder TT-DEC**:



2. For **Märklin and Fleischmann** turntables with sb drive, the speed must be reduced and the control cycle adjusted.



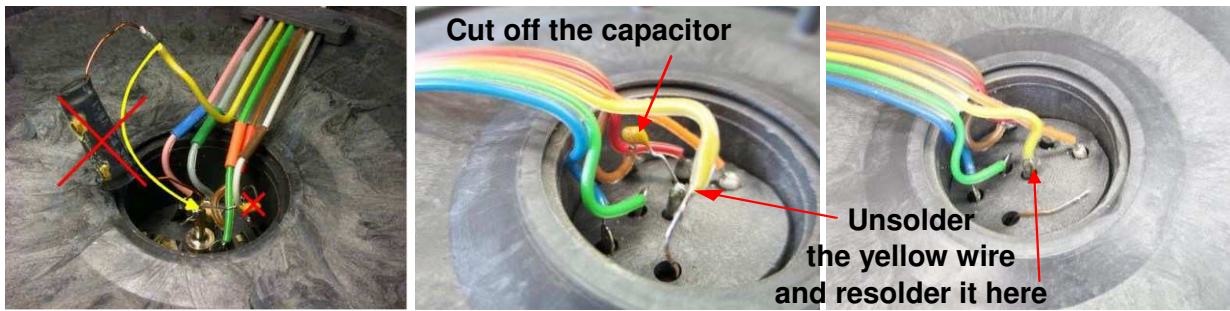
Ex works, both potentiometers are in the middle position. The potentiometer P1 for the track cycle is accessible from the right when **the housing cover of the TT-DEC is removed**. The stage speed potentiometer P2 is located at the rear left next to the heatsink.

The speed must be reduced in any case to protect the mechanics and motor.

If the position after a 360° rotation (TT-DEC manual 4.6.1) does not correspond to the starting position, the track clock must be rotated further to the right until no more segments are left out. Depending on the output voltage of the power supply connected to the 16...18V~ terminals, it may be that the control clock is at the right stop and segments are still being missed and the stage does not reach the starting position; in this case, the speed controller must be turned to the left (faster) must be rotated until a clear pause can be seen between the individual segments.

If the control clock controller is fully clockwise, the speed of the stage cannot be reduced any further!

3. Sometimes there are capacitors and coils at the connection under the pit. These are disruptive to digital operation (faulty occupancy message on the stage track, fault on the digital bus) and must be removed. The coil is sometimes located under a cover.



4. The contact lugs of the tracks are unnecessary in digital systems and only make uncalled for noise and short circuits. In analogue layouts, the straps were used to supply the track exits from the stage with driving voltage, so that only the track that had just been approached was active. With digital layouts, however, you generally want the tracks to be "live" at all times, because a train yard full of locomotives with the lights switched on is quite nice to look at. If you want to use the tracks as a track contact (3-wire) or as an occupancy indicator (2-wire) (message "stage occupied"), you must also remove these tabs. Only those who are too lazy to provide all track exits with digital track voltage and do not need any feedback must leave these tabs on.



5. In general, the cut-out in the ground should be large enough that the pit fits into the cut-out without pressure. The ground should also be straight and level so that the pit does not become tense. Since the ring gear for the drive is integrated in the loading tracks and blind sockets, deformation of these leads to possible jamming of the platform or drive. Excess ballast should be removed from the turntable prior to operation to prevent damage and excessive wear.

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