



# **B1 Locomotive**

## **IMPORTANT INSTRUCTIONS**

### **Please read BEFORE using this model**

#### ***THIS MODEL NEEDS LIGHT OILING ONTO THE MOTION BEFORE USE:***

Whilst this model has been pre-lubricated at manufacture, it is required that you add a small amount of oil directly into the motion where indicated overleaf. The factory applied lubrication into the gears will last for approximately 30 hours of use. Afterwards you should add oil to the exposed gears seen on the underside of the chassis. Depending upon your usage you may also wish to add oil directly into the metal worm or even fully expose the mechanism for ongoing servicing needs. The method for removing the body is explained overleaf. There are several brands of synthetic oil in the market and your local model shop will be able to advise you.

#### ***IMPORTANT NOTES:***

Failure to oil may affect any warranty claim. Please use caution when applying oil as some types can cause damage to plastic. If oil touches the body then immediately wipe off using a non-fluffy cloth. No part of the motor requires lubrication. **DO NOT OIL THE MOTOR OR POLES / ARMATURE.** Do not operate the model on track laid onto carpet as the dust and fibres will impair the mechanism.

#### ***POWER TYPES (DC) and OPERATION:***

If you wish to run the model on standard DC - then do nothing. Our PCB will automatically recognise you have a DC controller and will allow operation at normal DC requirements. **\* PLEASE NOTE:** When using standard 12v DC power, it is important that you use an appropriate 'N' gauge controller as '00' controllers (both new and old) may not allow the measure of control required for our super-fine 'N' motors.

#### ***POWER TYPES (DCC) and OPERATION:***

Our model is fully DCC Ready. The unit is fitted with a DCC board inside of the Tender which features a 6-pin NEM socket pre-fitted with a DC 'Blanking Plug'. The tender top simply unclips from the tender chassis and the PCB can be seen on top of the tender mechanism. Carefully pull out the 'Blanking Plug' and fit the decoder of your choice.

***PACKING PIECE:*** To ensure a safe and secure packing for the model during transportation, we have fitted a small plastic piece between the tender and locomotive. Please remove before use. The piece is indicated on the instructions overleaf.

***WARRANTY:*** Dapol Ltd will remedy any defect or malfunction occurring with the locomotive during a period of six months from the date of purchase. This guarantee does not extend to defects or malfunctions caused by damage or unreasonable use, including failure to provide correct lubrication. If for any reason the model develops any fault within the warranty period, please return to the **Place of Purchase** with your **Proof of Purchase** (till receipt / credit card slip etc). Do **NOT** return it to Dapol Ltd. The seller will then return it to Dapol Ltd under their agreed returns policy.

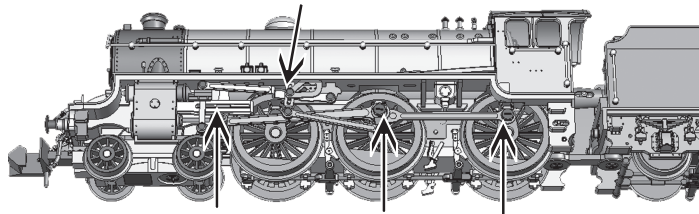
**Without a suitable proof of purchase Dapol Ltd cannot guarantee to offer any warranty service.**

The Dapol warranty is given in addition to all legal rights of the purchaser under the 'Sale of Goods Act' and shall expire six months from the date of purchase. Dapol Ltd shall not be responsible for any consequential loss or damages arising in regard to any Dapol Ltd product.

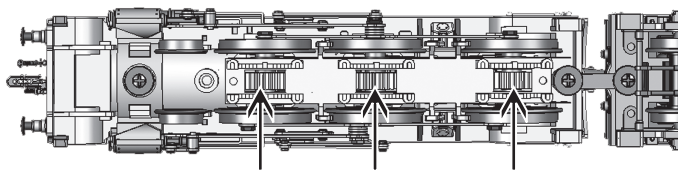
***EUROPEAN REGULATIONS:*** Dapol products conform to WEEE and RoHS requirements. If you have a need to dispose of any electrical part, please do so correctly.



## Motion Oiling Points - (both sides)

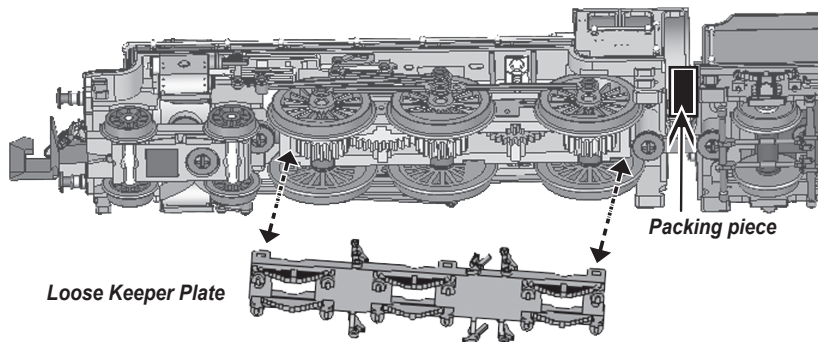


## Gear oiling points and removal of Keeper Plate for oiling worm & main gears



Normal oiling points into exposed gears without removing plate

The Keeper Plate is a simple "Pull Away / Clip Back into Place" fitting. By removing the plate you will expose the two main gears and with the rear gear being positioned directly below the worm drive.



Please note:

- (i) The drive shaft is an intentionally loose part. If it disconnects from either the locomotive or tender it simply pushes back and clips into place using the slots in the enlarged cowling ends as the guides for the projections on either side of the drive shaft ends.
- (ii) The tender does not need to be removed to complete the oiling process.