

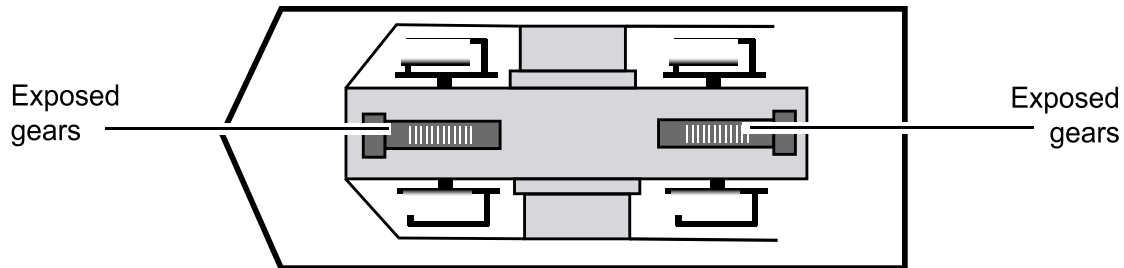
Class 67 Diesel

IMPORTANT INSTRUCTIONS

Please read before using the model

THIS MODEL NEEDS LIGHT OILING BEFORE USE:

Whilst this model has been lubricated at manufacture, it is required that you add a small amount of oil directly into the exposed gears on the underside of both the bogies. There are several brands of synthetic oil in the market such as Dapoil, your local model shop will be able to advise you.



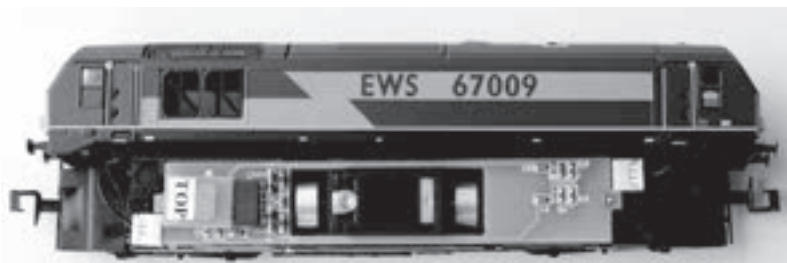
Failure to oil may affect any warranty claim. Please use caution when applying oil as some types can cause damage to plastic. If oil touches the body then immediately wipe off using a non-fluffy cloth. No part of the motor requires lubrication. Do not operate the model on track laid onto carpet as the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

DC 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 do not allow the measure of control required for our super-fine 'N' motors.

DCC OPERATION:

Our model is fully DCC Ready. The model is fitted with a DCC board which features a 6-pin NEM socket pre-fitted with a DC 'Blanking Plug'. Carefully remove the blanking plug and insert the decoder of your choice. Before converting to DCC please ensure that your decoder will fit the model, as some decoders are large and could have a thick protective outer shroud. To expose the PCB, simply unclip the body from the chassis using finger pressure. *** PLEASE NOTE:** There are two plugs which connect the body to the chassis for the lights. There is no need to disconnect these plugs. Please refer to photo below. Fit your decoder and programme as normal. Reclip the body.

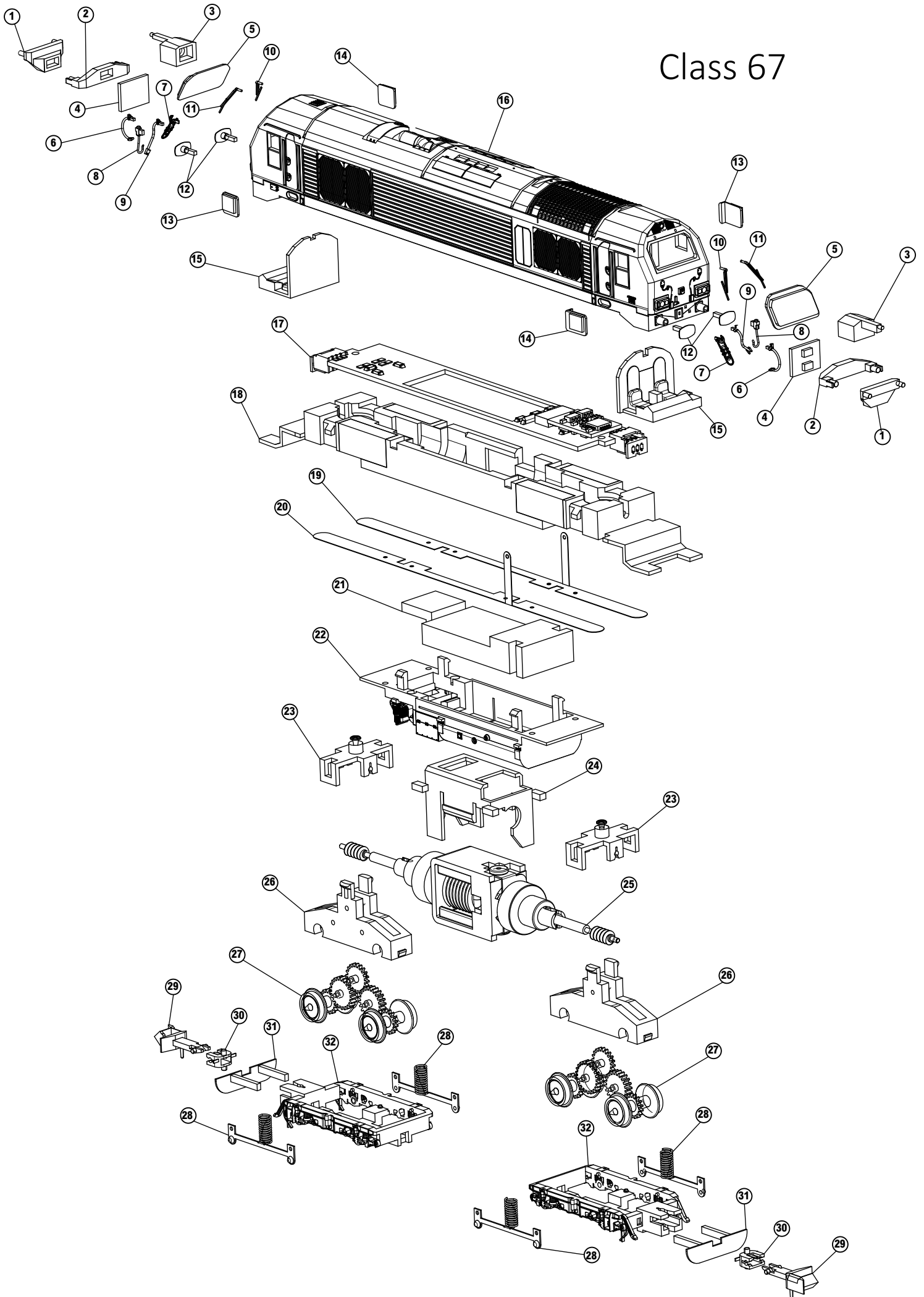


EUROPEAN REGULATIONS:

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



Class 67





Class 67 Locomotive

IMPORTANT INSTRUCTIONS

Please read **BEFORE** using this model

UNPACKING & HANDLING YOUR LOCOMOTIVE:

Your model contains delicate precision parts. Please handle accordingly.

Removing your model from its case: Remove the model from the plastic case along with its foam packing. The model can then be removed from the foam above a soft surface to prevent damage if dropped.

- Take care to ensure that detail parts do not catch on the foam as the model is removed.
- Do not use the Buffers or other parts as handles or levers when removing the model from its packaging.

YOUR MODEL NEEDS LIGHT LUBRICATION AFTER EVERY 50 HOURS RUNNING:

An extremely light application of plastic safe * oil, such as Dapoil or Locolube before running in your model is required, followed by maintenance oiling after every 50 hours of running time. (Storage in hot environments may require more frequent applications). Please be aware that over-oiling the wheel bearings will interfere with the electrical pickup of your model. Therefore, we recommend you use a very fine artist's paintbrush to apply only the tiniest amount of lubricating oil precisely between the bearing surfaces, as follows:

- Place a droplet of plastic safe oil onto a hard, non-absorbent, surface;
- Use a very fine pointed paintbrush to transfer a very small amount of oil, precisely, onto the bearings at the points indicated in the diagram overleaf. (The oil should not be painted on but, rather, capillary action should be used to draw the tiniest amount of oil out of the tip of the brush into the bearing.)
- Dry the paintbrush by blotting with absorbent paper, such as kitchen towel;
- Re-apply the dry paintbrush onto the oiled bearing, to 'wick away' any excess oil. Repeat steps 3 and 4 until the only remaining oil is an extremely fine (almost invisible) coating at the precise point where the two components rub together.

Please keep oils and lubricants away from the Motor and electronic circuitry located inside the body. The motor is of advanced self-lubrication design, 'sealed-for-life', and lubricants may damage the delicate circuitry. Also, be aware that N gauge track should never be laid directly onto carpet, as dust and fibres will become entangled in your locomotive's finely detailed mechanisms.

*Your model supplier can advise on the best 'plastic safe' oils and lubricants available in your country.

RUNNING IN' YOUR LOCOMOTIVE:

You will obtain quieter and smoother performance from your Dapol locomotive if you invest a little time 'running in' the motor and the motion parts. We recommend that you begin the 'running in' period by operating the locomotive on its own, at a moderate speed, for a period of at least half an hour in each direction. (The complete 'settling in' process often continues beyond the initial 'running in' period, and you will notice that the locomotive gradually runs quieter and smoother over several weeks of normal coach/wagon hauling operation.)

WARRANTY:

Please refer to separately provided warranty paperwork for details.

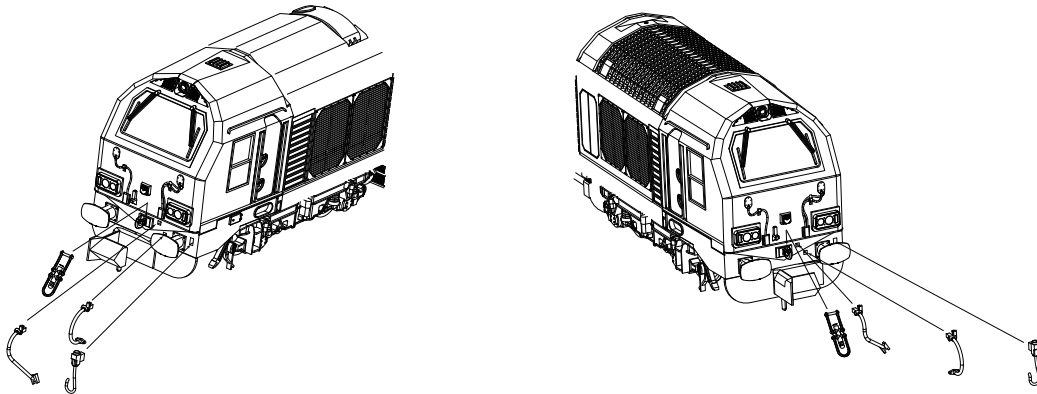
ACCESSORY PARTS:

Additional detail parts are supplied in plastic bags within the outer case & fitted as follows:

- Couplings can be removed or supplied alternatives fitted by simply pulling the existing Rapido type away from the locomotive. Alternatives simply push fit.

Please note that the following parts may interfere if a coupling is fitted.

- **Pipes:** Are fitted in the order shown and push into matching openings in the buffer beam. If desired a small spot of adhesive can be used to secure.
- **Dummy Screw Coupling:** This is clipped into the hook already placed on the buffer beam.



DC OPERATION:

If you wish to run the model on standard DC – then do nothing. Our PCB will automatically recognise that you have DC controller and will allow operation at normal DC parameters. **Important Note:** This model should only be used with a DC controller designed for model railways rated at 12V DC nominal voltage. When (optionally) fitted with an appropriate DCC decoder it may also be used with a compatible DCC control system. You can turn the front & rear lights off by pulling the DIP switch to the 'OFF' position.

DCC OPERATION:

Our model is fully DCC ready. The model is fitted with a DCC board which features a Next 18 plug pre-fitted with a 'blanking plug'. Carefully remove the blanking plug and insert the decoder of your choice. Before converting to DCC please ensure that your decoder will fit the model, as some decoders are large and could have a thick protective outer shroud. To expose the PCB, simply pull the body away from the chassis using finger pressure. Fit your decoder and programme as normal. Reclip the body.

We have designed this model to have independent control of front and rear lamps. For best operation, we recommend a 4 function (or greater) decoder is fitted (for example a 6 function Dapol Imperium Next-18) to your model. If you have purchased the Dapol factory fitted decoder it has been fitted with a pre-programmed Imperium decoder (Please refer to separate DCC operation instructions supplied). If fitting a decoder (including a non-factory fitted Imperium) you will need to consult the decoder manual to correctly configure the decoder for operation of the locomotive lighting.

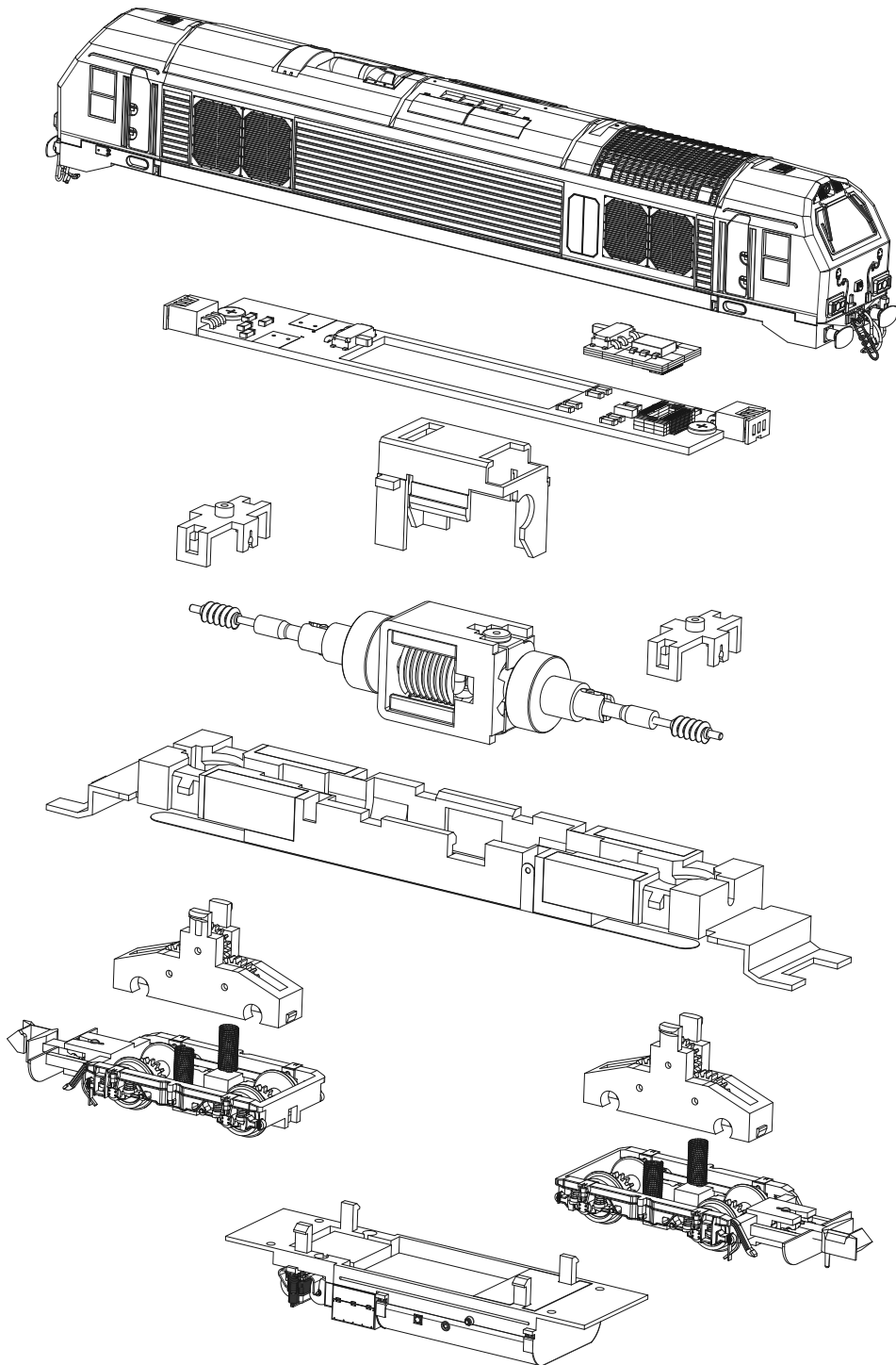
For reference, the model's lighting assignments are below:

Decoder output	Front light (FLf)	Rear Light (FLr)	AUX 1	AUX 2	AUX3	AUX 4
Lighting	Front white lamps	Front red lamps	Rear white lamps	Rear red lamps	No connection	No connection

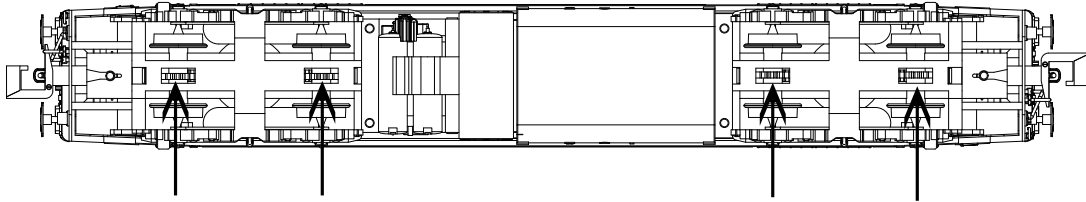
Decoder CV programming information:

To enable two button control of lighting (F0 = #1 end, F1 = #2 end), the NMRA standard CV programming is: CV33 = 5, CV34 = 6, CV35 = 10, CV36 = 9, CV51 = 24, CV52 = 0. This is the default setting for factory fitted decoders and will require to be re-programmed in this way if a full decoder factory reset is performed.

Class 67

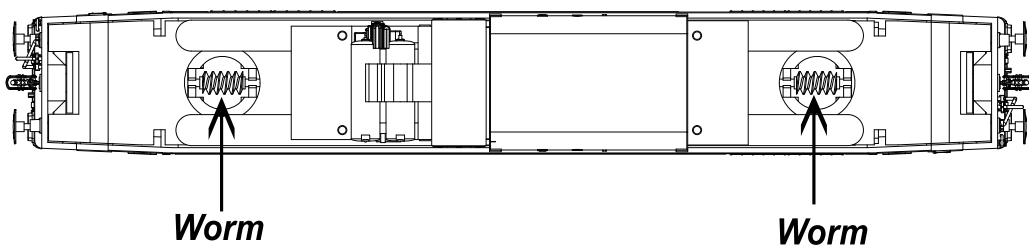
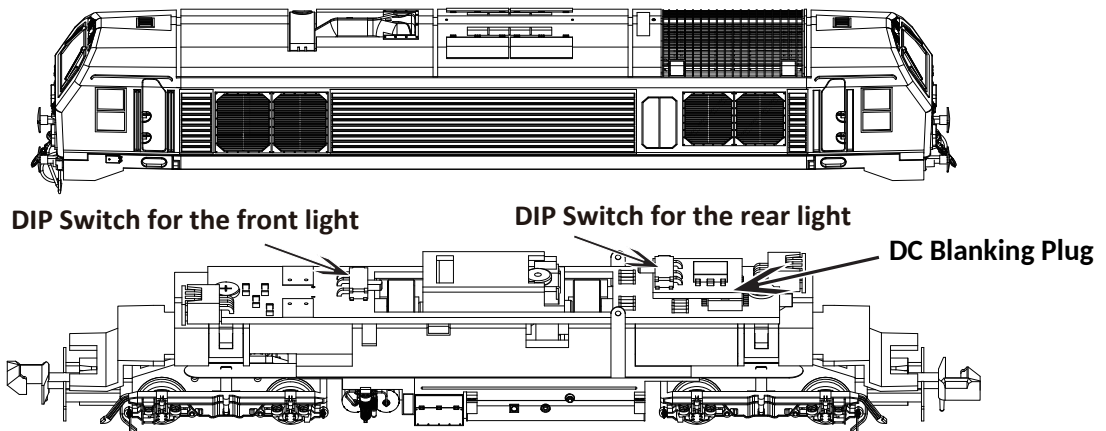


Oiling points for gears before test running, and removal of body for DCC installation



Normal oiling points into exposed gears without removing body

To remove body, simply pull body away from chassis to leave exposed body as image.



To expose drive worms and chassis for routine maintenance, simply pull the complete bogie assembly away from the chassis. The bogies are a 'pull out' & 'push in' fitting method. When refitting, ensure that the gear on top of the bogie tower meshes with the worm.

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