



**Model Railway Company**

# Hall Class

## IMPORTANT INSTRUCTIONS

Please read **BEFORE** using this model

### UNPACKING & HANDLING YOUR LOCOMOTIVE:

Your model contains delicate precision parts. When removing your model from its case, use the two 'ears' found at each end of the inner plastic clamshell, or remove the model along with its foam packing. When removing from the clamshell or foam, always do so above a soft surface to prevent damage if dropped. Always lift the locomotive and tender as a single unit. Please, take special care not to grip or crush the delicate steam valve gear and motion parts fitted to the locomotive wheels, whilst handling.

Note that the driveshaft, which transfers power from the tender to the locomotive, will detach if the locomotive and tender are not lifted as a single unit. If the driveshaft disconnects from either the locomotive or tender, simply rotate the shaft to align the spigots with the slots in the funnel-shaped cowling, and gently push together until you feel the shaft clip into place. (Tip: Holding the model between your index finger and thumb by gripping the back of the cab and the front of the tender simultaneously, will usually prevent accidental disconnection of the drive shaft.)

A small protective packing piece has been inserted between the locomotive footplate and the tender. The packing piece must be removed before running the locomotive.

### YOUR MODEL NEEDS LIGHT LUBRICATION AFTER EVERY 50 HOURS RUNNING:

This model has been factory lubricated and requires no initial lubrication. Maintenance requires an extremely light application of plastic safe<sup>®</sup> oil, such as Dapoil or Locolube after every 50 hours of running (Storage in hot environments may require more frequent applications). Please be aware that over-lubrication will throw excess oil from the gears and wheels onto the traction tyres. OIL DESTROYS TRACTION TYRES. 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 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 tender 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 carpets as dust and fibres will become entangled in your locomotive's finely detailed mechanisms.

### RUNNING IN' YOUR LOCOMOTIVE

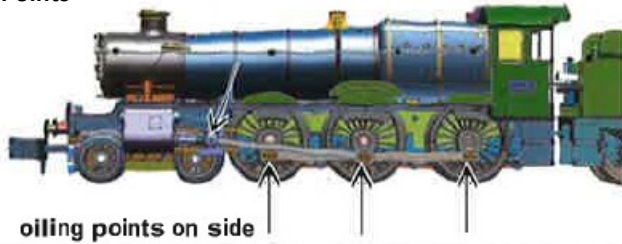
You will obtain quieter and smoother performance from your Dapol locomotive if you invest a little time 'running in' the motor and the motion parts. We recommend that you begin the 'running in' period by operating the locomotive on its own, at a moderate speed, for a period of at least half an hour in 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.)

### FITTING A DIGITAL (DCC) CHIP

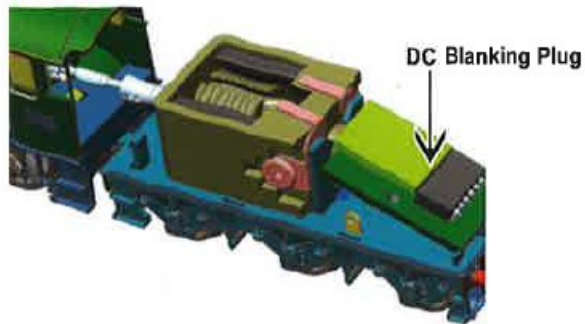
If you have purchased an Analogue (DC) locomotive and wish to upgrade it to Digital (DCC) operation, then you will need to remove the tender body (by pulling the tender's body shell, at the rear in an upwards direction, away from the tender chassis), and replace the factory-fitted blanking plate with an appropriate 6-pin DCC Chip. (See diagram overleaf.)



## Motion Oiling Points



## Removal of tender body for DCC installation



## Gear oiling points



### 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.

For details on how and where to fit the accessory items and an exploded view of the model detailing specific components please refer to the technical section of our website [www.dapol.co.uk](http://www.dapol.co.uk)

EUROPEAN REGULATIONS: Dapol products conform to WEEE and RoHS requirements.