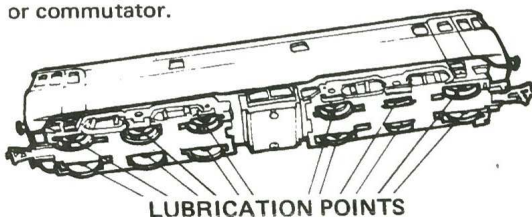


Maintenance instructions for your A-1-A Class 31 Diesel

Your locomotive and its electric motor is a precision built item. Treated with reasonable care, it will work well for many years. To ensure that this happens, give your train a general clean-up and lubricate it periodically, and no further maintenance should be required for a long time.

LUBRICATING

Your locomotive is lubricated during manufacture, but can dry out in time. Re-lubricate with a drop of light machine oil, such as sewing machine oil, (never use thick oil or grease), where indicated. Important: never over-oil; as this attracts dust and fluff which causes electrical failure. Also make sure no oil goes onto carbon brushes or commutator.

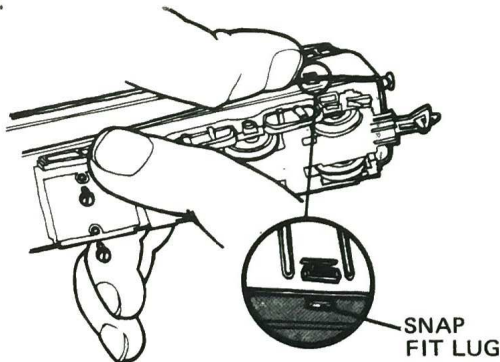


In time, it may also be necessary to clean the commutator slots and, eventually, replace the carbon brushes. Erratic running will be your warning signal.

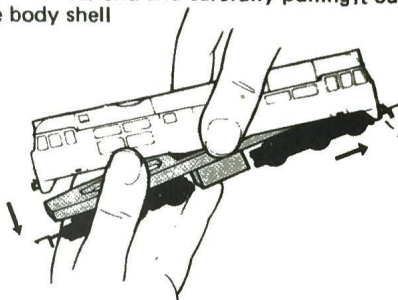
CLEANING COMMUTATOR SLOTS AND REPLACING CARBON BRUSHES

Remove the two main screws from the underside of the locomotive.

Holding the locomotive on its side, gently ease the body shell away from the under chassis at the base of the two doors on the side uppermost, so that you release the snap-fit lug at the bottom of each door from its retaining slot.



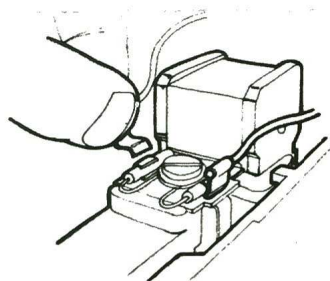
Repeat the process for the other side. With all four lugs free, remove under chassis by pressing it to the rear end and carefully pulling it out of the body shell



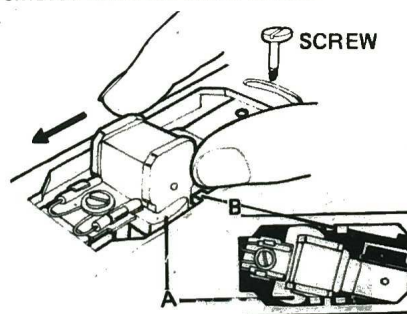
Using fine tweezers, with great care, remove any fluff and fibres you may find in the mechanism.

REMOVE POWER BOGIE FROM UNDER CHASSIS:

Remove contact wires from housings by pulling metal ends down and out.

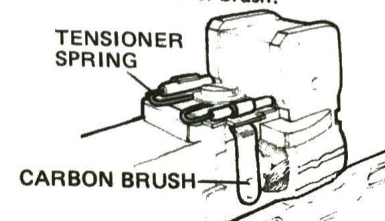


Remove bogie pivot screw. Push power unit forward as far as indicated. Keeping it pushed forward, swivel slightly, at the same time pulling out one side of the under-chassis to release the metal lug (A) from its retaining pegs (B). The power bogie can then easily be removed from the under chassis.



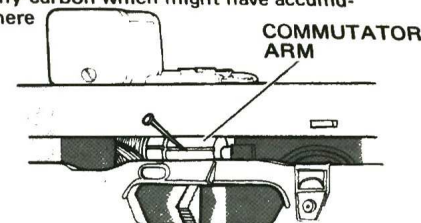
REMOVE BRUSHES

Press one tensioner spring inwards, to unhook it from the brush, which will then drop out. Repeat for the other brush.



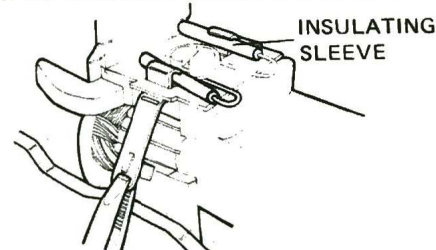
CLEAN COMMUTATOR

Run the point of a pin into its four slots, to remove any carbon which might have accumulated there

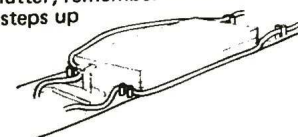


TO FIT NEW BRUSHES

First ensure that the insulating sleeve is in position on the tensioner spring. Take hold of the brush (you might find tweezers helpful) and negotiate it up through its housing slot. Make sure that the carbon brush is in contact with the commutator and secure it in position by squeezing the tensioner spring to go over and hook under the head of the brush.



Note: After reassembling power bogie to under-chassis, remember to refit contact wires, anchoring them behind their small retaining pegs, to avoid fouling the body shell. When replacing the latter, remember to fit the front (the end with steps up one side) over the power unit end of the under chassis.



Selected spare parts for your loco may be purchased direct from our factory. A full index of parts will be sent on receipt of a S.A.E. to:

Dept. T, Airfix Products Ltd., Angel Warehouse, Felltram Way, Charlton S.E.9.
Quoting Code No. on lid.