

A Hobbyist Picture Guide to Semi-Dismantling the Model Power 4-6-2

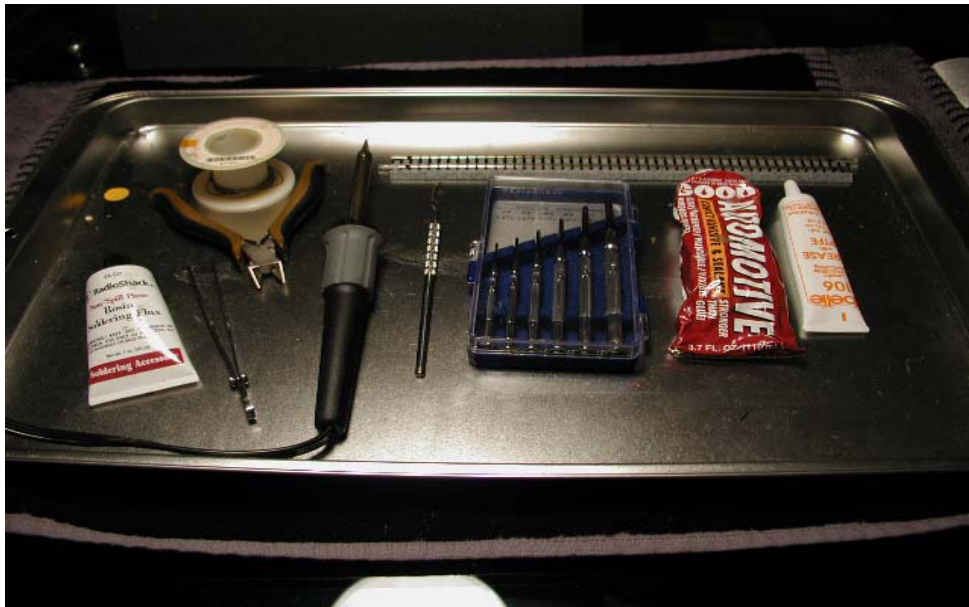
By

Jose Esguerra
Society of N Scalpers
www.societynscalpers.com

12/24/02

Disclaimers:

1. Use this info at your own risk. **It will VOID the warranty of your product.**
2. I do not endorse any of the products in this paper, nor do I work for any of the manufacturers
3. I use these products because they work. If you know of anything better, please let me know.
4. The frustration level for handling the brass contact wipers is medium to high.
5. Have fun! Isn't this why we're in this hobby?



Picture 1: Sampling of Tools

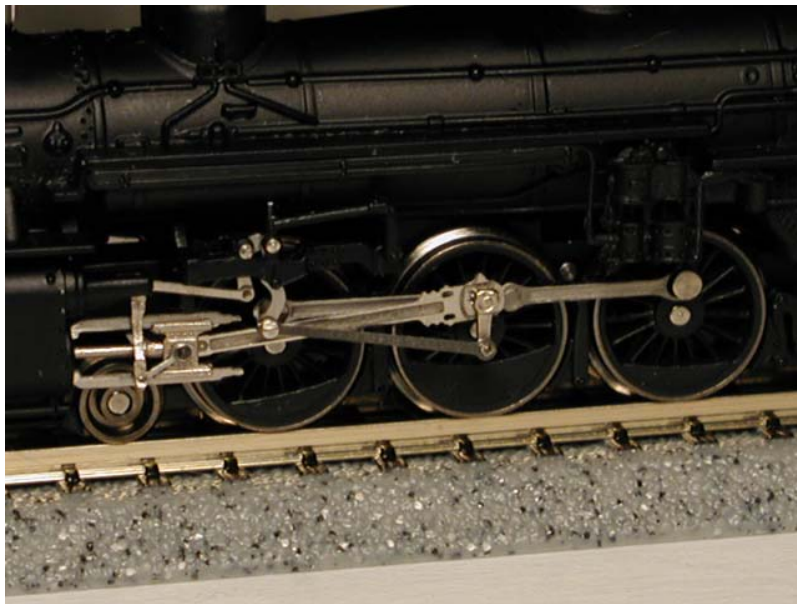
Note: CRC QD Contact Cleaner was used to remove the excess oil, fuzz, and lint from the boiler, tender, drivers, and everything else. If you use this product, please don't smoke, or else you'll miss the rest of this paper.

The following is a picture guide to semi-dismantling Model Power's 4-6-2. Here goes.....

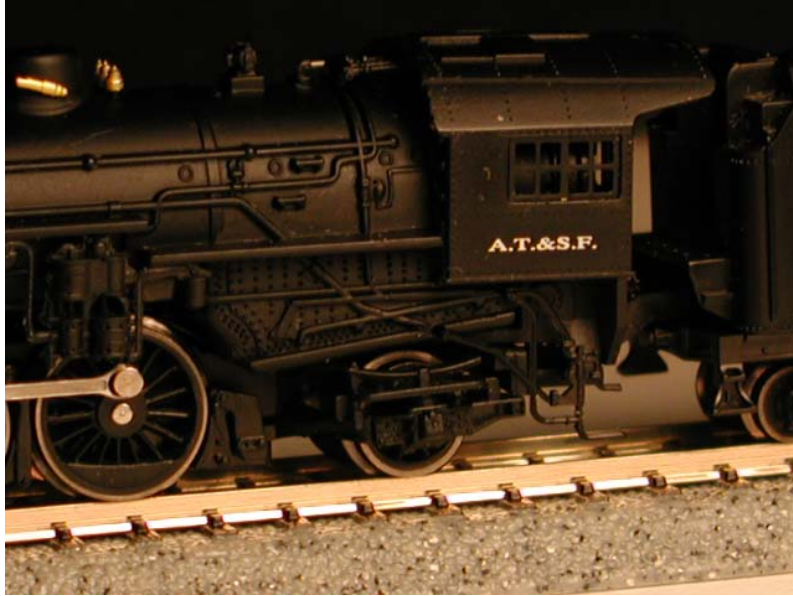
I. Detail Shots



Picture 2: Left Side View



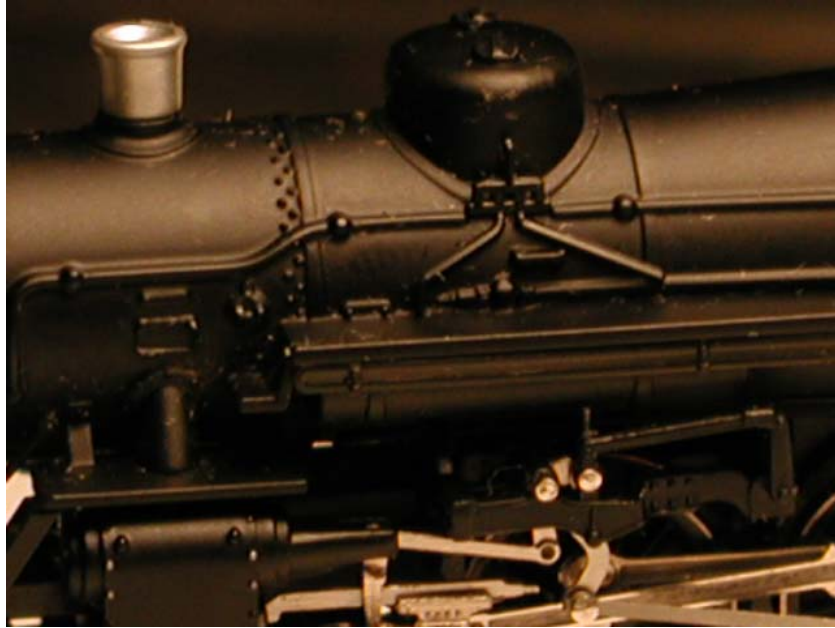
Picture 3: Driver Detail



Picture 4: Trailing Truck and Piping Detail



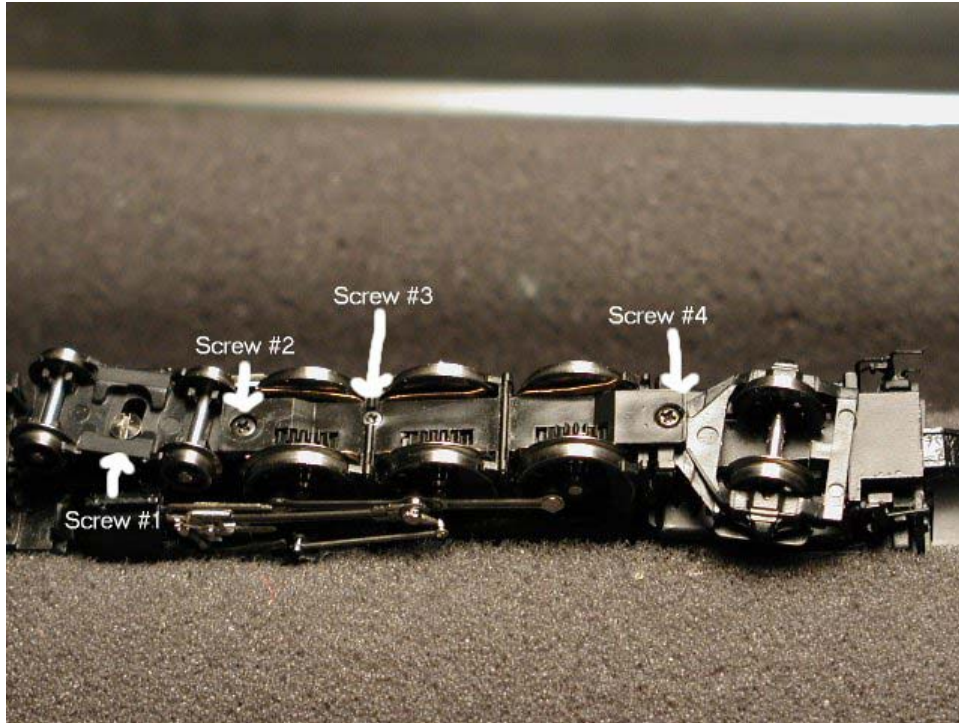
Picture 5: Turret Detail



Picture 6: Sand Dome and Sand Pipes Detail

II. Removing the Drivetrain:

A. Identifying screws underneath the engine



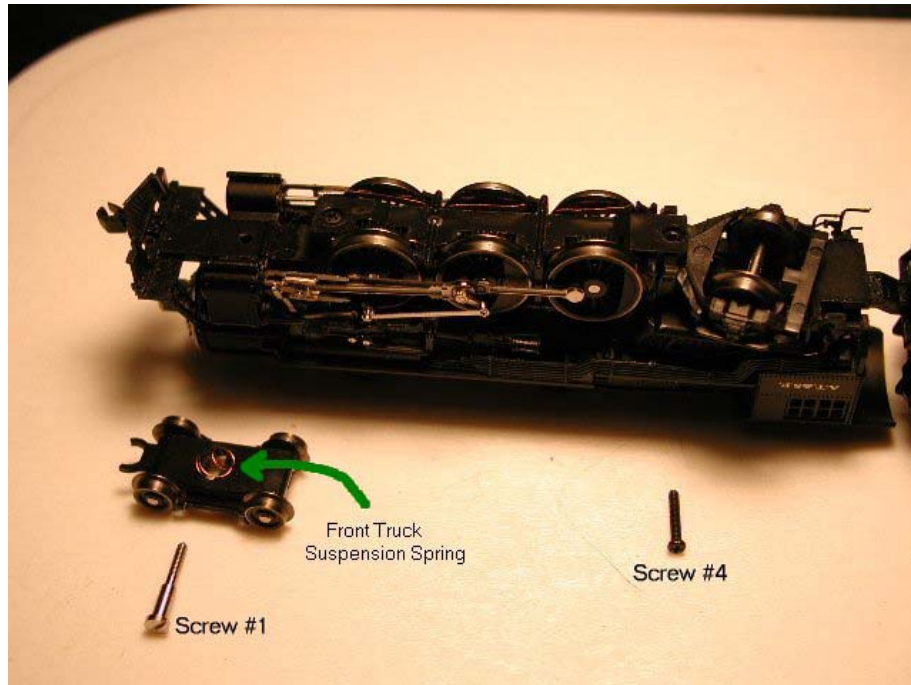
Picture 7: Screws Underneath Engine

Screw #1 – Secures drivetrain chassis to boiler; holds/guides front truck and front truck spring suspension in place.

Screw #2 – Secures plastic gear cover plate.

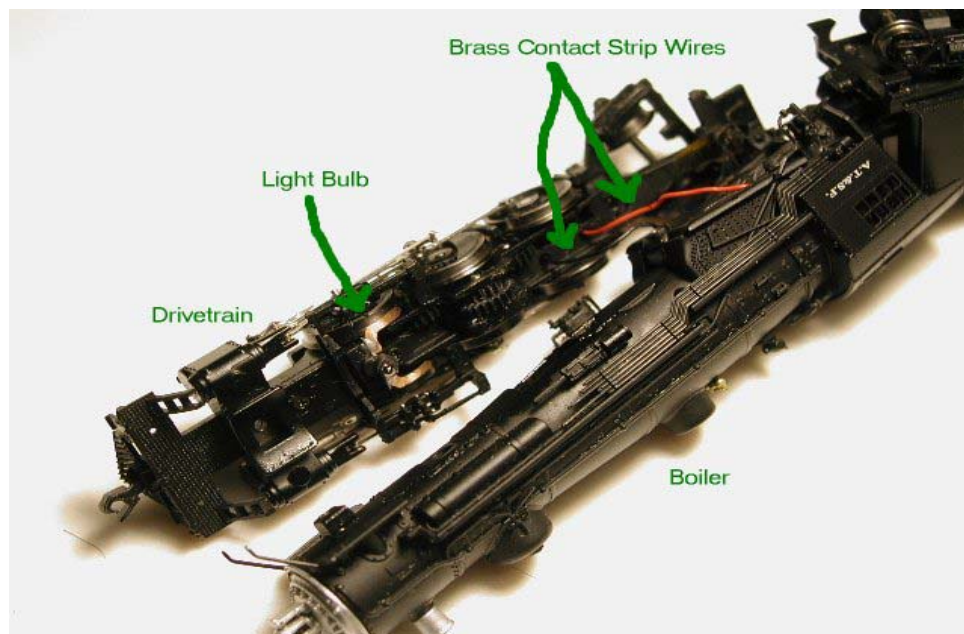
Screw #3 – Secures plastic gear cover plate

Screw #4 – Secures rear of drivetrain chassis to boiler; Secures plastic gear cover plate



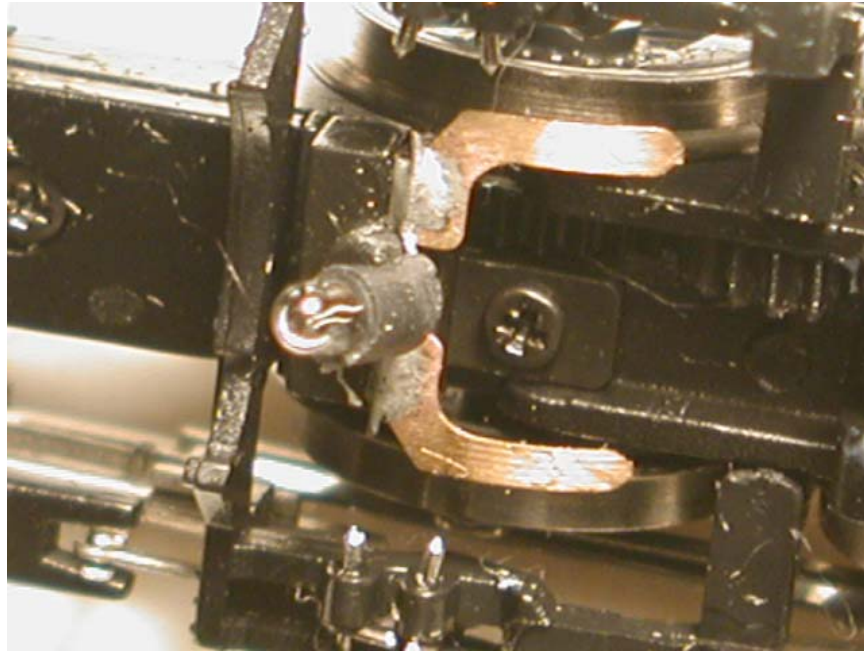
Picture 8: Remove Screws #1 and #4

Note: Keep an eye on the Front Truck Suspension Spring. Once you remove screw #1, it'll freely fall and will be hard to find.



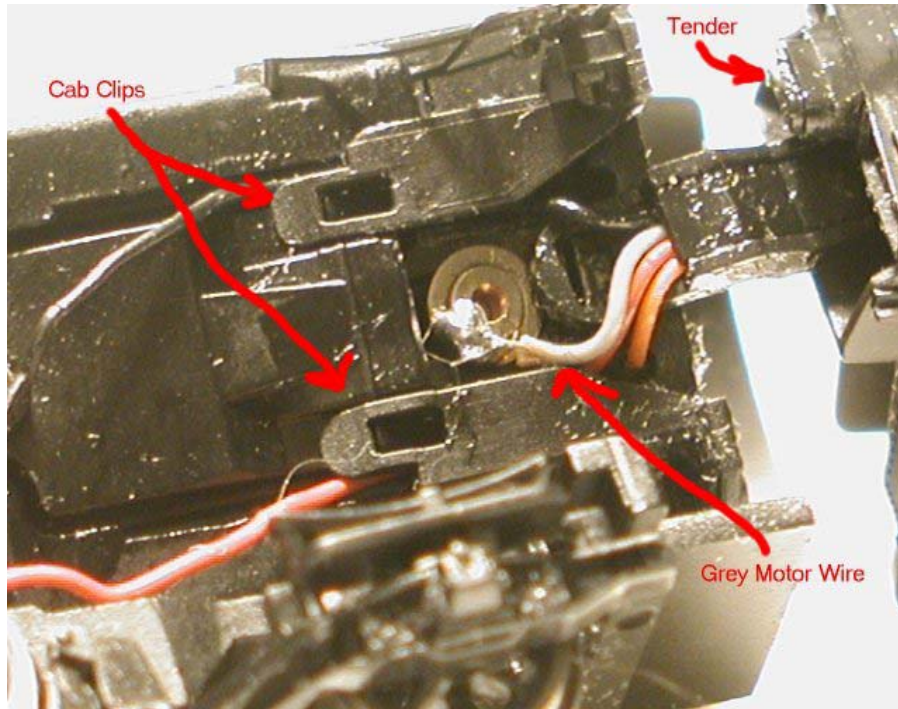
Picture 9: Gently Pull the drivetrain from the boiler

Note: Do not pull the two sub-assemblies too far apart. Otherwise, the wires for the contact strips will be yanked from their soldered connections. These contact strip wires go through recessed guides underneath the cab on their way to the tender.



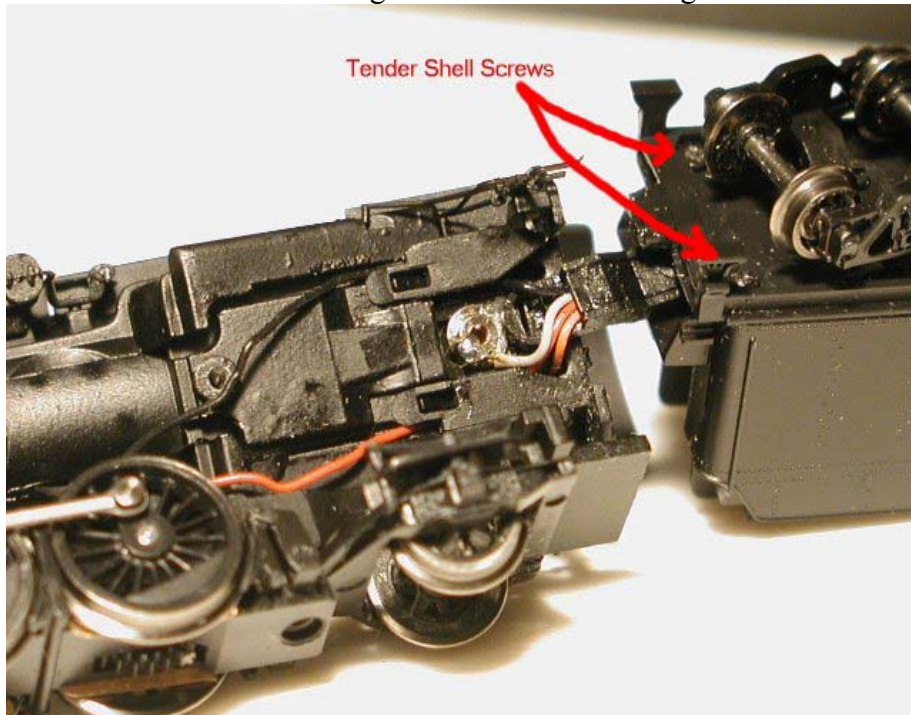
Picture 10: Light bulb

Note: Light bulb obtains its power from two contact strips that rub against the edges of the front driver's flanges. Dirty flange edges may cause flickering of the light. Notice the lint being attracted by the excessive oil!



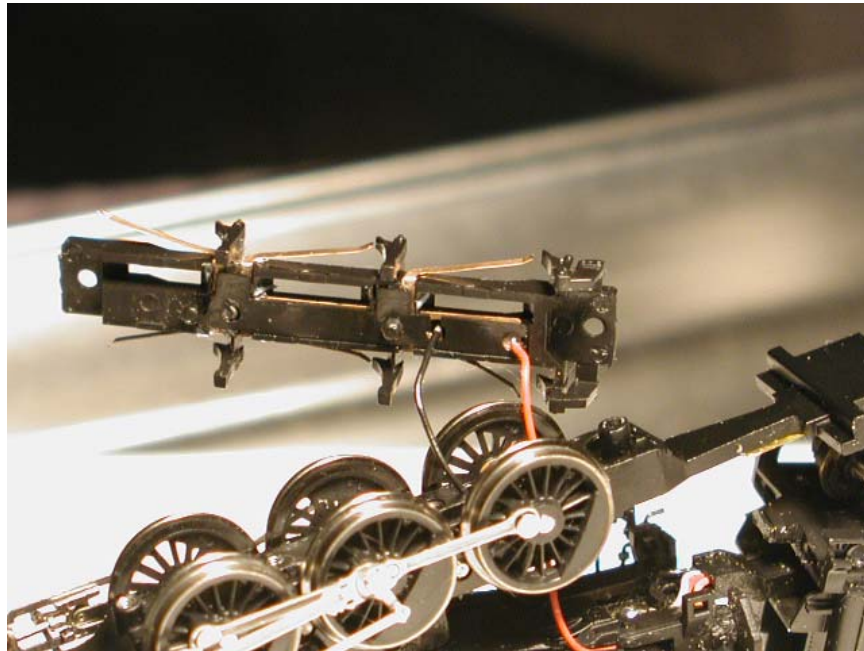
Picture 11: Underneath the Cab

Note: The excessive oil is attracting the fuzz from the lining of the box.



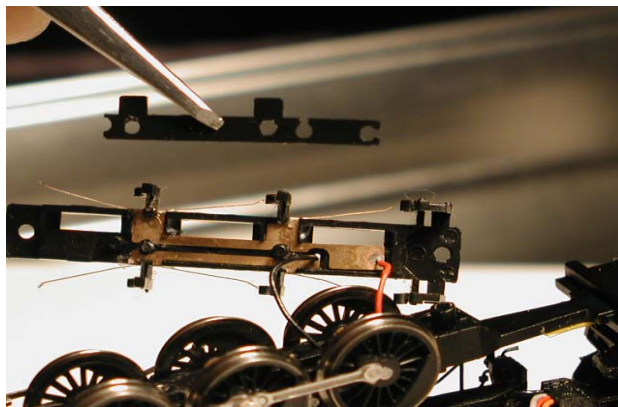
Picture 12: Another Picture of the Cab Underneath

III. Adjusting the Contact Wipers for the Drivers



Picture 13: Removal of the Plastic Gear Cover

Note: At this stage, remove screws #2 and #3. Gently pull the plastic gear cover by using your forefinger and thumb fingernails to grab the little nubs on the brakes or use a small screw driver to gently pry it away. Careful of those black and red brass contact strip wires!



Picture 4: Retaining plate for Brass Contact Strips

Note: If you've removed this retaining plate, be prepared. The Brass contact strips will freely fall out. I glued them back down with a flexible adhesive (such as Sportsman's Goop). These strips do not have to be removed.

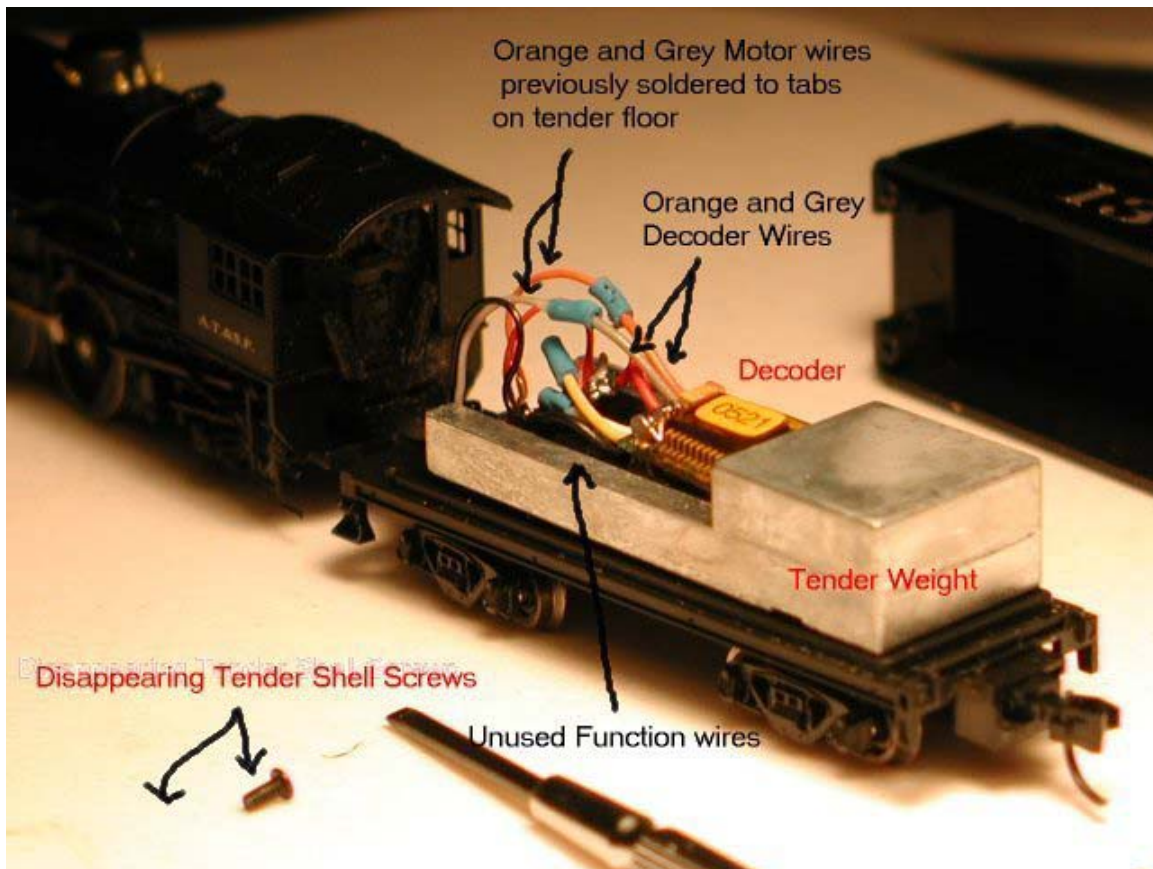
At this point you can bend the brass wipers outwards, as done so in the picture. Test fit and make sure each wiper tip touches the metallic part of the drivers.

You can now reassemble everything.....



Picture 15: This is what you should end up with.

IV. Decoder Install



Picture 16: Decoder Installation.

Note: Decoder is isolated from tender weight by 3M Kapton tape. The installation is straight forward.

1. On the tender floor you will find two brass tabs. You'll need to unsolder the orange and grey wires. Leave the black and red wires attached to the tabs.
2. Next you need to attach (solder) the corresponding colored wires from the decoder. Example, Orange to orange, grey to grey, and the red and black wires soldered to the corresponding tabs on the tender floor.

V. Conclusion:

FULL STEAM AHEAD!