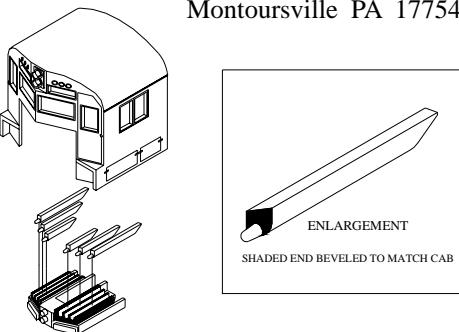


ALCo Century 628

BOWSER - Stewart Hobbies, Inc.
PO Box 322
Montoursville PA 17754



Part I GENERAL INSTRUCTIONS AND TOOL SUGGESTIONS

Small Phillips Screwdriver	Pin Vise
Liquid Plastic Cement with Brush	#56 Drill Bit
Cyanoacrilate Cement (ACC)	Plastic Cutters
Modelers Knife	Small Tweezers
Flat Screwdriver, 1/8" Blade	Flat Screwdriver, 1/32" Blade

Note: Refer to the exploded view during assembly. The front, rear, left, and right side of each unit is identified. Remove parts from the sprue carefully, verifying that all gate material has been removed. Glue must be applied sparingly from the inside of the shell, allowing capillary action to draw the cement into the joint or hole.

Part II SUPERSTRUCTURE ASSEMBLY

Step (1) The hood (1), cab (2 or 3) and the deck (4 or 5) are snapped together and fastened to the chassis with two screws (71). Remove the screws to separate the superstructure from the chassis.

Step (2) FOR UNDECORATED ONLY: Refer to Figure 1 to identify the prototype unit for which you choose to model. Your purchase of our #6200 provides a hood with the single sand filler, while #6201 provides a hood with the dual sand fillers. Note the appropriate choices for the cab and deck.

Step (3) Begin to separate the superstructure by removing the cab. Turn the assembly upside down. Using a small screwdriver, disengage the rear cab snap by moving it towards the front of the unit. Disengage the front cab snap by moving it towards the rear of the unit. Upright the assembly, then slide the cab up and away. Turn the assembly upside down again and locate the six snaps (two each at front, middle, and rear) that secure the body to the deck. Press hood slightly inward at each location to release the snaps. Separate the two pieces.

Step (4) Refer to the exploded view diagram to install these handrails (39,42,43,44) using the provided mounting holes in the deck.

Step (5) FOR HORIZONTAL HEADLIGHT CAB: Install the horn bracket (45) into the holes in the cab above the headlight. The surface that is completely flat should face upward. Install the horn (46) by placing the stem into the hole in the bracket, keeping the two trumpets facing forward.

Step (6) FOR VERTICAL HEADLIGHT CAB: Choose a location for the horn (46). Drill a hole using the pin vise and #56 drill bit. Apply cyanoacrilate (ACC) glue to the stem of the horn. Install the horn into the hole.

Figure 2

Step (7) Install the double stick tape (66) to the inside of the cab roof. Locate the class light holders (51 & 52) and position each into the appropriate number board/lens (53 or 54) piece. Locate the class lenses (55 – 60) on the clear plastic parts sprue. Place the class lenses into the class light holders as shown in Figure 2. Class lights should not protrude past the front of the class light holders. Press this assembly onto the tape inside the cab. Push assembly forward into final position.

Use a small screwdriver to slide the class lenses forward. When properly assembled, each lens will protrude through a hole in the face of the cab.

Step (8) Install the cab glass – right (62) and cab glass – left (63). Install the cab glass – front (61). **CAUTION** – The sprue contains a similar piece that is used for another locomotive. Install the number boards/rear lens (64) by pressing on the angled surface with a screwdriver after positioning the part.

Step (9) Snap the hood into the deck. Slide the cab into place over the hood while guiding the piece in between the battery boxes on the deck until it snaps into place. Place the ends of the handrails (42,43) into the holes in the cab rear.

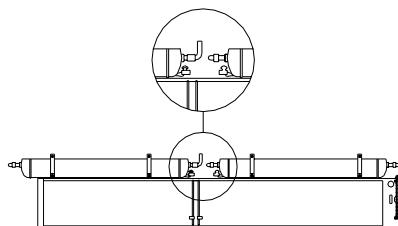
Part III FINAL ASSEMBLY

Step (1) Install each brake cylinder (65) into the holes in the sideframes (25, 26). The use of cyanoacrilate (ACC) cement is optional.

Step (2) The circuit board (36) contains a DIPswitch that controls the color of the classification lights. Each unit is preset to display a green light while running forward, and a red light while running backwards. If you wish to display a yellow light instead of green, reverse the settings in the DIPswitch. The protective tape over the switch is not needed and can be discarded if desired.

Step (3) Using small tweezers, install the fuel fillers (47 & 48) into the holes in the sides of the fuel tank (13 & 14).

Step (4) Place the assembled superstructure over the powered chassis. Turn the assembly upside down and place on a padded flat surface. Assemble the coupler (68) or select the X2F (73) and place it into the coupler box (69) and install the coupler lid (70). Slide the coupler assembly into the opening of the pilot. Install using the provided screw (71).



Step (5) Press the air tanks (49 & 50) into the receptacles on the fuel tank side – right (14) as shown in Figure 3. Please note that each air tank used has both piping and a valve. Note how the valves are located near the drainpipes molded in the fuel tank side. A third air tank is provided, however, it is not used for this locomotive.

Figure 3

Step (6) Install the handrail – right front (40) and handrail – left front (41) by first plugging the ends into the cab.

Part IV GENERAL INFORMATION

Removing Paint and Lettering

This practice is not recommended. It is impossible to predict how paint removers, chemicals, strippers, etc. will react with the plastic shell. Stewart Hobbies can not be held responsible for any damage that occurs during or after paint removal.

Lubrication

All units are lubricated before shipment. After many hours of use, additional lubrication may be required. **CAUTION! Excessive lubrication attracts dirt and oil, which will impair the performance of your locomotive.** The areas that require minimal lubrication are the gears and the worm bearings. The motor bearings are self-lubricating. Remove four screws (38) that hold the circuit board (36) in place. Rotate the circuit board for access to the worm housing (33). Each worm housing has an opening in the top to apply Labelle #106 Lubricating Grease to the worm

gear (32). The grease will be distributed to the plastic gears (18, 19, and 20) while the unit is in motion. Worm bearings (30) can be found in the upper part of the gearcase (16). **One tiny drop** of Labelle #107 Lubricating Oil should be placed in each bearing.

Painting Truck Sideframes

Modelers who wish to paint or weather truck sideframes (25 & 26) may wish to remove them to prevent paint overspray from impairing electrical pickup. Begin disassembly by removing the each screw (38) that hold the circuit board (36) in place. Rotate the circuit board for access to the worm housing (33). Each worm housing has two legs extending inward. Release the housings by prying the legs outward with a small flat screwdriver. Disconnect the connector wires (22) from the Molex connectors on the underside of the circuit board by sliding the Molex housing toward the middle of the board. Pull lightly on the wire if necessary using a needle nosed pliers. The worm gear assembly (30, 31, 32, 29) and universal shaft (28) can be removed by prying upward with a small flat screwdriver. The frame (6) can now be lifted upward and away from the trucks. The sideframes are locked in place by a retainer clip (27). Four tabs extend upward from this clip. These tabs are only visible when viewing the truck from directly overhead. The retainer clip can be removed by gently prying outward on the tabs. Sideframes can now be pulled away.

DCC Information

For DCC users, a DCC compatible plug socket has been provided. Remove the DCC Plug (37) from the main circuit board (36). Reference your DCC manual for proper decoder installation.

Detailing

Drill bit starter guides have been placed at various locations on the shell for the following parts from **Details Associates** (not included):

#1508 MU Hoses

#2206 Lift Rings

#2204 Coupler Lift Bar with Brackets

#2202 Grab Irons

As of this printing, Details Associates is planning a detail kit #712 specifically for the C628, including the curved grab irons on each corner of the unit. Expected release date is early summer 1999.

Couplers

We have provided an Accumate coupler with the longest possible shank to allow for operation on 22" curves. Owing to the great length of this locomotive, proper coupler operation on less than 22" radius curves can not be guaranteed. Performance problems may occur on curves if a short car is coupled to this unit as this combination reduces the amount of coupler swing.

Questions or Problems

We hope that you will be happy with this finely detailed kit. If any questions or problems occur, please inform us. Any problems with defective parts will be responded to promptly. For purchases of additional parts, please use the order form printed below.

