N ALCO RS-11 DIESEL LOCO
JAPAN

Mr. Roundhouse Superintendent:
The Atlas Alco RS-11 Diesel has been carefully assembled and tested before leaving the factory. It will provide virtually maintenance-free service; however, normal wear from extended usage may necessitate occasional replacement of lamps and motor brushes.

Major disassembly should rarely be necessary and is not recommended for the novice. Only a person experienced in the repair of miniature locomotives should attempt dismantling the model as shown in the exploded perspective drawings and described in the text.

IMPORTANT!
Before attempting any disassembly, all the instructions should be carefully read and the exploded perspectives studied thoroughly in order to become familiar with the several latch locations which are identified in the drawings in a bolded italic face. i.e. LATCH. Also, it is not necessary to completely dismantle the Chassis in order to remove or replace the trucks. See "Truck Replacement" on reverse side.

BODY Removal
1) Disengage handrails from holes in cab walls.
2) Remove Cab by gently pressing against its rear wall and, simultaneously, gently wiggling the cab sideways. This will release the rear cab latch allowing cab to be lifted far enough to release cab front latch bars.
3) Remove loco body as follows: Notice that removing cab disclosures a small, square hole in the body sidewall on each side. These holes engage a small tab, or boss, on the side of the mainframe castings. Use a jeweler’s screwdriver, or the like, to very gently lever the body upward only enough to allow the battery boxes to clear the boiler plate protrusions on the mainframe sidewalls. Now, slide the body shell very slightly forward to release the U-shaped body latch at the bottom of the front wall. The body can now be lifted away. Also, the Railing/Running Board Unit can now be removed.

CHASSIS Disassembly
1) Remove both Headlight Circuit Boards by sliding them away from the mainframe castings.
2) Lay the mainframe on its rightside and remove the screw at each end. Carefully lift away the Left Mainframe to expose chassis elements. Be careful not to lose the #420004 Insulating Bushings separating the mainframe castings at each end.

NOTES
A) 420001 WORM ASSEMBLY includes Worm, Shaft, one 420005 Bearing Block, one 420003 Bushing and Male Universal Coupling.
B) 420006 MOTOR ASSEMBLY includes Female Universals on shaft ends.
C) Numerals in parentheses indicate number required per loco if more than one.

420005 HEADLIGHT CIRCUIT BOARD includes bulbs and directional switch.

TRUCK Replacement
We recommend against attempting repairs to the trucks. Disassembly is relatively easy but reassembly is very difficult and requires a great deal of skill. Usually, it is far more economical to replace a truck rather than attempt repairing it. To remove or replace a truck, merely loosen the mainframe screws a turn or two. This will provide sufficient additional clearance between the two mainframe castings to allow the trucks to drop out. Tighten screws after replacing trucks. Should it be absolutely necessary to disassemble a truck, work over a shallow-sided box to prevent loss of parts and proceed as follows: Use tweezers to disengage the tiny latches at the end of the truck frame. Entire truck can now be disassembled.

FIG. 2
Exploded Truck Assembly

420014 2) ROLLER GEAR 3/32 TOOTH
420012 DOUBLE DRIVE GEAR
420011 GEARCASE SIDE (WITH GEAR BOSSES)
420015 GEARSET (WITH GROOVED BOSS)
420016 ELECTRICAL WHEELSHAFT SPRING NOTCHES ENGAGE SMALL ROUND BOSSES ON FLOOR OF TRUCKFRAME
420017 TRACTION Tire
420018 WHEELSET (GROOVED FOR TIRE)
420007 LATCH NOTCHES ENGAGE ON TRUCK FRAME BELOW
420009 SET INCLUDES COUPLER & SPRING
420010 TRUCK ASSEMBLY
420008 INSULATION BUSHING 420004
420010 GEARCASE SIDE (WITHOUT BOSSES)
420003 BUSHING AND MALE UNIVERSAL COUPLING
420001 WORM ASSEMBLY

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