

GP40 Body

703400 GP40 BODY ASSEMBLY;
Includes Railings, Airhorns, Glazing & Couplers
Roadnames: Santa Fe, Chessie System, IC, Milw.,
L&N and Undecorated

701214 LONG LIGHT TRANSMISSION BAR
(Inside Hood)

701213
LENS/NUMBER BOARD

701212
FRONT LENS/NUMBER BOARD

701211 CAB GLAZING

702312
RH FORWARD HANDRAIL

701203
END HANDRAIL (2)

700107 AIRHORNS

702311
LH FORWARD HANDRAIL

702313 LH REAR HANDRAIL - Shown
702314 RH REAR HANDRAIL - Opposite

702310 HANDRAIL SET, Complete

701214 LONG LIGHT TRANSMISSION BAR
(Inside Hood)

701211 CAB GLAZING

702300 SHORT
LIGHT TRANSMISSION
BAR (Inside Hood)

701213
LENS/NUMBER BOARD (2)

702312
RH FORWARD HANDRAIL

701203
END HANDRAIL (2)

700107 AIRHORNS

702311
LH FORWARD HANDRAIL

702301 GP38 BODY ASSEMBLY; Includes Railings, Airhorns, Glazing & Couplers
Roadnames: Santa Fe, Burlington Northern, CNW, N&W and Undecorated

702313 LH REAR HANDRAIL - Shown
702314 RH REAR HANDRAIL - Opposite

702310 HANDRAIL SET, Complete

700114 COUPLER (2)

700115 COUPLER PIN (2)

100760 LAMP

700132 SOCKET/CLIP ASSEMBLY

700131 WIRING BRACKET (2)

700121 WIRING
TERMINAL ASSEMBLY - SHORT

700126 WIRING TERMINALS RETAINER

700127
FLYWHEEL/UNIVERSAL ASSEMBLY (2)

700130 MALE UNIVERSAL SHAFT (2)

702315 MAINFRAME

700100 MOTOR ONLY
or
700101 MOTOR ASSEMBLY; 700126 Terminals Retainer
and two 700127 Flywheel/Universal Assemblies

700122
WIRING
TERMINAL
ASSEMBLY -
LONG

700118
SADDLE (2)

700120 WASHER (2)

700119 SCREW (2)

FIG. 1

Truck Frame Latches

702316
TRUCK ASSEMBLY, Complete (2)

NOTE:
Truck frames can be removed, without
further loco disassembly, by inserting
small screwdriver behind Frame Latch
as shown at left. Gently rock screwdriver
in direction of arrow to release frame.
CAUTION! Care must be exercised as
excessive flexing may break latch.

GP38 & GP40 Locomotive Assembly Exploded

Repair Manual

ATLAS HO EMD GP38 & GP40 DIESELS

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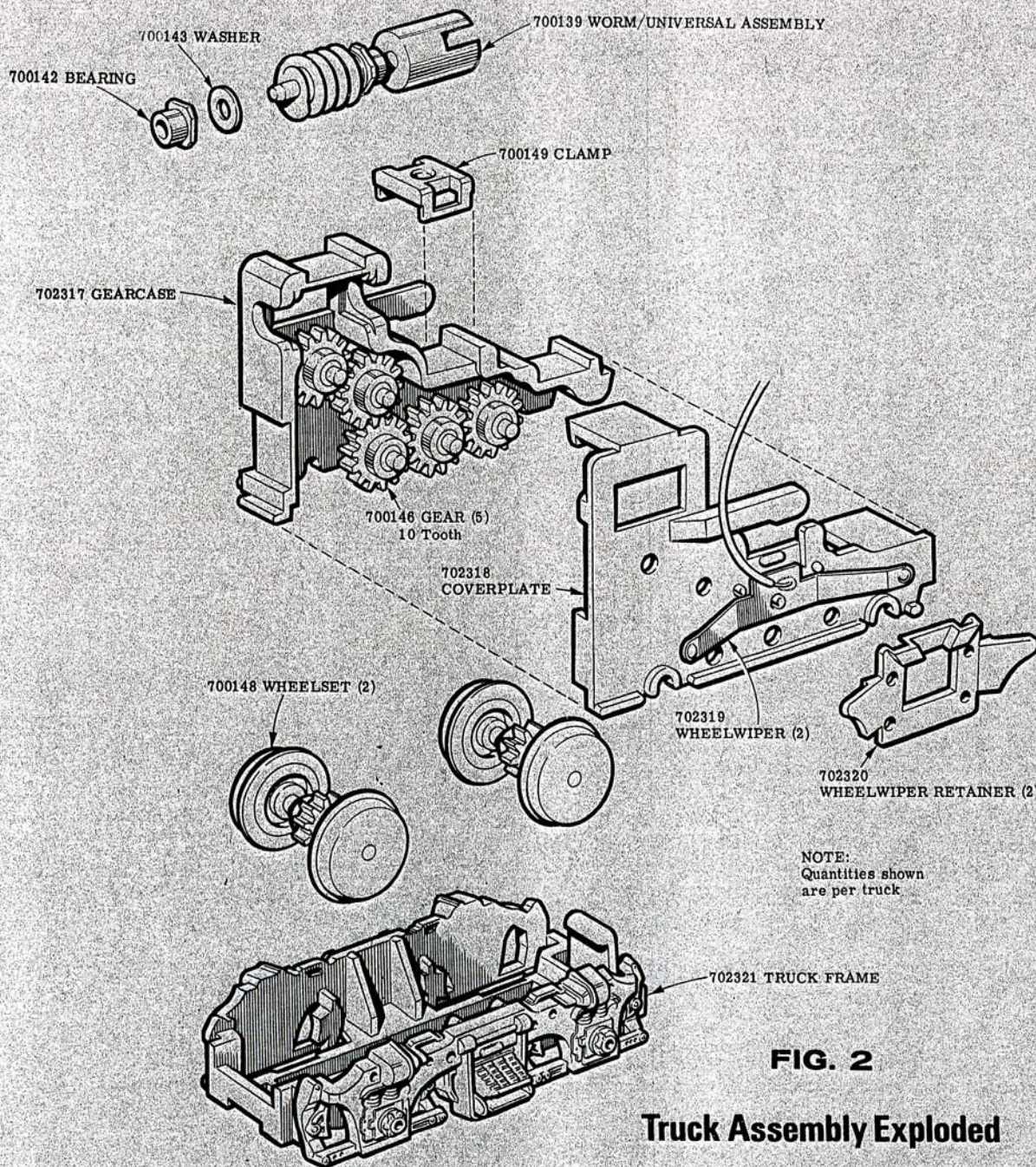


FIG. 2

Truck Assembly Exploded

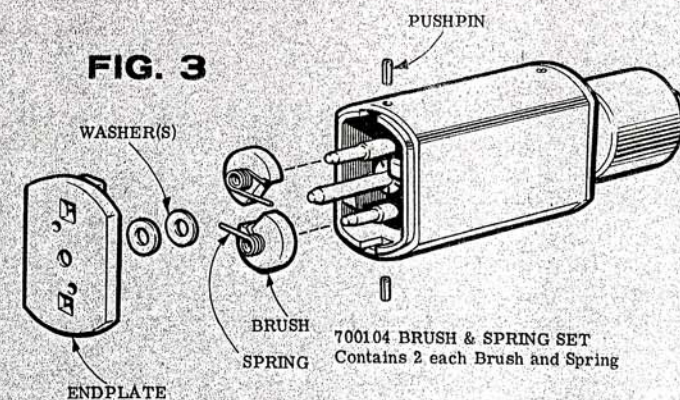


FIG. 3

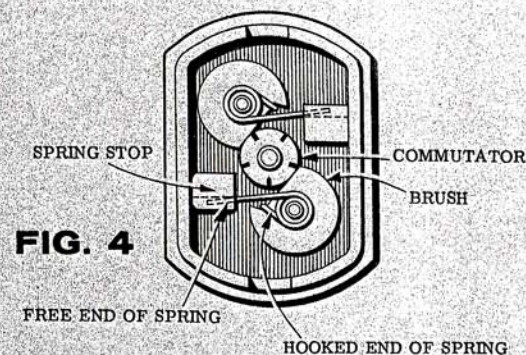


FIG. 4

Brush Replacement

Brush replacement requires that the motor endplate (see FIG. 3) be removed. This is accomplished in either of two ways:

A. If the ends of the plate retaining pushpins can be seen through the two square apertures in the endplate, they can be pushed outwardly with the blade of a small screwdriver and then grasped with pliers and withdrawn.

B. If the pushpins cannot be seen through the endplate apertures they will then have to be removed by using a small diameter drift-pin to push them into the apertures allowing them to be grasped with tweezers or a magnetized screwdriver blade. IT IS VERY IMPORTANT to capture the pin as described above so as to avoid unnecessary further disassembly of the motor. If the pins are pushed all the way through they may be drawn by the motor magnets into the motor's interior. Retrieving them will then require that the opposite endplate be removed and the armature withdrawn.

Replacement brushes and springs must be arranged as shown in FIGS. 3 and 4. First install the brushes followed by the springs. Use a pointed tool to nudge the "hooked end" of the springs into engagement with the shouldered flat on the brush, then, using the same tool, force the "free end" of the spring over the "spring stop" where it will be retained in a notch. Complete the re-assembly by replacing the small washers, endplate and pushpins. The motor will require several minutes of running to seat the new brushes before peak performance can be expected.