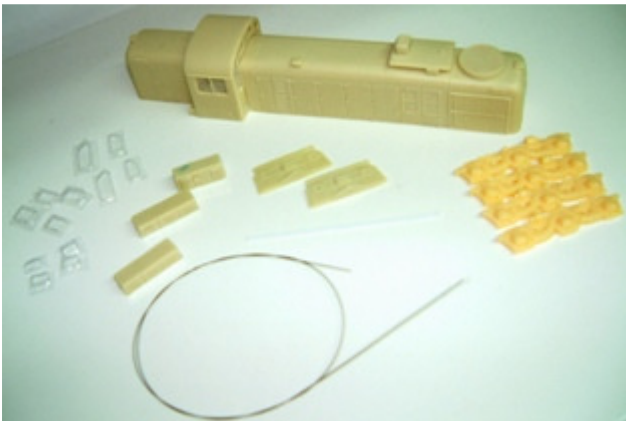




Assembly instructions for Arlo-Micromodel's Alco CP 1500 transkit

Thank you for purchasing our kit. We hope you will enjoy to model your Alco locomotive !

I- Included parts:



- 1- cast bodyshell
- 2- extra details for the various versions
- 3- cast bogie sideframes
- 4- Front and rear buffer plates
- 5- Transparent vacform parts
- 6- 0,30 mm steel wire for preparing the handrails, door locks and steps.
- 7- Plasticard strip for adjusting footsteps at the extra detail cabin boxes included in the kit.

II - Some of the required tools for modeling the kit:



- 1- Cutter
- 2- Drill - 0,3 e 0,5 mm.
- 3- Set of various shape files
- 4- Sand paper of various grian types for hard thinning of surfaces and smooth finishing touches
- 5- Bending and cuttin plyers
- 6- Good quality cianoacrylate glue. (avoid the cheaper whitening effect brands).
- 7- Quality Primer and paints like Revell/Tamiya ones, Fast drying putty filler
- 8- Mini drill station
- 9- 4 spring buffers L-525300 from Liliput or others of your choice.
- 10- Real-like couplers and tubing from Weinert or similar
- 11- Locomotive either from Kato RSC-2 or Proto 1000 RSC-2
- 12- Masking tape or fluid to your choice
- 13- NEM coupler adaptor at the modellers choice

III- Preparing the parts for primer coating (Sample pics from our EE 1400 kit):

1-



- Remove all the window flash.

2-



- Filling of small gaps and bubbles, and correcting work of eventual imperfections.

3- Putty sanding and smoothing as required.

4-



-Adjusting of the various transparent parts. After adjustment, you may choose to fix them definitively before or after painting, using a toothpick with a small drop of white glue or crystal fix from Humbrol or Microscale.

When choosing to place all these parts before painting, be sure of masking them carefully.

Note: Our Vacuum-formed clear parts are polycarbonate made. This material is resistant to most solvents without damage . However you may test clean in a small spare cut.

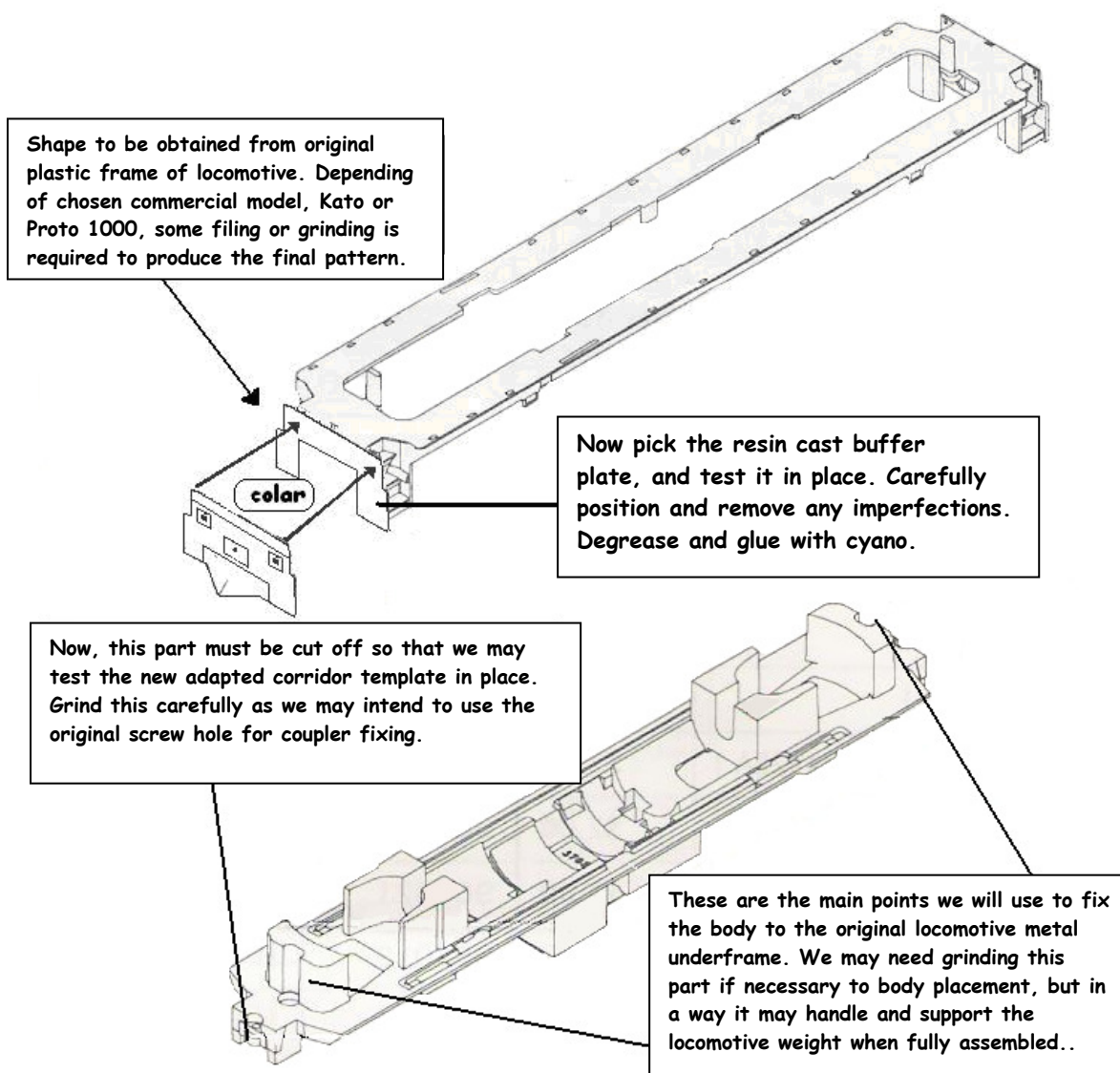
The work may be tested after the next step:

IV- Disassembly of original RSC 2 Body and underframe parts:

5.1-Carefully disassemble the original locomotive parts using the factory instructions. Keep the all around platforms on the main motorized underframe , some grinding of the both tops of the metal underframe may be required, for the correct assembly and adjustment of the new cast body.

Carefully cut both plastic "American style" coupler plates as below drawing, and verify the adjustment of the new cast panels. The original coupler box fittings of the main metal underframe, may require a careful file adjustment but providing that the new coupler may be fixed at the same place using the original mounts, so avoid damaging the screw holes.

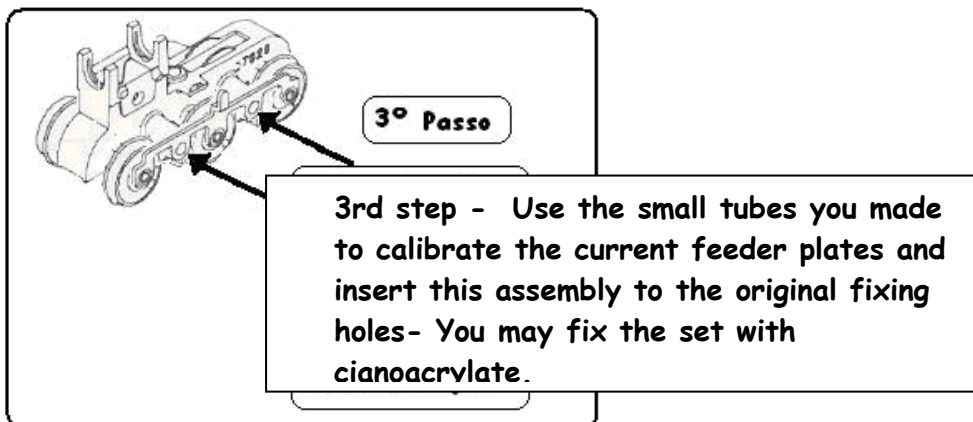
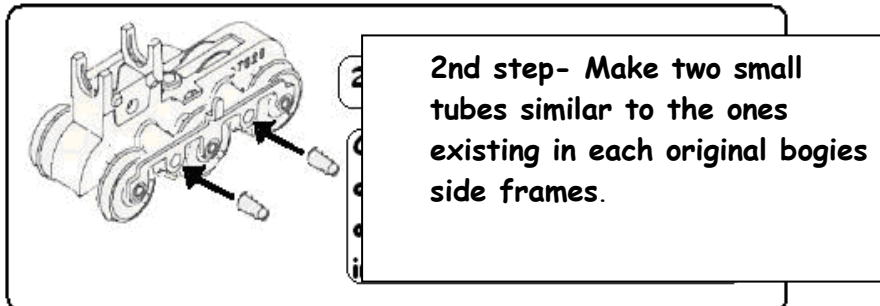
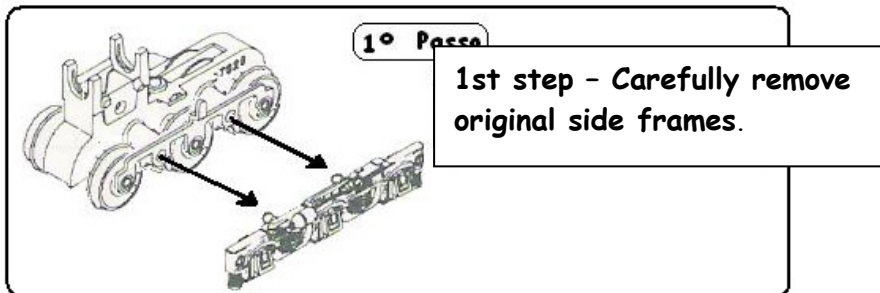
The drawings below, point the cutting and adapting of the new cast buffer panels in the plastic all-around footplates.

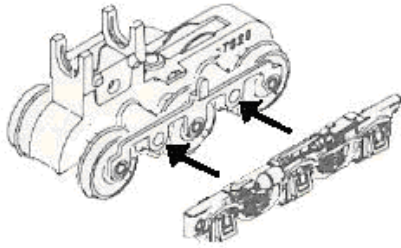


The underframe points listed in the immediate above drawing, are the only ones where the body cast fixes to the underframe. This situation requires special tune care in order to obtain a final assembly with a close clearance enough to allow the finished locomotive to be manipulated without being dismantled , but allowing it to be opened for service purposes whenever necessary.

6-Bogie disassembling procedures

(this may differ due to the chosen powertrain: Kato or Life Like):





At this moment you must prepare to the assembly of the new cast bogie side frames.

With all the above metal current feeders in place, you must now adjust the wheel axle centers to the correspondent roller bearing boxes of these new side frames. After doing this, grind a small concavity in the resin side frames inner place, where the axles align with each correspondent roller bearing box. This operation will require just enough clearance to axles enter and run freely.

Apply a small glue quantity to all four calibrated side frames at place and then verify if the assembly is in perfect alignment. Glue permanently when the adjustment is done...

6.1-Test on track, mounting the underframe with both bogies finished assembly and also with the corridor plate in place.

V - Calibration and assembly of the main body

1- Let's adjust the new cast body:

1.1-



Flat sand all the body shell in order to remove all imperfections as seen in the above picture - BE AWARE to use a flat surface as a sanding base ! SANDING MORE IN ONE SIDE AND LESS IN THE OTHER may ruin the look of the model !

2- Disassemble all detail components of the original plastic main body as the lighting, horn, etc.

3- Test and try the new calibrated cast main body at its final place in the locomotive.

If the job is well done, the body will fix perfectly in the main structure of the locomotive.

4- After testing the main body shell into the complete underframe with the plastic corridor template in place, it is time for adjust all the clear components: windows, windscreens and and original loco headlamps. Get the best alignment for headlamp lighting and make a live track test run, observe if the lights work in the right moving direction.

Be careful studying the required detailing of the locomotive. The stepping and corridor handrails need some drilling and adjusting. Some need to be placed before painting.

VI- Version choice and color scheme:



Now it's time to degrease all parts with isopropyl alcohol or other product of your choice before primer coating.

After the primer coat, check the pattern for any finish imperfections that may need some putty filling and light abrasive sanding.

The color schemes available in decals are the brown/orange for more recent locomotive, or the silver/celtic green for the museum 1501 version.

Orange: Vallejo model color 70851 or RAL 2004

Brown : Vallejo model color 70872 or RAL 8017

Silver: Satin aluminum

Green: Celtic Green

Cabin interior: Yellow sand

For further assistance, feel free to contact us. We will gladly help you

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