

## Instruction Manual



**1:32 SCALE 4-6-0 BLACK 5  
Electric**



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## 4-6-0 BLACK 5

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### Prototype Information

This is a 1:32 scale model of the Class 5MT (Black 5) locomotive designed by Sir William Stanier in 1934, for the London Midland Scottish Railway.

Accucraft have modelled the locomotive in three different eras.

- E32-5. Black 5, No 5091, in LMS Black, with Red lining.
- E32-6. Black 5, No 45080, in BR Black with full BR lining, with Early Emblem on the tender.
- E32-7. Black 5, No 45010, in BR Black with full BR lining, with Late Crest on the tender

## 4-6-0 BLACK 5

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### Care and Maintenance

This model is constructed from stainless steel, brass and die cast parts. With the correct lubrication and handling it should give a lifetime of pleasure. The drive gear box comes pre-lubricated so will not need any attention. Before running for the first time all moving parts should be lubricated with the appropriate oil. In other words, if it rotates or slides, oil it, BUT SPARINGLY! Over lubrication is just as bad as under lubricating, it attracts dirt and can cause premature wear. Accucraft recommends the range of lubricants supplied by Hob-e-lub, from the Woodland Scenics range of products.

For all the valve gear Light Gear oil is recommended. For all the axle bearings including the tender axles, the Heavy Gear oil is recommended, as it tends to cling and keep well lubricated for longer periods.

### Tender

The tender body can be removed by unscrewing the screws along the underside edge of the footplate. This will allow access if you wish to convert to battery radio control, to add a sound system, or add a decoder. Although we do not offer sound as an option the locomotive has been fitted with a sound cam on the driving axle and has been pre-wired back to the tender.

### Connections

There are two holes on the loco/tender draw bar. If you are using curves of radii between 4 feet and 6 feet you will need to use the outer hole, for larger radii the inner hole can be used.

All the electrical power pick ups from the loco go back to the tender electrical distribution board via the multi-pin connector plug. The power is then fed back to the motor via the same plug. The loco and tender must be plugged together for the motor to work. As the plug is very difficult to un-plug when connected it is suggested that the loco and tender are kept together as one unit.