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## Instruction Manual - Flying Scotsman, 1:32 Scale, Electric



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**‘Flying Scotsman’**

This is a 1:32 scale model of the famous A3 locomotive ‘Flying Scotsman’, designed by Sir Nigel Gresley in 1923, for the London North Eastern Railway.

Accucraft have modelled the locomotive in four different eras.

- E32-1. Flying Scotsman, A3, in BR Green with double chimney and smoke deflectors, with late crest on the tender, as running in the early 1960’s.
- E32-2. Flying Scotsman, A3, in BR Green with single chimney, with early emblem on the tender, as running in the early 1950’s.
- E32-3. Flying Scotsman, A3, in LNER Green with single chimney, as running in 1975 in preservation.
- E32-4. Flying Scotsman, A3, in LNER Green with double chimney and smoke deflectors, as running in preservation in 2000.

**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.

### Parts Supplied.

The cylinder drain cock pipes are supplied loose because if used on track with a radius of under 6 feet, they will have to be omitted. Fix in the holes on the underside of the cylinders using an epoxy adhesive such as araldite. A US style Buckeye coupler has been supplied as an optional coupler if you wish to couple up to US style or modern buckeye fitted UK stock. The tender has been pre drilled and tapped to take the coupler. To fit, it is a case of removing the hook and screw coupler and bolting on the buckeye with the bolts supplied. A nut spinner has also been supplied.

### 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.