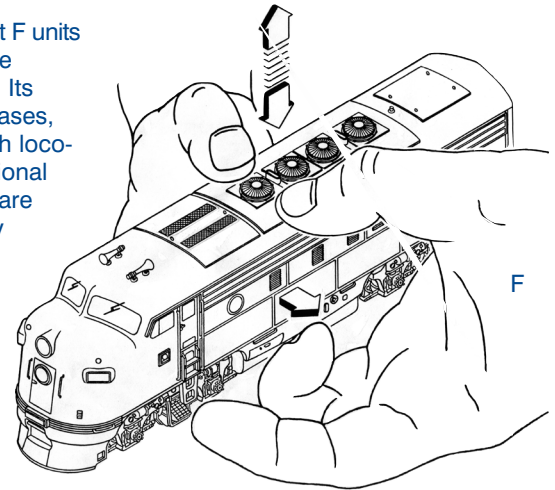


Diesel Locomotives

Genesis F-Series Locomotives are considered by many in the hobby to be the finest F units ever produced, in any scale. They utilize the renowned "Highliners" body whose contours, dimensions, and details are precisely accurate, down to the last rivet. Its unique modular body design allows for the exact duplication of models and phases, from the F-2 through the F-9. Athearn has capitalized on this versatility and each locomotive is extensively researched to ensure accuracy of body configuration, optional equipment, road numbers, paint schemes, and lettering styles. Custom details are often required, and are painstakingly recreated to achieve a level of authenticity previously unknown in the hobby. The result is a highly sophisticated museum quality model. With careful handling and periodic service, your Genesis units will provide years of enjoyment and reliable service. Be advised, however, that only skilled modelers should attempt to repair or perform the maintenance procedures outlined herein.



To Remove the body:

Unscrew and remove the front coupler (A-unit only). Hold the locomotive as illustrated with the thumbs placed to avoid contact with delicate details such as fans and lift rings. Slide the nails of the middle fingers between tank and skirt. Spread the body outward, away from the chassis, while gently shaking the loco with a vertical motion, until the chassis slips free of its retainers. Rotate the body forward, and hold in a vertical position. Using tweezers, grip the headlight wire leads forward of the cab interior. Gently pull the excess wire forward through the cab interior until sufficient length is attained to allow the body to be rested alongside the chassis.

To Replace a Headlight:

Note: Use only 1.5 volt, 12-15 m.a. bulbs as replacements. Remove the wire locks and disconnect the bulb wires from the circuit board. Using tweezers, gently pull the wire leads forward, through and out of the cab interior.

Single Bulb Headlights: Hold the body inverted in the palm with the thumb and fingers placed to avoid contact with delicate details. Using small, serrated jaw, needle-nose pliers, grip the sides of the headlight housing. Apply a gentle but firm rocking motion, together with a side-to-side, rotary motion with the firmly gripped pliers to dislodge and remove the headlight housing. The bulb is secured in the housing with non-permanent glue. Grip the leads near the bulb and use a wiggle and pulling motion to loosen and remove it. Should the bulb break, push it through the housing with a small drill or a toothpick. Relocate the housing in the body, with the tab pointed downward, and press it firmly in place. Slip the replacement bulb into the housing. Looking directly into the headlight, slowly slide the bulb fore and aft until the reflector appears the brightest. Secure the bulb to the housing with a non-permanent adhesive like "Movable Minatures Glue" or the equivalent. Allow the adhesive to cure before remounting the body.

Dual Bulb Headlights: Using tweezers, grasp the wire leads directly behind the bulb. Gently wiggle and pull to dislodge and remove the bulb. If the bulb breaks, it will be necessary to remove the headlight "glass". Working outside of the body, carefully insert the tip of a very sharp #11 knife blade between the body and the glass. Carefully (gently) pry-out the glass. Push the bulb fragment out of the housing with a small drill or toothpick. Install the replacement bulb. Position the bulb so that only the spherical portion protrudes forward of the headlight housing detail. Cement the bulb to the inside face of the housing with a non-permanent adhesive like "Movable Minatures Glue". Thinly coat the headlight recess with "Pacer 560 Canopy Glue" and re-install the glass, with the tapered edge of the glass toward the inside of the headlight opening. Allow the adhesives to cure before remounting the body.

To Remove the Circuit Board:

Slide-off all wire locks and disconnect all wires. Insert a very small, flat screwdriver into the half-hole adjacent to a retainer clip. Pry upward on the circuit board until it releases. If installing D.C.C., mount the replacement board and rewire as per the manufacturer's instructions.

To Remount the Body:

Twist the pair(s) of headlight wires together and lay the body alongside the chassis. Using tweezers, feed the headlight wires through the cab interior. Reconnect the wires to the circuit board and install the wire locks. Hold the body vertically, nose down, near the front of the chassis, carefully pull the excess wire leads through the the cab interior until a minimum of wire remains between the cab interior and body. Neatly arrange the excess wire above the circuit board to avoid potential interference with the body. Position the body on the chassis. Gently push the body straight down on the chassis until the retainers snap into place. Remount the front coupler (A-unit).

Lubrication:

Should erratic and/or noisy operation occur that cannot be attributed to dirty wheels or track, lubrication may be necessary. Because thorough lubrication requires some disassembly of the chassis and drive line, it is strongly advised that only advanced modelers with mechanical skills attempt to do so. Less skilled modelers are encouraged to consult with their dealers for servicing options.

For parts availability and prices,
 e-mail: parts@athearn.com; use
 the customer service link on
 the website at www.athearn.com,
 or write to:

Athearn Inc.
 1550 Glenn Curtiss
 Carson CA 90746

**Note: Body kits and all
 body related parts are
 manufactured by:**
Highliners
 P.O. Box 22435
 San Diego, CA 92122
 and are available through
 your dealer.

