

Trouble shooting tips for "Flyer" hi-rail cars.

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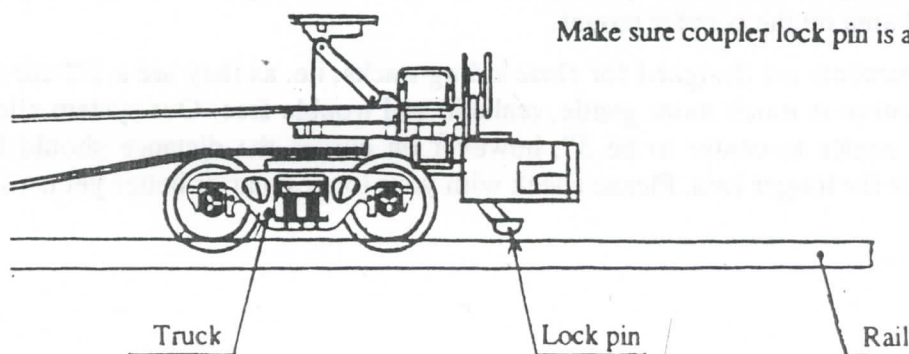
Locomotives with frame mounted couplers (GP-9, GP-35, RS-3, RS-11) must be coupled to a American Models or SHS car using a "full swing" coupler. See note below for easy (3 minute) modification of existing coupler. (Any car can be ordered with one or both ends with full swing couplers).

Derailments on curves:

- A. First thing to check is the "free swivel" of the truck. If not easy to move, back out the screw 1/4 turn, retry and push car by hand.
- B. Wheel back to back gauge.....Should be .725 to .735" (with hi-rail wheels) Check for side to side play of wheelsets when on track. Must have some play.
- C. Some manufacturers track is too narrow in gauge. Should be minimum of .865" between rails. K-line and Gargraves track is known often to be too narrow. Spread apart using pliers in reverse fashion.
- D. Locomotive coupler spring. This plastic spring located on the end of the coupler mounts into a hole, this hole was not enlarged on many of our frames and should be drilled out to 3/32 diameter to allow easy movement of coupler spring.
- E. Six wheel passenger trucks are prone to derailing if the coupler is too high, check to see if the coupler isn't touching the bottom of the car. Also see comments below.

Derailments or uncoupling over switches or crossings:

This problem is almost always with the coupler "lock pin" hanging too low. Bend up with pointed pliers or by taking truck off and bending the coupler tongue up slightly. B. On American Flyer items with metal weights pressed onto the lock pin, make sure the weight is all the way into the metal part, super glue into position. If still too low bend up coupler mounting tab.



Spring on coupler coming loose:

If the spring comes loose position spring in proper place in closed position, use soldering iron to melt bottom of rivet while holding tightly.

Cars uncoupling on curves:

Some American Models passenger cars have smaller scale size couplers, squeezing the knuckle somewhat with pliers will usually narrow the gap between coupler knuckle and outer coupler wall, this will eliminate any unwanted uncoupling.

Passenger Cars; CURVE TRACK DERAILMENTS. On tight radius track it may be necessary to allow the coupler to swing more, this is an easy modification taking about 3 minutes. Just unscrew the screw holding the coupler in the bracket pull it out and round file some notches in the appropriate place to match the front bracket wall. Re-install coupler but do not tighten the screw all the way. Now the coupler will move independently of the engine or car coupler attached.

Modified coupler ⇒



Another common adjustment needed is **Squaring Up the Body.** (This may be required because of the slamming and throwing of packages by the shipper). Place the car on a flat surface such as a Formica top or other surface that is flat. Carefully look at all the wheels to see if they are on the surface, try the car to see if it rocks. If wheels are not all on the surface then hold each end of car on ends and "rack" or "twist" the car slightly to re-set the roof in alignment. Check wheels to see if you twisted it the right way. Car will now stay in correct alignment unless it falls on the floor or other accident.

Using American Models cars and engines on tight AF curves.

When running on AF 19 1/2" radius track some of our engines (with frame mounted couplers) will pull a freight car off the track. This can be easily remedied by modifying the coupler mounting tab. Modify an American Models or SHS car, (you can not modify an AF car this way).

Take the screw out of the truck you like to run next to the American Models engine. Notice the coupler mount (which mounts onto the bolster of the truck) is held in position on top of the bolster with 4 small "lugs" 1 mm in diameter (.040) and about 1.5 mm in length. Bend all 4 off with pliers, make smooth. Remount coupler and truck as it was. Loosen screw a little so the coupler moves easily.

Now the coupler can swing and eliminate pulling off the cars. The coupler will still keep in proper position as it is in a recessed area on the coupler mount.

American Models .148 turnouts are designed for close siding tracks, i.e. as they are a 1/2 curve section of 27" radius track. The S curve is much more gentle, realistic and trouble free. Our system allows for a distance from main line or center to center to be 3", however on curves the distance should be gently increased to 4 inches to allow for longer cars. Please check with your longest car or better yet use our GG-1 locomotive.