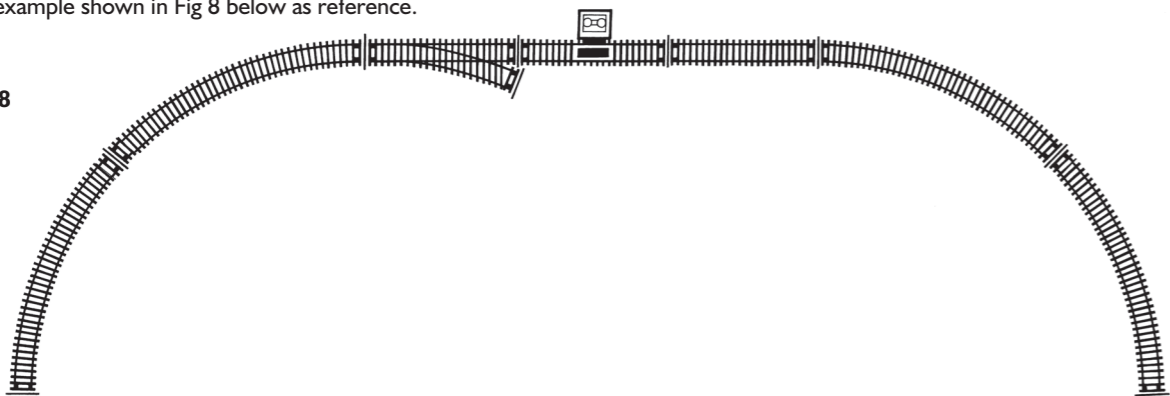


## 6 Power Track Location in Your Layout

Accurate design of the Hornby Pendolino has demanded that the nose cone hangs over the bogie. To ensure that the nose cone does not clash with the Power Track, or other accessories located in close proximity to the track, when the train travels out of curves, assemble your layout using the example shown in Fig 8 below as reference.

Fig.8



### Safety Notes

- This product is not suitable for children under three years of age because of small parts which can present a choking hazard. Some components have functional sharp points and edges – handle with care.
- This product is intended for indoor use only.
- The transformer is not a toy. It is a “Transformer for Toys”. Before use, check that the transformer is the correct voltage for your mains electricity supply. This product is only to be used with the recommended transformer. The transformer should be examined regularly for damage to the casing, plug pins and cables.

**In the event of such damage, the set should not be used until the transformer is replaced with a new Hornby recommended unit. Never attempt to open the transformer yourself.**

- This product must not be connected to more than the recommended number of power supplies. The output terminals of the transformer must not be connected directly, or indirectly, to the output of any other AC circuit derived from a transformer or mains power supply.
- Before cleaning any part, disconnect the transformer from the mains electricity supply.  
**Do not use liquid for cleaning.**
- Please retain these details and the address for future reference.

### CUSTOMER CARE

Telephone: 01843 233525  
Email: [customercare@hornby.com](mailto:customercare@hornby.com)  
[www.hornby.com](http://www.hornby.com)

Hornby Hobbies Limited, Westwood, Margate, Kent CT9 4JX, United Kingdom

4/1255 0107

**HORNBY®**

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### IMPORTANT

- Remove the locomotive from the EPS tray by carefully lifting out, using the finger holes provided.
- Handle with care.
- Before using the model, read through the Operating and Maintenance Instructions in this leaflet.

**HORNBY®**



# PENDOLINO

## Operating and Maintenance Instructions for Digital and Non-Digital Versions

### General

**Please read right through these instructions, particularly the Safety Notes on page 4.**

Hornby locomotives are precision built and, if treated with care, will give many years of good service. Care should be taken to avoid damage when handling the model.

This locomotive should not be operated on track curves of less than 438mm radius, which is Hornby 2nd radius track.

The five-pole electric motor of the locomotive is designed to be operated from a DC power supply only. This should be obtained by using a suitable Power Controller operated from the normal domestic mains electricity supply.

**NEVER CONNECT A LOCOMOTIVE DIRECTLY TO THE MAINS ELECTRICITY SUPPLY.**

The locomotive will normally draw a current of between .2 and .4 amp depending upon the track configuration and whether or not gradients are included. There will be a current surge on starting the locomotive.

### Running Hints

**Important – Digital systems use signal information to the locomotive, not power. Therefore, wipe track over regularly and keep locomotive wheels clean to get the best from your Digital system.**

If a locomotive ceases to respond normally to the power controller, or runs badly, check that the following are in order:

- All electrical connections are correctly made and the wall power socket is switched “ON”.
- The Power Track is correctly connected.
- All track sections are correctly fitted together and all fishplates (rail-joiners) are fitting tightly onto adjoining metal rails.
- All locomotive wheels are correctly positioned on the track rails.

### Routine Maintenance

**Track Cleaning** – In normal use, model railway layouts will eventually accumulate a blackish deposit on the running surfaces of the rails, and some of this will be transferred onto the locomotive’s pick-up wheels.

The effect of this will be:

- The driving wheels will not be able to achieve maximum traction
- There will be a reduction in the power reaching the locomotive motor

It is therefore essential that the track, **and wheels**, are kept clean. This can be done by wiping the surfaces with a clean, non-fluffy cloth. More stubborn deposits can be removed by using the Hornby Track Cleaning Rubber, reference R8087, which can be obtained from Hornby Service Dealers.

**Motor** – The locomotive is fitted with a sealed, long-life, 5-pole motor which requires no maintenance. After a considerable amount of use the motor may require replacement and this should be carried out by a Hornby Service Dealer.

**Chassis** – The locomotive chassis may, from time to time, pick up fluff, fabric fibres and pet hairs which can become entangled in the gears and around axles. For this reason, it is not advisable to run the locomotive on track which is laid on a carpet. It is important to check regularly and remove any such debris with the aid of small tweezers.

**Lubrication** – Although the locomotive was lubricated during manufacture, the lubricant can sometimes dry out in storage. Lubrication should be carried out at approximately 6-monthly intervals, or every 100 hours of running. Instructions for carrying out lubrication procedures are given in section 5 on pages 2 and 3.

**Locomotive Bodywork** – The locomotive body is overall spray painted and the rest of the decoration is applied by a printed process, not transfers.

### Television Suppression

Your Hornby locomotive incorporates radio and television interference suppressors. Should interference be experienced despite these precautions, it may be due to close proximity of the model railway layout to receivers, aeriels, or their “downlines”. In this case, move the layout further away from aeriels and receivers.

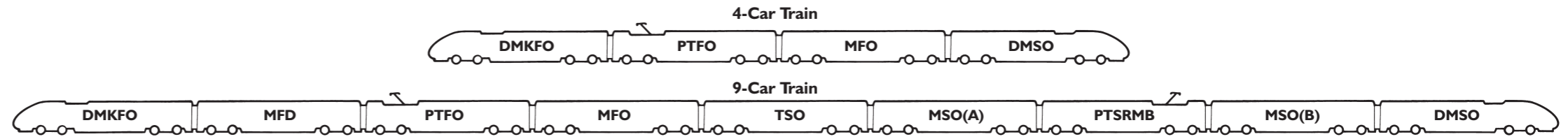
**It is most important that track and wheels be kept absolutely clean.**

### Spare Parts and Service

Spare parts packs can be obtained from Hornby Service Dealers who are also able to offer a repair service.

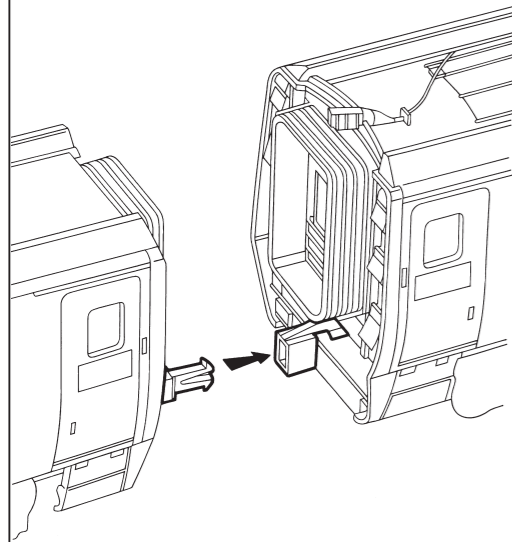
**1 Coupling Sequence** Additional coaches are available to complete the 9 car train. Contact your Hornby Service Dealer or visit the Hornby website for information. Packs will be marked with the relevant keys shown in the chart for easy identification and to enable coupling in the correct sequence.

Key	Description
DMKFO	Driving Motor Kitchen First Open
MFOD	Motor First Open Disabled
PTFO	Pantograph Trailer First Open
MFO	Motor First Open
TSO	Trailer Standard Open
MSO (A)	Motor Standard Open (A)
PTSRMB	Pantograph Trailer Standard Restaurant Miniature Buffet
MSO (B)	Motor Standard Open (B)
DMSO	Driving Motor Standard Open



**2 Coupling**

Fig.1



**3 Body Removal – Power Car**

With one hand, gently squeeze the body sides together where shown in Fig 2, whilst easing the underframe assembly from the body with the other hand. Ease the front of the body downwards as shown in Fig 3, taking care that the front of the underframe does not catch on the sides of the nose cone (Fig 4). Slide underframe forward, making sure that the coupling mechanism clears the slot in the rear of the body. To re-assemble, reverse the above procedure, making sure that the coupling mechanism is located through the slot in the rear of the body (Fig 5) before easing the underframe back into place.

Fig.2

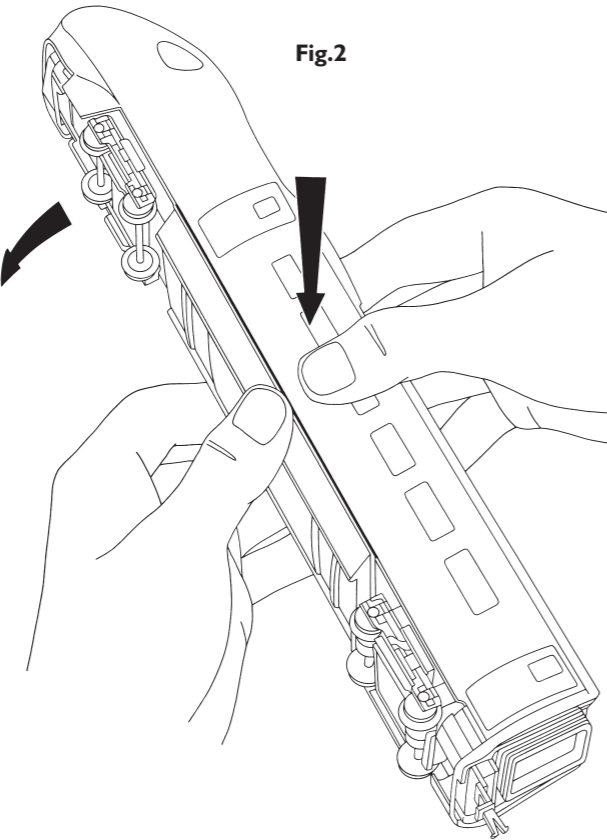


Fig.3

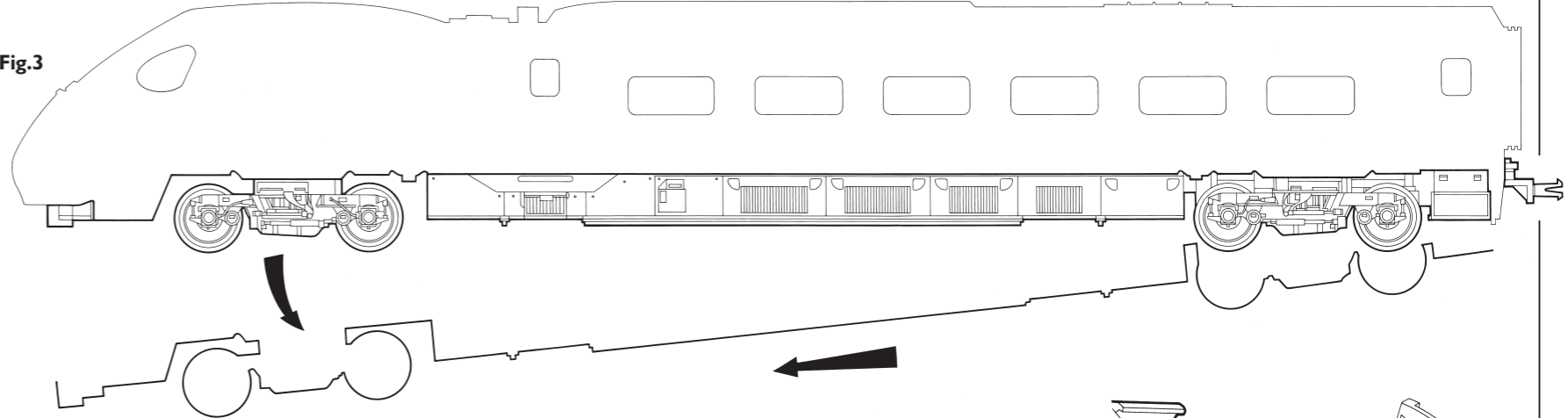


Fig.4

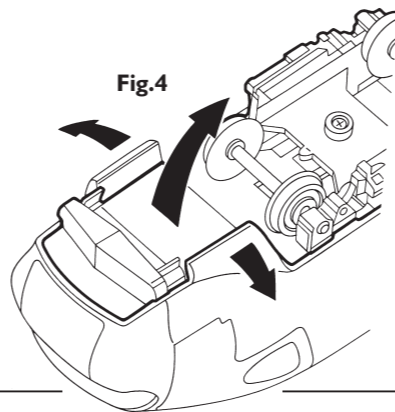
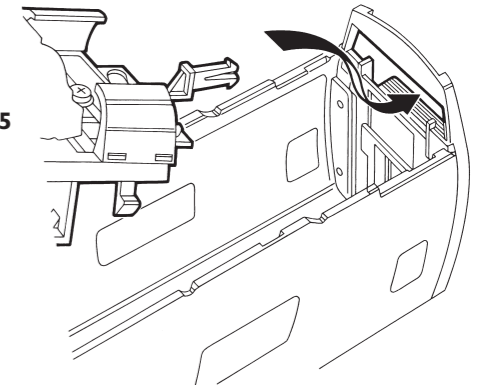


Fig.5



**4 Decoder Location**

Your model will have either a pre-fitted decoder (Fig 6) or a 'DCC Ready' socket (Fig 7).

Fig.6

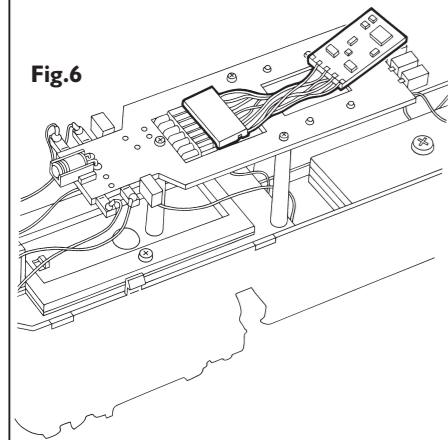
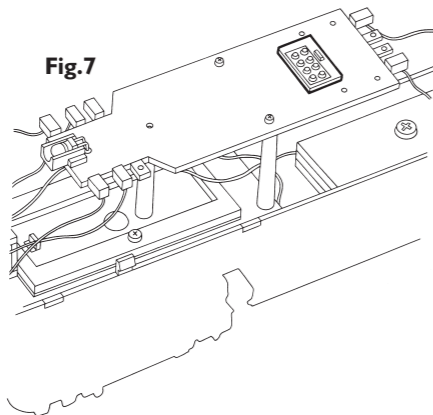
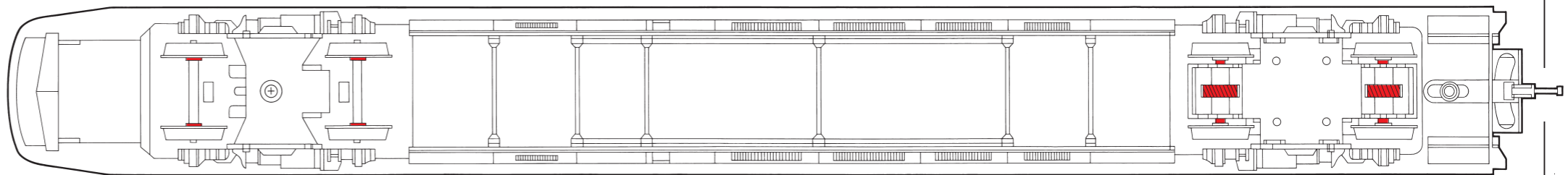


Fig.7



**5 Lubrication**

Fig.8



**IMPORTANT** – Only apply small single drops of light machine oil to the places indicated in red in Fig.8. This is best achieved by making a simple oil “dropper” as illustrated in Fig.9. Insert a straightened paper clip into a cork and use a bottle cap as a container for the oil. A small drop of oil can then be picked up by the dropper and applied in exactly the right place. Immediately wipe off any excess oil, especially from the locomotive body. Only lubricate moving parts.

Fig.9

