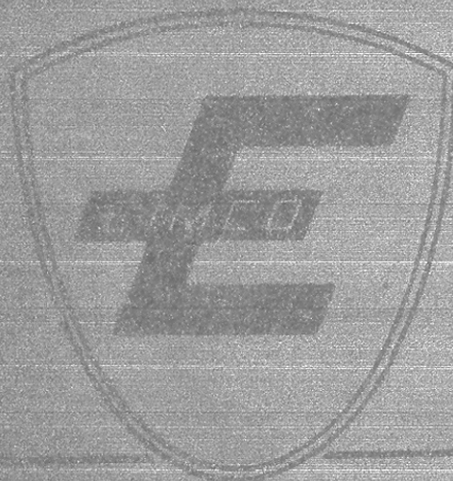


EIMCO

401 LOCOMOTIVE PARTS LIST and INSTRUCTION BOOK

Locomotive Serial No. _____

Motor Serial No. _____



THE EIMCO CORPORATION

441 Lake City, Utah, U.S.A.

Export Office, Europe, Africa, 52 South St., New York City

BRANCH SALES AND SERVICE OFFICES

Albuquerque, N.M., 2013 1st Street

Chicago, Ill., 1000 Taylor Ave.

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401 AIR LOCOMOTIVE
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OPERATION

The Air Locomotive has a two-speed transmission with neutral, driven by an air motor which is controlled by a three-position valve which changes direction of the air motor. The shifter lever on the gear box has three positions. The left position (facing forward on the locomotive) is the low gear position. Center position is neutral in which the machine is in free wheeling and the locomotive will coast. The right position is high gear. The air valve regulates the direction of motion and the speed of the locomotive. The valve is spring-centered so that when the handle is released it returns to neutral. Neutral position blocks the air from the receiver and also acts as a brake on the air motor.

For proper operation of the Air Locomotive, the two-speed transmission should be first engaged in low gear. The hand brake should be released and air applied to the air motor for the proper direction of travel. As soon as the locomotive gets up speed it may be shifted to high gear.

To stop the locomotive the air should be shut off by allowing the air valve to return to neutral. If it is necessary to make a fast stop, the air valve may be thrown in the reverse direction.

CAUTION:

Under no circumstances should the clutch be used to stop or slow down the locomotive. Clutch should always be fully engaged. It should be engaged before the locomotive is started but may be shifted from low to high, or from high to low while the locomotive is running, When shifted it should be fully engaged.

The brake is a parking brake only and should not be used for slowing down or stopping the locomotive. The brake shoe is intended only to hold the locomotive and train of cars when the train has come to a full stop.

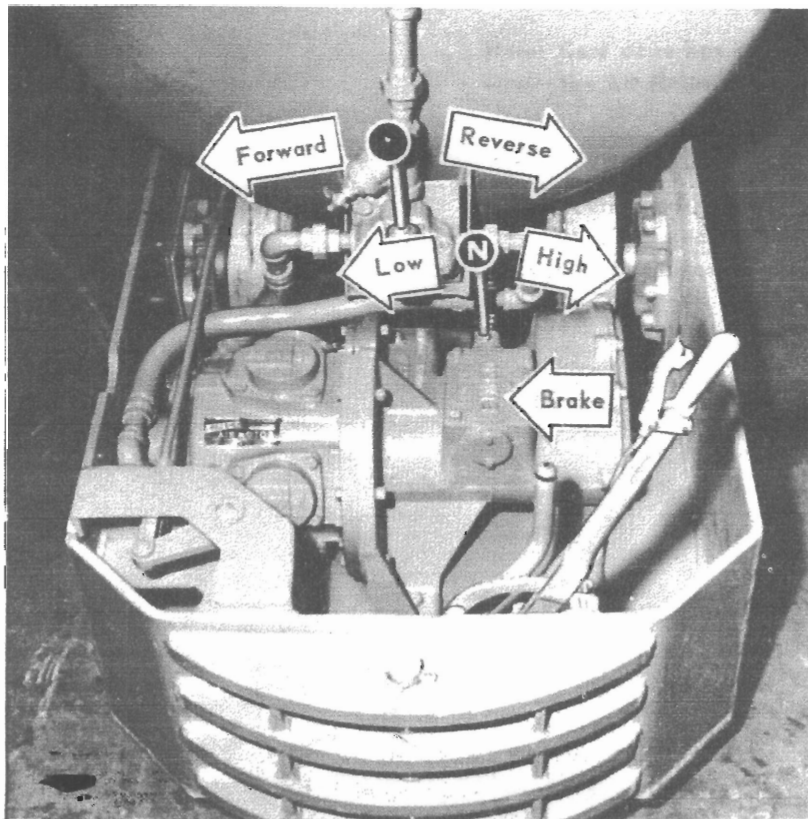


Fig. 1

LUBRICATION

AIR MOTOR:

Fill with SAE-20 engine oil. (Viscosity 250/350 SUS at 100° F.) Carbon residue 0.30% maximum, neutralization No. 0.10 maximum. Check oil level daily and drain and refill weekly. Fill to oil level indicated by petcock on motor. Drain water frequently from the air motor drain plug.

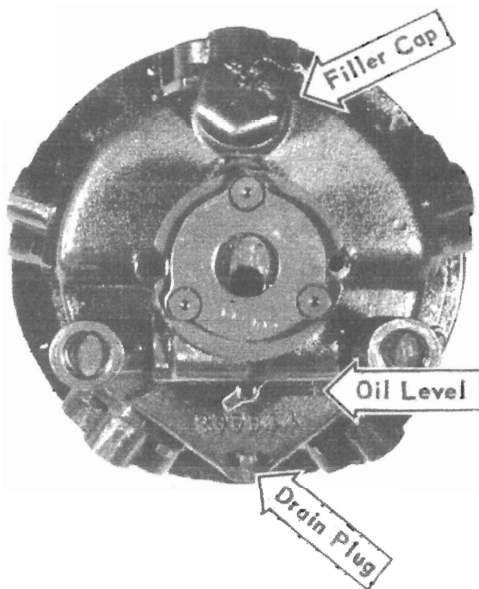


Fig. 3

GEAR BOX:

Use an SAE-10 engine oil (Viscosity 150/225 SUS. at 100° F.) Carbon residue 0.20% maximum, neutralization No. 0.10 maximum. Do not use a high film strength oil. Keep filled to oil level plug. Do not over-fill the gear case. Drain and refill every three months.

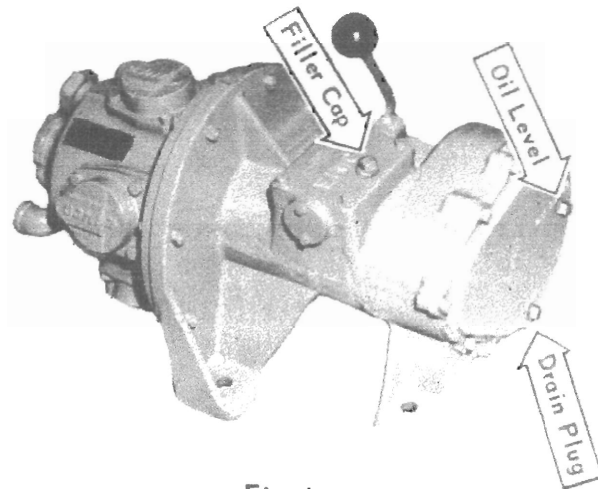
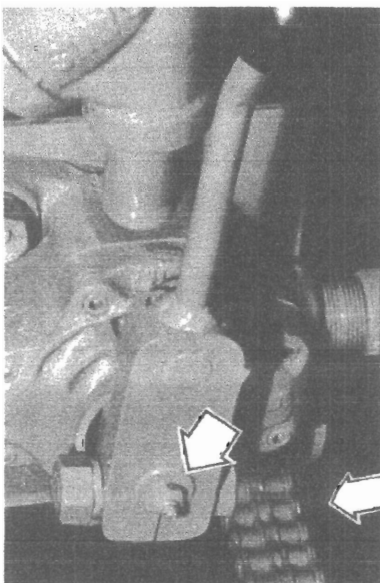


Fig. 4

Note: Gear case has a separate oil reservoir from the Air Motor.

AIR VALVE:

Grease daily with water-proof chassis grease.



WHEEL BEARINGS:

Lubricate weekly with a good grade of water-proof chassis grease (four places). Place grease on ways of front journal box.

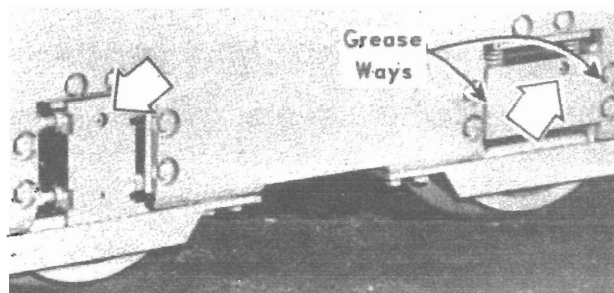


Fig. 5

CHAIN:

Oil chains occasionally with same oil as used in gear box.

CLEANING

AIR FILTER:

Open valve daily to discharge dirt and water. Every two weeks, or if the locomotive is sluggish with maximum pressure on the tank, remove the screen in the filter, clean and replace. Care should be taken to prevent damage of screen.

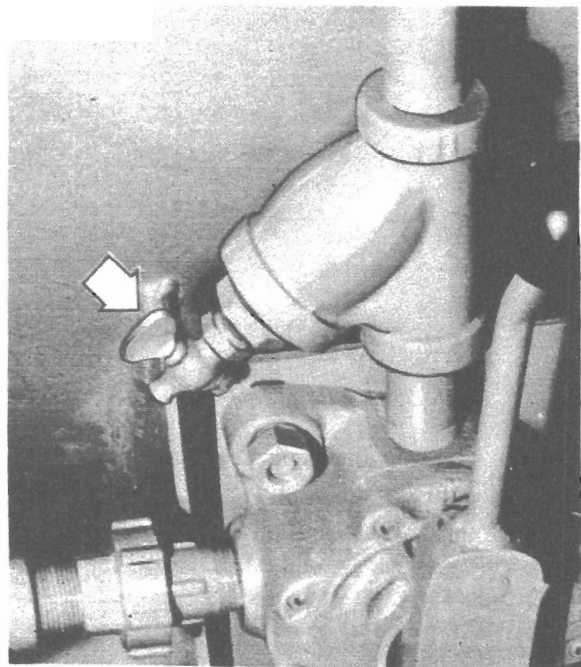


Fig. 6

AIR TANK:

The tank is mounted on the frame so that the front end is slightly lower than the back end. Remove the drain plug occasionally to drain off accumulated dirt and water.

CHAIN:

Clean all foreign matter from chain sprockets and chain guard as required.

ADJUSTMENTS

BRAKE ADJUSTMENT:

To take up the brake remove the clevis pin and shorten brake rod by turning clevis on rod. (Arrow 1)

Adjust brake shoe adjusting screw in back of brake shoe holder to prevent rubbing of shoe on wheel. (Arrow 2)



Fig. 7

CHAIN TAKE-UP:

To adjust the chain between the rear axle and the gear box, loosen the bolts holding the gear box to the frame and slide gear box forward to loosen chain and backward to tighten chain. Chain should be adjusted so there is about 1/4" lateral

play in chain. To adjust the chain between the two axles use adjusting screws on the rear journal boxes (arrows below). The chain between the axles should be adjusted first and then the chain to the gear box. Adjustment of the journal box will affect the adjustment of the gear box chain.

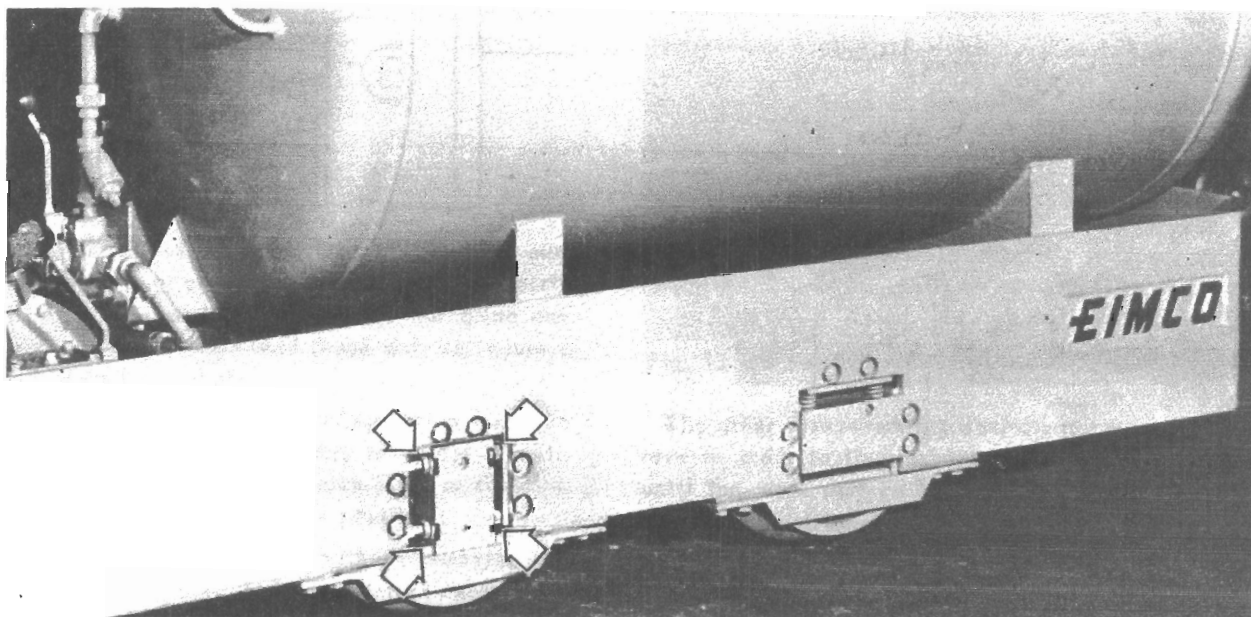


Fig. 8

CLUTCH ADJUSTMENT:

Remove gear box inspection cover. Adjust per illustrations and instructions following:

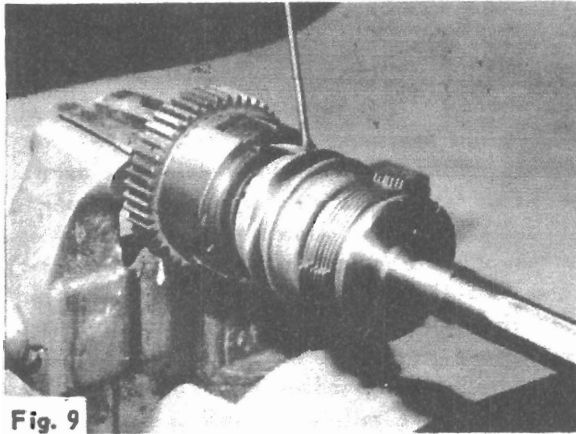
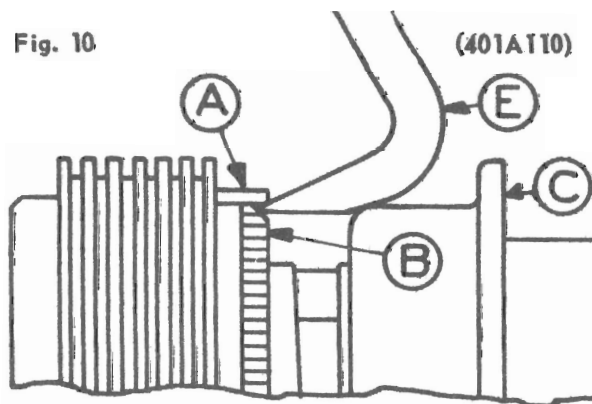


Fig. 9

To adjust the clutch, before operation, first see that the shifter sleeve "C" is in neutral. Next lift spring "A" with tool "E" resting on sleeve, as shown. Do not use a screw driver. Lift spring just high enough for its lip to clear the teeth on collar "B". Then turn collar "B" one notch at a time, clockwise, BY HAND.

Fig. 10



REMEMBER—Lifting the spring too high may cause breakage, or the spring to fly off. All parts will fit, if properly installed. Do not grind any parts except the keys—and these only to insure a good, tight fit in shaft.

After the clutch has been in operation for some time, it may become necessary to adjust it or to replace worn parts. If the clutch slips or the disc stack heats up, adjustment is required.

Adjustment can be made without removing the clutch from the shaft. The operation is exactly the same as explained previously. See that the shifter sleeve is in neutral. Lift the spring just high enough for the lip of the spring to clear the teeth

BY HAND. Turn clockwise to tighten—counter clockwise to loosen. Double clutches must be adjusted at both ends.

When the clutch is to be disassembled, to replace worn parts, the first step is to relieve the spring setting by lifting the adjustment spring and turning the adjustment collar counter clockwise (in the same way as described above) to its lowest point.

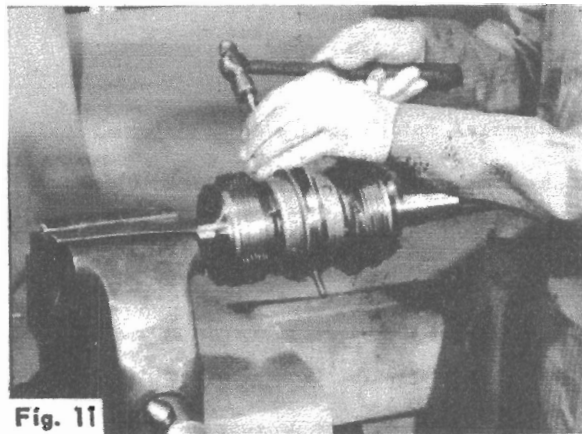


Fig. 11

The next step is to drive out the anchor pin. Use a flat-nosed punch without taper, and a hammer for this operation.

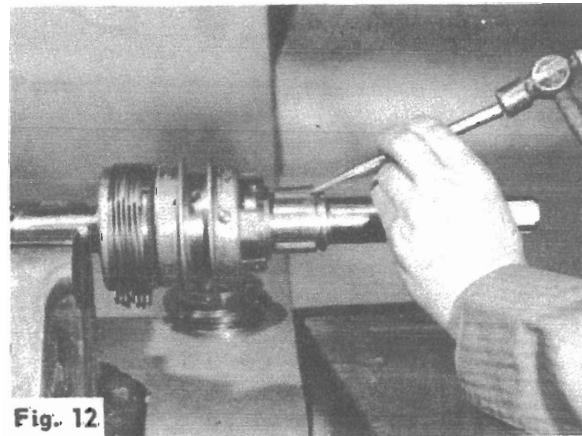


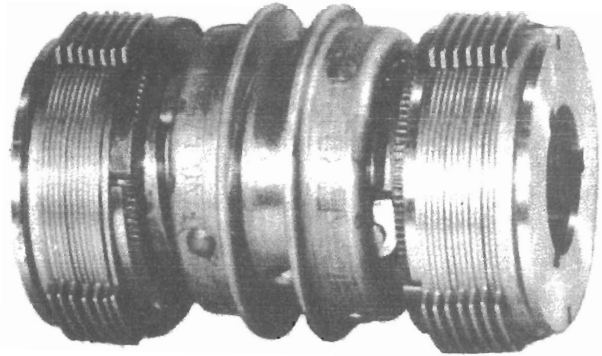
Fig. 12

The other disassembling operations are made in reverse order to the instructions for assembling, until the worn part is located. The exception is that keys must be removed by using a chisel and hammer, as shown.

CLUTCH REPLACEMENT & REPAIR:

Remove air motor and gear box assembly from locomotive and unbolt air motor from gear box. Move shifting lever to high position. This will pull the clutch assembly from the bearing pocket. Remove inspection cover and shifting fork and withdraw complete clutch assembly. Remove cotter pin, nut, washer, bearings, spacer and gear from clutch shaft assembly. Move the shifter sleeve to neutral and lift adjustment spring, just high enough to clear teeth. Turn collar counter-clockwise as far as possible. Push plates and disks toward shifter sleeve and remove split ring. This allows the thrust plate, outer and inner discs and collar to be removed. Remove three keys from shaft. Rotate shifter sleeve until anchor pin is visible; then drift out pin. Remove shifter sleeve and clutch body. Remove adjusting collar, thrust plate, outer and inner discs. Reverse the above procedure for

Fig. 13



Complete Double Type Clutch Assembly

assembly, using new parts where required. Use only the "oil type" clutch parts and be sure to have the correct number of discs.

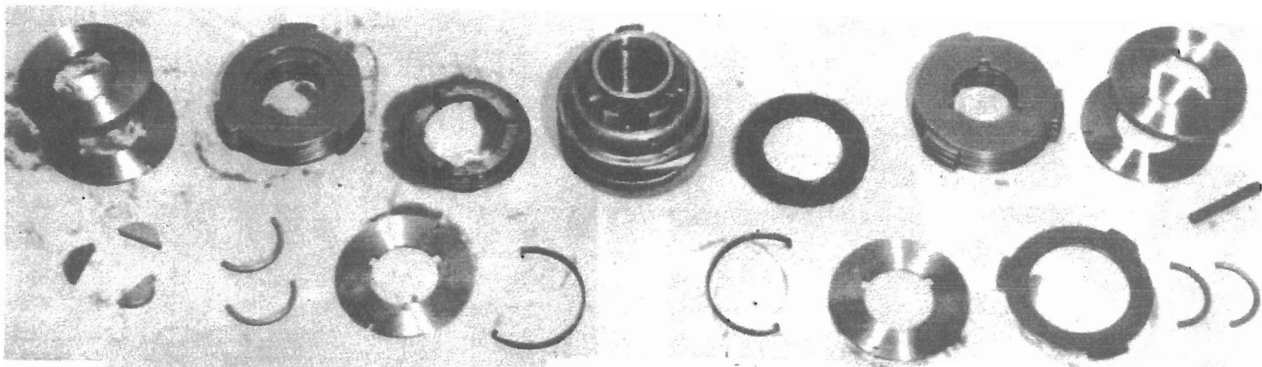


Fig. 14

Clutch Parts

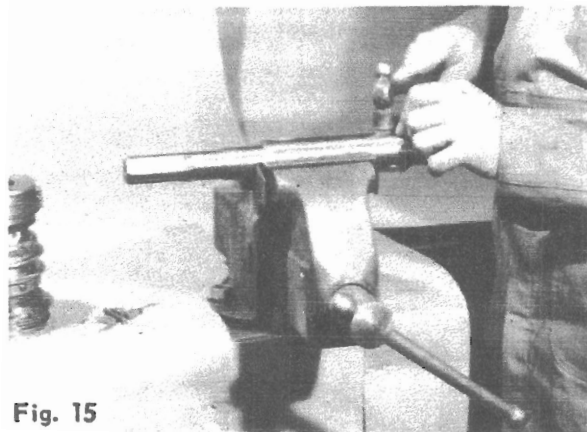
Assembling Procedure

Fig. 15

The first operation is to tap three keys into the slots in end of shaft, with a hammer as shown above. The keys should fit tightly in shaft. They must not rock. Grind LIGHTLY if necessary.

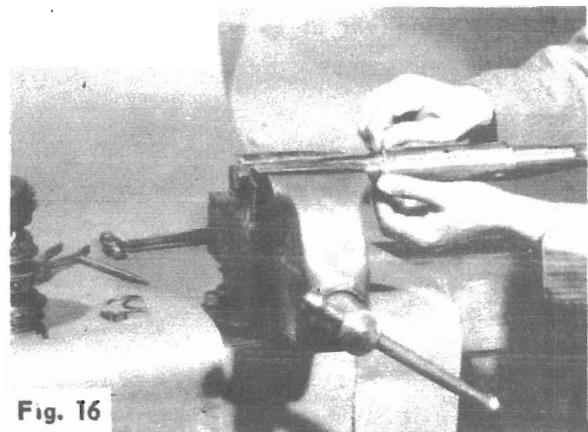


Fig. 16

Next fit two split half rings into the groove provided for them in the shaft.

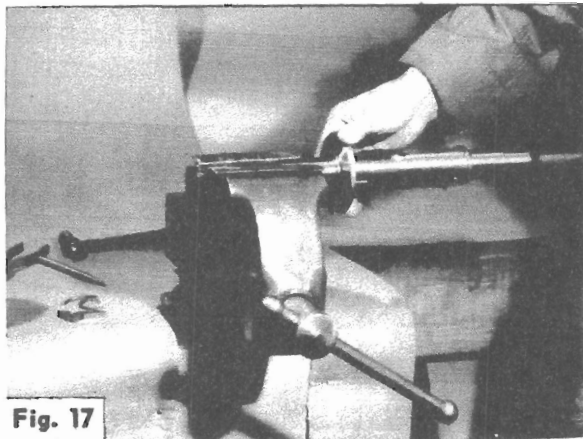


Fig. 17

Then slip the thrust plate onto the shaft and over the keys and split ring. The split ring should fit into the counter-bore in the thrust plate.

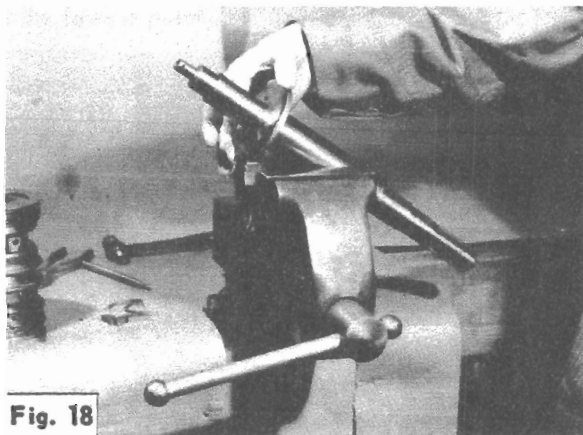


Fig. 18

Next slip the first pressure plate onto the shaft from the distant end and slide back against the thrust plate.

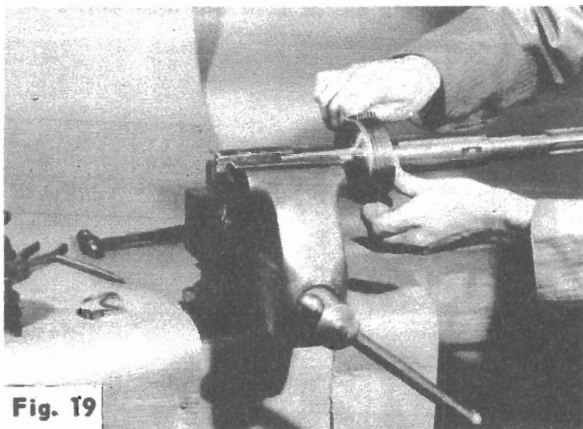


Fig. 19

Slide the first stack of discs onto the shaft. Line up the key slots in the center of the round inner discs so they will slip over the keys. Be sure the discs are of the same type and are of the same size.

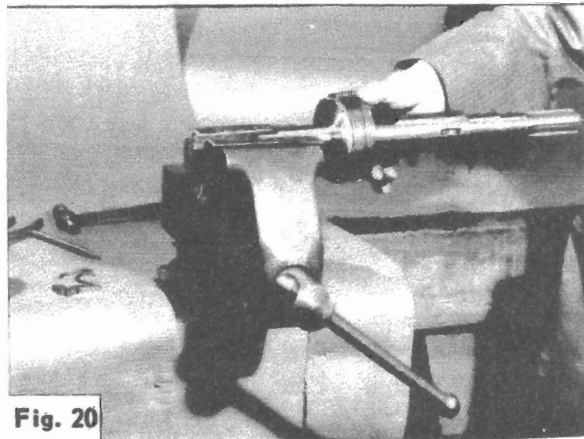


Fig. 20

Then slide one pressure plate onto the shaft and over the keys. See that the spring is fastened securely in the notches of the pressure plate, as originally received.

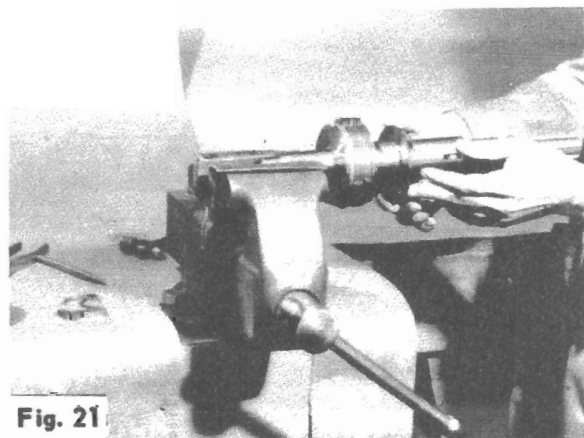


Fig. 21

Next slide the adjustment collar onto the shaft—but not all the way up to the pressure plate.

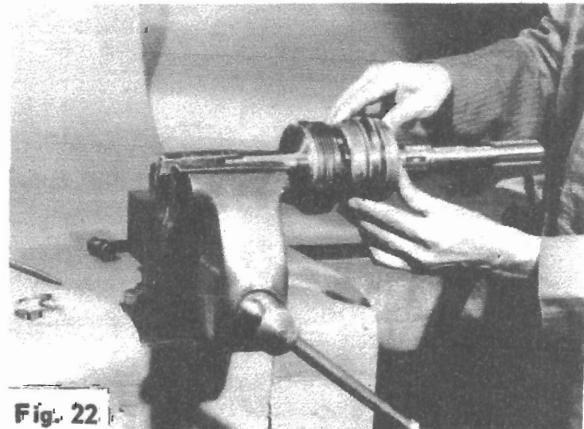


Fig. 22

Then slip the clutch sleeve and body assembly onto the shaft. Line up the anchor pin hole in the body with the hole in the shaft, while pushing the body pin hole past the shaft pin hole.

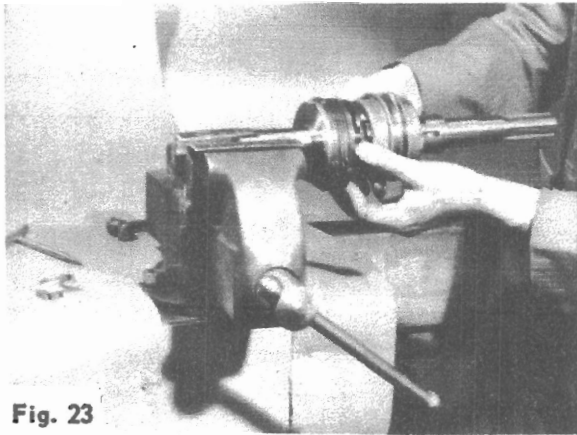


Fig. 23

The adjustment collar should be pulled up against the body in position so that the curved cam in the collar fits around the dog. To do this, turn the collar to the left until it stops; which will be at the lowest point.

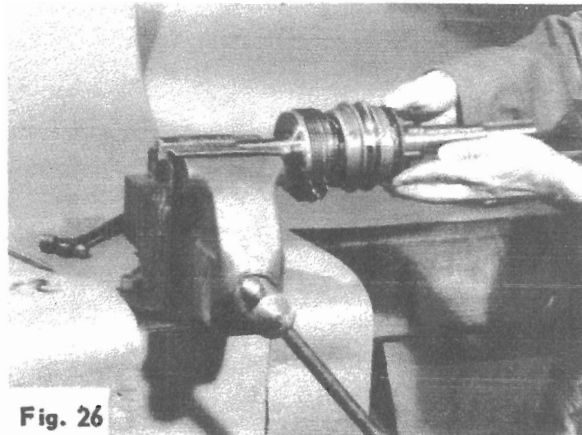


Fig. 26

Then slide the adjustment collar onto the shoulder of the body assembly, and turn it to the right until the cam in the collar fits over the dog.

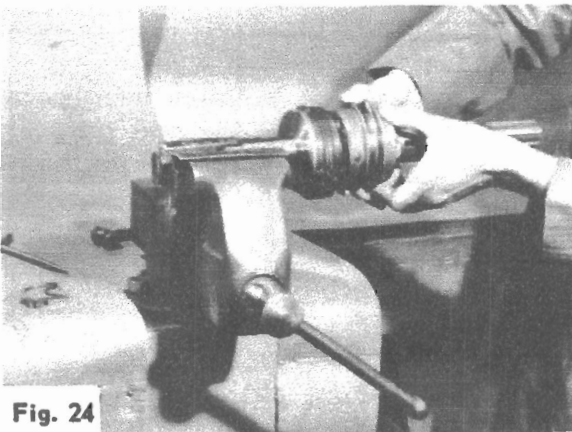


Fig. 24

Then slide the assembly up against the discs. The anchor pin holes in the body assembly should be on a line with the hole in the shaft.

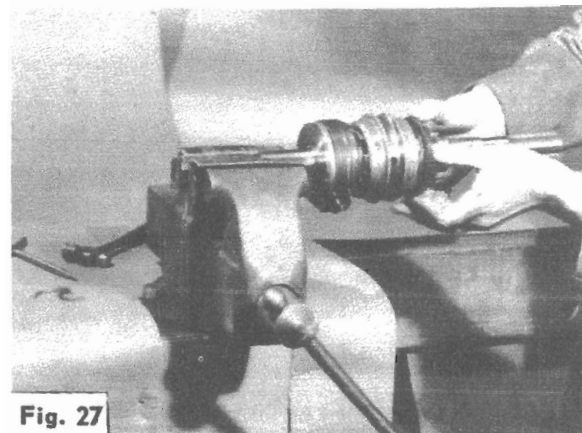


Fig. 27

Next slide the pressure plate onto the shaft and over the keys. Be sure that the spring ends fit securely into the notches of the adjustment collar.

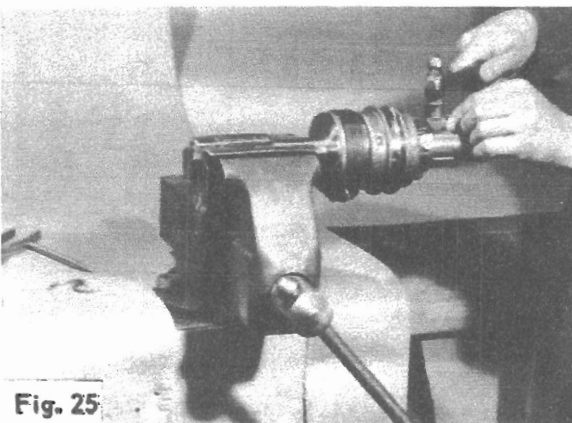


Fig. 25

Next hammer three keys in the slots at the back of the shaft. The keys **MUST** fit tightly in shaft. Grind **LIGHTLY**, if necessary.

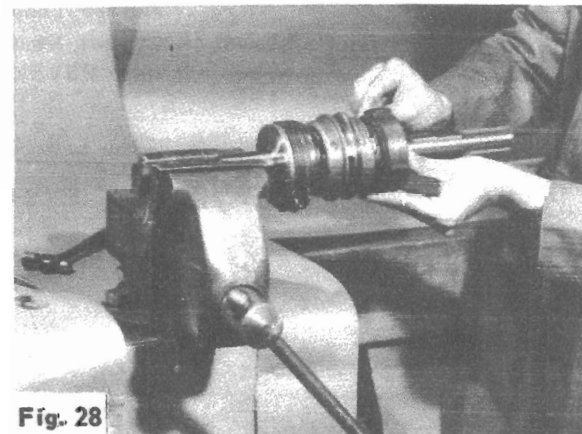


Fig. 28

Slide the remaining stack of discs onto the shaft and line up the inner disc slots to slip over the keys. Inner and outer discs should **ALTERNATE**. there should be one more outer than inner discs in each stack, the same number of discs in both stacks.

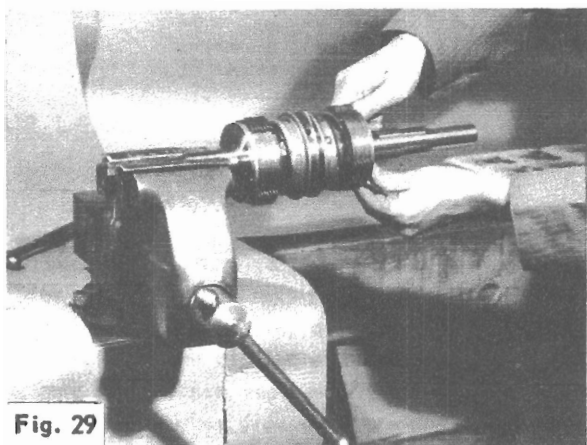


Fig. 29

Slide the thrust plate onto the shaft and over the keys. Keep the counter-bored groove to the outside.

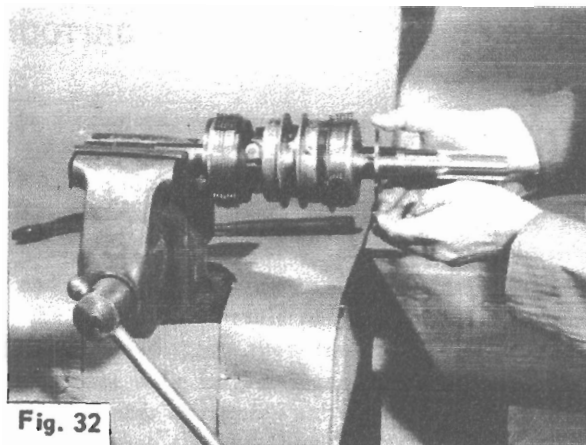


Fig. 32

Next slide the pressure plate onto the shaft and forward against the thrust plate and split ring.

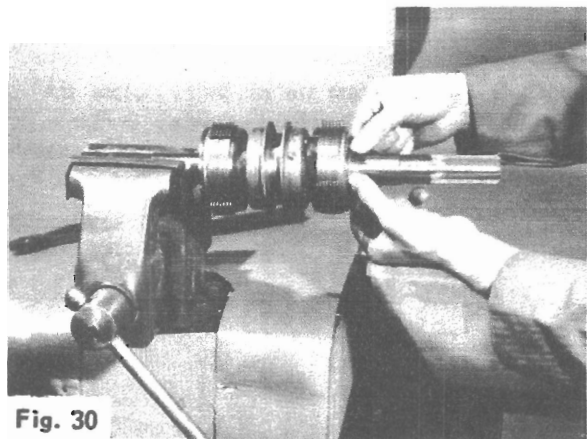


Fig. 30

Insert the two halves of the split ring into the groove to form a complete ring.

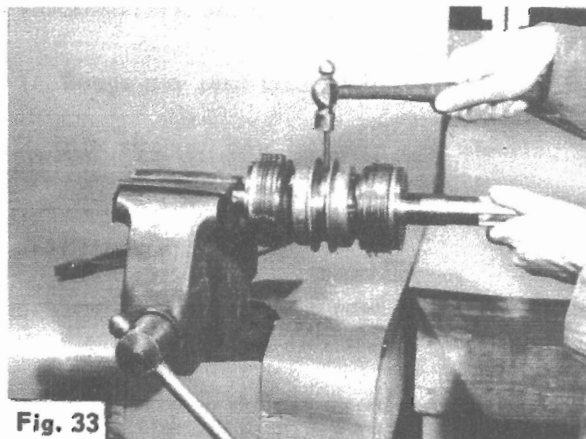


Fig. 33

Return the body and shipper sleeve so the anchor pin hole in the body lines up perfectly with the hole in the shaft. Insert the anchor pin through the body assembly. Drive the pin through the shaft until the top of the pin is flush with the body. NEVER grind the anchor pin.

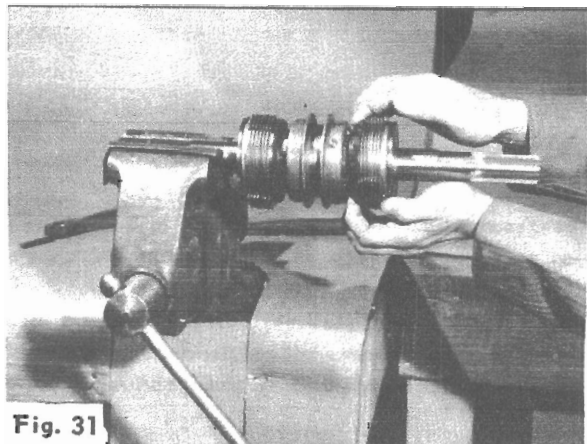


Fig. 31

Pull the last stack of discs, the thrust plate, the pressure plate and the adjustment collar back so the split ring fits into the counter-bore in the

TROUBLE SHOOTING

AIR LEAKS:

1. Tighten loose fittings.
2. Tap handle on valve to see if disc is sticking or not seating correctly. If this does not stop a leak in the valve, disassemble valve and check surface of disc and valve cover. If damaged or scored, replace with new parts. When replacing either disc or valve cover, the new parts should be lapped together to insure a good seal.
3. Quick-connect coupling on air receiver -- replace valve washer.
4. Air motor valve in air motor worn. Replace complete valve assembly (below).

200M196

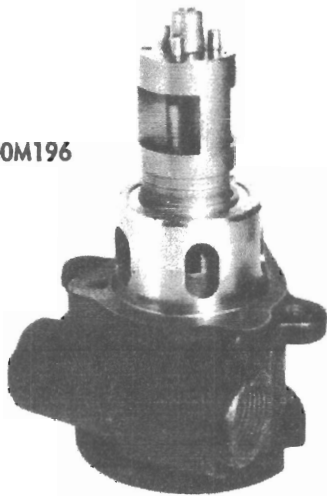


Fig. 34

The general practice of many customers to buy rotary valves only, or bushings only, to replace worn parts in air motor rotary valves has resulted in unsatisfactory conditions. This is because of the inability of the average shop to properly lap the new parts so that they operate correctly.

It has been our desire that when replacement parts are added to any Eimco product the original smooth operating efficiency be restored 100%.

To restore the original efficiency, with regards

to air motors, we are recommending that complete valve housing assemblies be purchased at the time the replacements are necessary. As an added service, now available to the customer, we suggest that valve housing, complete with bushing and valve be returned to us here at the factory, where we will install necessary parts, properly fit them and return them the same day billing the customer only for parts replaced with no charge for the labor of lapping and fitting.

Parts thus shipped should come to us prepaid as far as shipping charges are concerned.

LOCOMOTIVE SLUGGISH:

1. Gauge may read incorrectly -- replace.
2. Air strainer may be dirty and blocking air supply. Remove and clean.
3. Excessive air leakage.
4. Clutch slipping. May need adjusting or new discs.
5. Worn valve -- replace cover and disc.

BRAKE WILL NOT HOLD:

1. Adjust brake.
2. Replace brake shoe.

BRAKE RUBS:

1. Brake shoe needs adjusting.
2. Brake shoe lever spring broken or out of place.

CHAIN RUBS GUARD:

Take up chain by moving rear axle toward back of locomotive using journal block adjusting screws. This requires take-up of drive chain from gear box by moving gear box to rear of locomotive.

GEAR BOX RUNS HOT:

1. Oil level too low -- Drain and fill with new oil.
2. Clutch needs adjusting -- Adjust clutch.

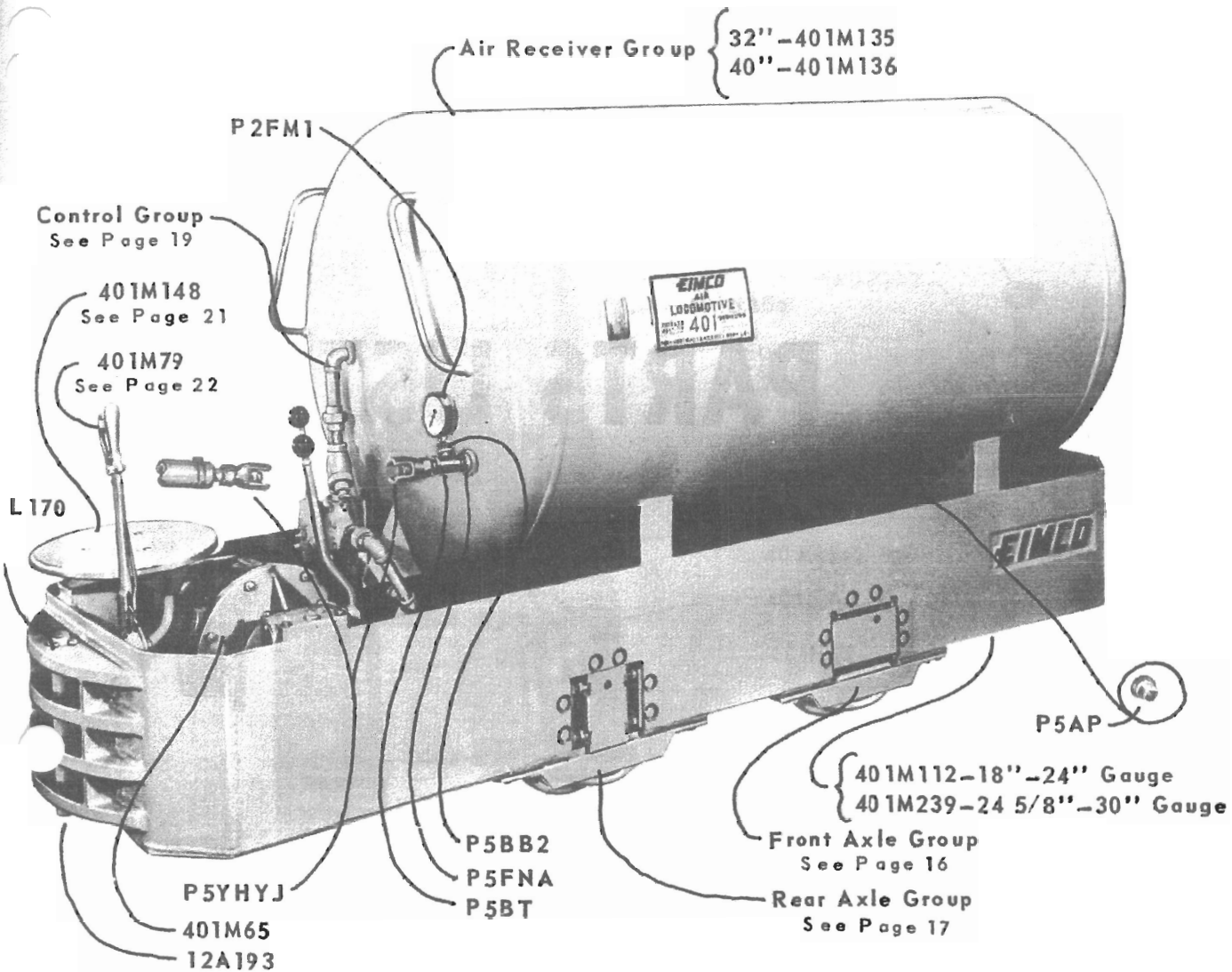
LOCOMOTIVE CREEPS WHEN THE CONTROL VALVE HANDLE IS RELEASED AND THE SHIFTER LEVER IS IN EITHER HIGH OR LOW:

Valve handle is not returning to neutral due to foreign particles obstructing the return spring or a broken return spring. Clean or replace spring. The spring is a safety feature and should not be left off the valve.

GEARSHIFT JUMPS INTO NEUTRAL:

Clutch is adjusted too tightly so that it is not fully engaged. The clutch has an over-center position when it is fully engaged. If the adjustment is too tight the clutch cannot get into this over-center position, and consequently slips back into neutral. Loosen clutch one notch counter-clockwise and try operation.

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



AIR RECEIVER GROUP
ONE REQUIRED

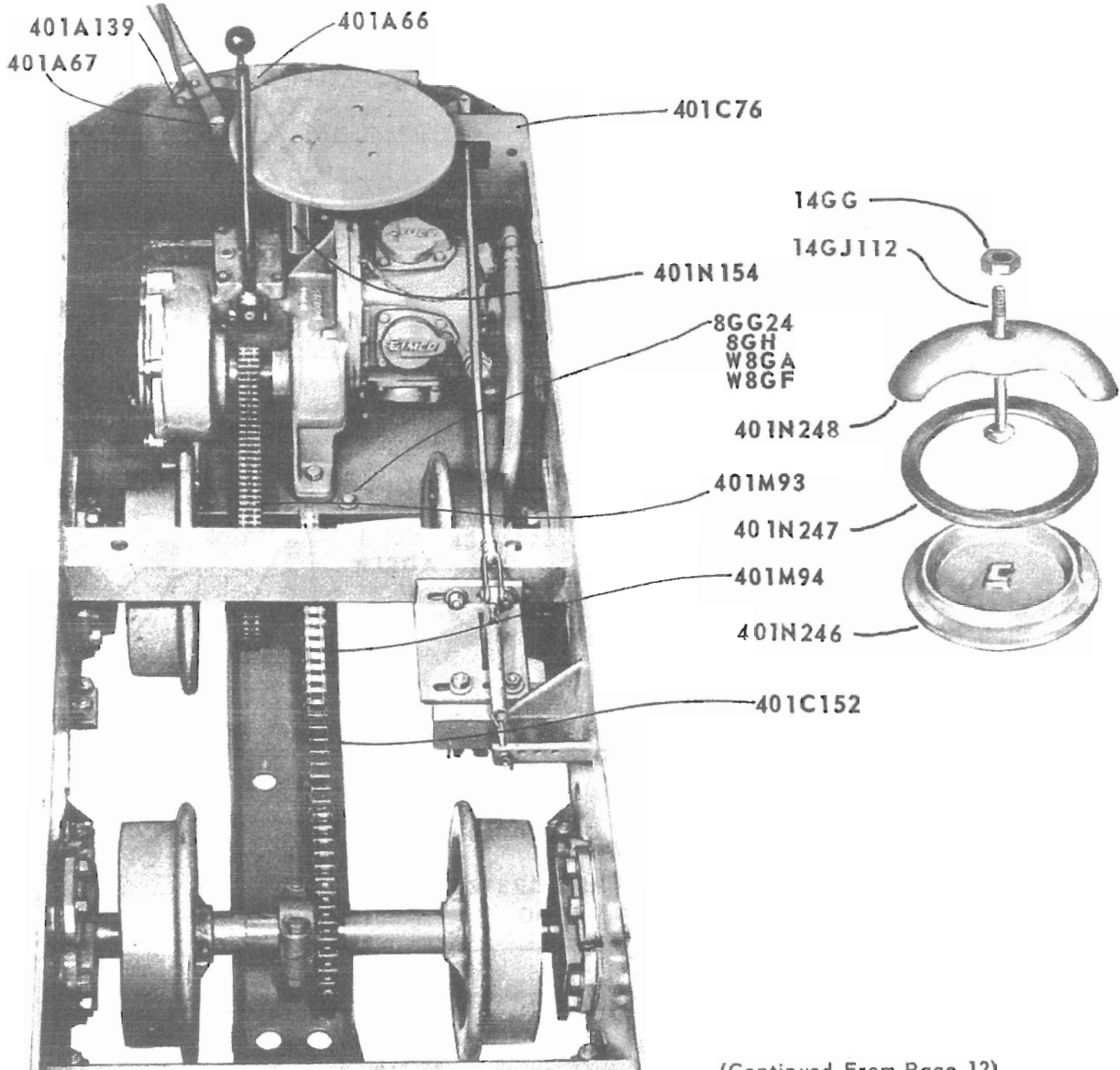
Part No.	Quan.	Description
See Page 17	1	Front Axle Group
See Page 18	1	Rear Axle Group
See Page 19	1	Control Group
401M65	1	Two Speed Transmission Group (See Page 14)
401M79	1	Brake Group (See Page 22)
401M93	1	Drive Chain Assembly— Double Strand (See Page 21)
401M94	1	Drive Chain Assembly— Single Strand (See Page 21)
401M112	1	Frame Assembly—18"-24" Gauge
401M239	1	Frame Assembly—24 5/8"-30" Gauge Each Frame Assembly Includes:
401A66	1	Ratchet Mount
401A67	1	Brake Handle Pivot
401C76	1	Bell Crank Mount
401M139	1	Ratchet Mount
401M154	1	Sear Bracket
401M148	1	Swivel Seat Group (See Page 21)
401C152	1	Chain Guard

Part No.	Quan.	Description
401M135	1	Air Receiver Group—32" Receiver
401M136	1	Air Receiver Group—40" Receiver
Each Air Receiver Group Includes:		
401N246	1	Manhole
401N247	1	Gasket
401N248	1	Yoke
14GJ112	1	Bolt
14GG	1	Nut
16GG32	4	Cap Screw
16GG	4	Nut
W16GF	4	Lock Washer
P5AP	2	Pipe Plug

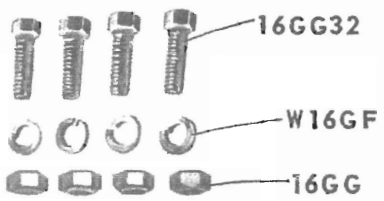
BE SURE TO GIVE SERIAL NUMBER OF
LOCOMOTIVE WHEN ORDERING PARTS

(Continued On Page 13)

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.

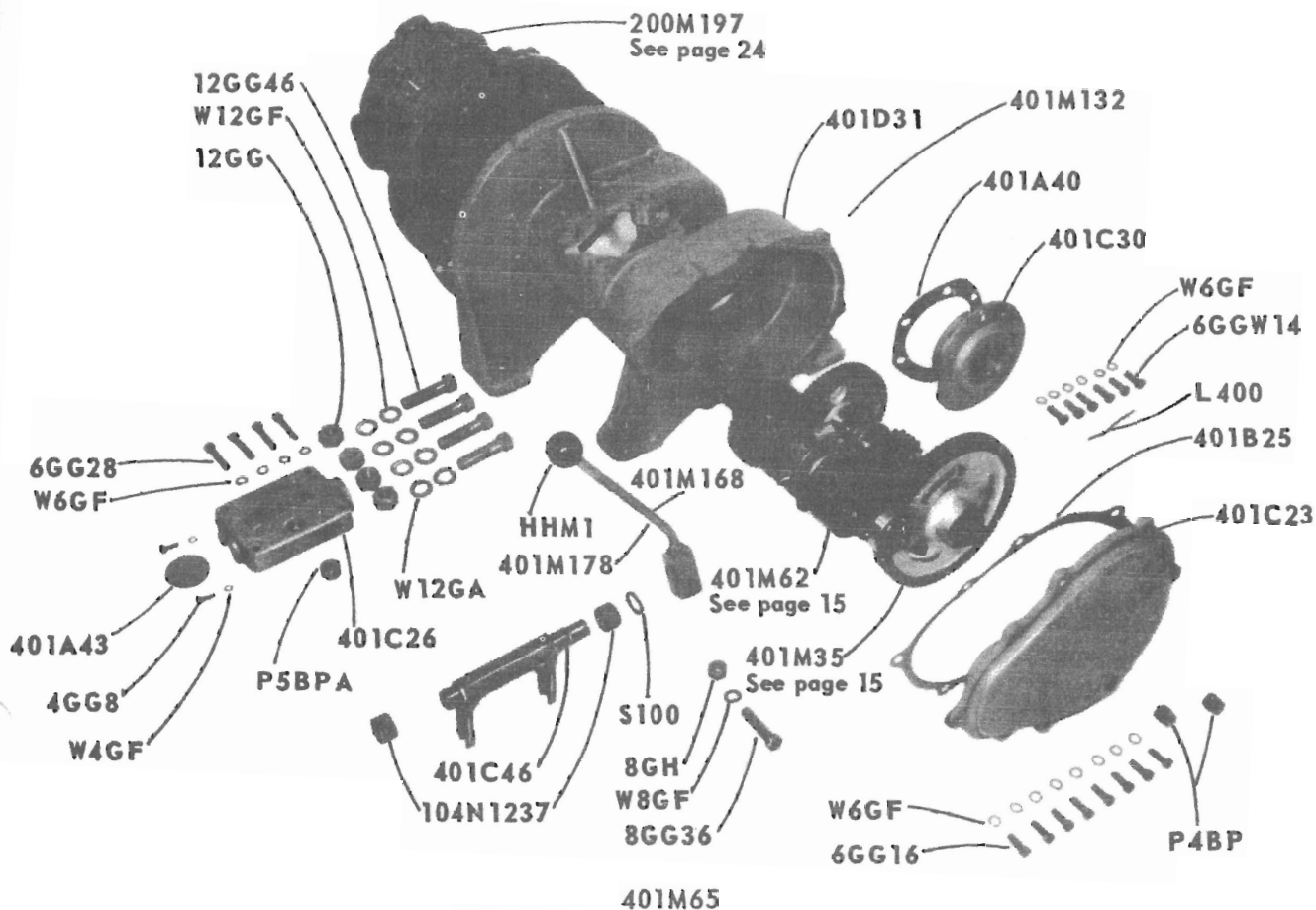


(Continued From Page 12)



Part No.	Quan.	Description
T2A193	2	Coupler Pin
L170	2	Cotter Pin
P2FM1	1	Gauge
P5BT	1	Tee
P5BB2	1	Bushing
P5FNA	1	Nipple
P5YHYJ	2	Coupling Half
8GG24	4	Cap Screw
W8GA	2	Flat Washer
W8GF	4	Lock Washer
8GH	4	Nut

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



401M65
TWO SPEED TRANSMISSION GROUP
ONE REQUIRED

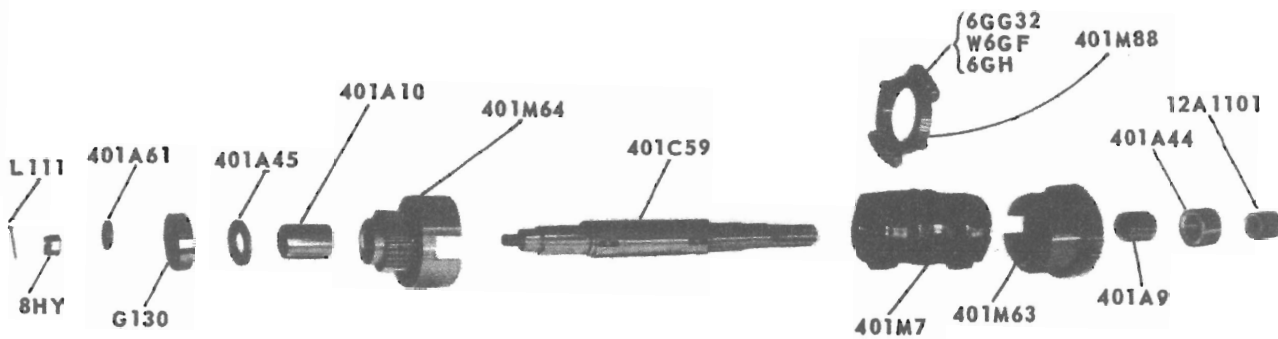
Part No.	Quan.	Description
401C23	1	Cover Plate
401B25	1	Cover Plate Gasket
401C30	1	Bearing Housing
401M35	1	Drive Shaft Assembly
401A40	1	Bearing Housing Gasket
401A43	1	End Plate
401C46	1	Clutch Throw-out Yoke
401M62	1	Clutch Shaft Group
401M132	1	Gear Box Assembly
		Consists of:
401C26	1	Inspection Cover
401D31	1	Two Speed Gear Box
P5BPA	1	Pipe Plug
6GG28	4	Cap Screw
W6GF	4	Lock Washer

Part No.	Quan.	Description
401M168	1	Handle Group - Shifter
		Consists of:
401M178	1	Handle Assembly-Shifter
HHM1	1	Handle Ball
8GG36	1	Cap Screw
W8GF	1	Lock Washer
8GH	1	Nut
104N1237	2	Bushing
200M197	1	Air Motor Assembly
L400	1	Lock Wire
P4BP	2	Pipe Plug
S100	1	Seal
4GG8	2	Cap Screw
6GG16	8	Cap Screw
6GGW14	6	Cap Screw
12GG46	4	Cap Screw

Part No.	Quan.	Description
W4GF	2	Lock Washer
W6GF	14	Lock Washer
W12GA	4	Flat Washer
W12GF	4	Lock Washer
12GG	4	Nut

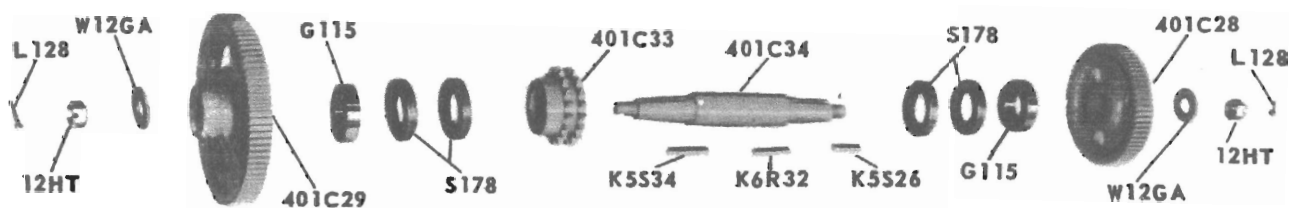
BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



401M62
CLUTCH SHAFT GROUP
One Required

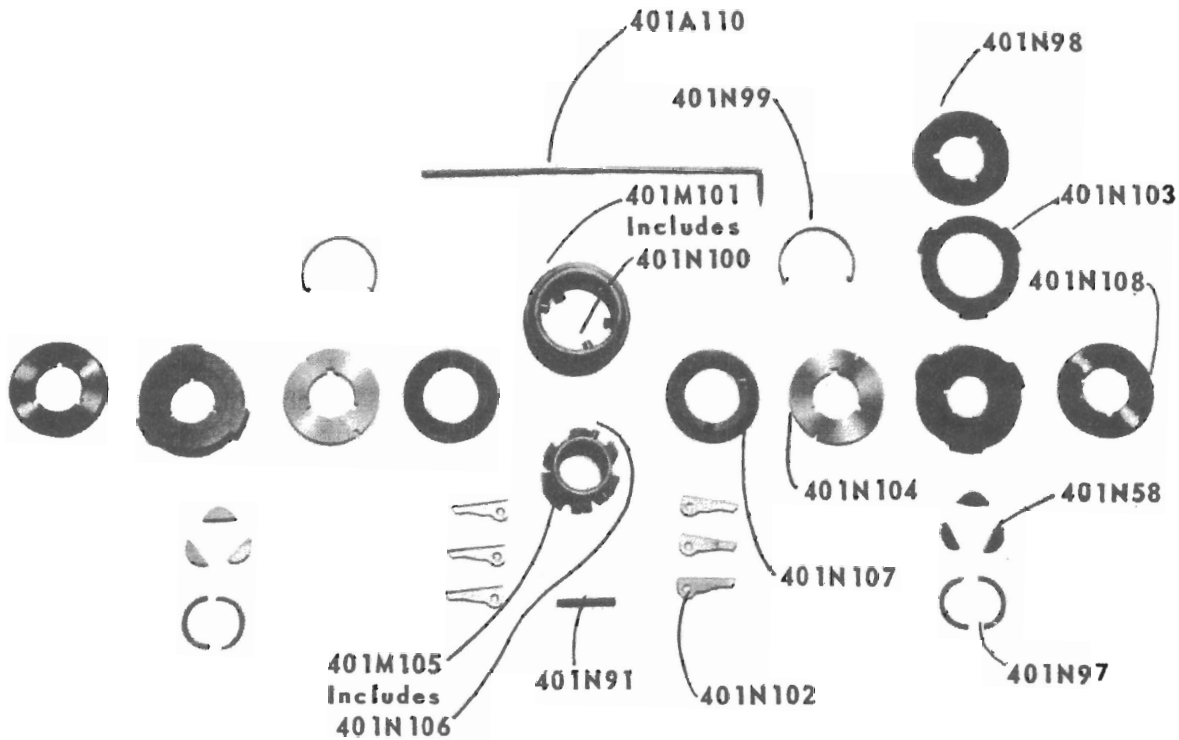
Part No.	Quan.	Description
401M7	1	Clutch (See Page 16)
401A44	1	Spacer
401A45	1	Spacer
401C59	1	Shaft
401A61	1	Washer
401M63	1	High Speed Pinion Assembly Includes:
401A9	1	Bushing
401M64	1	Low Speed Pinion Assembly Includes:
401A10	1	Bushing
401M88	1	Clutch Throw-out Collar Includes:
6GG32	2	Cap Screw
W6GF	2	Lock Washer
6GH	2	Nut
12A1101	1	Spacer
G130	1	Bearing
8HY	1	Nut
L111	1	Cotter Pin



401M35
DRIVE SHAFT ASSEMBLY
One Required

Part No.	Quan.	Description
401C28	1	High Gear
401C29	1	Low Gear
401C33	1	Sprocket
401C34	1	Drive Shaft
G115	2	Bearing
S178	4	Seal
K5S26	1	Key
K5S34	1	Key
K6R32	1	Key
W12GA	2	Washer
12HT	2	Nut
L128	2	Cotter Pin

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.

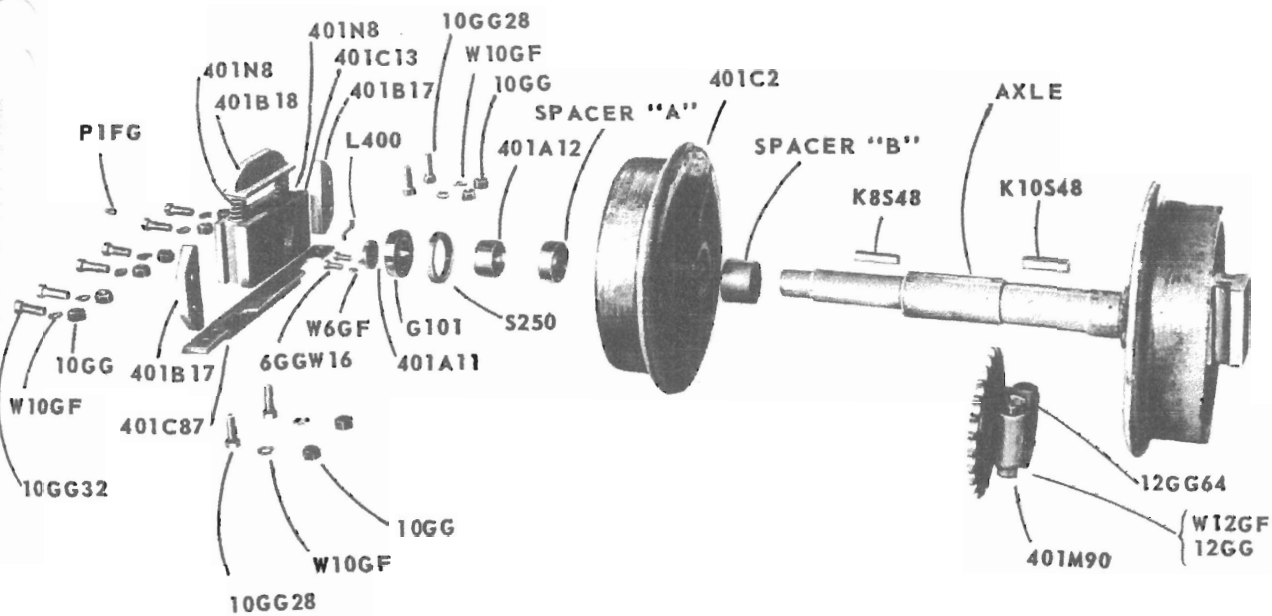


401M7
CLUTCH ASSEMBLY
ONE REQUIRED

Part No.	Quan.	Description
401N58	6	Key
401N91	1	Anchor Pin
401N97	2 sets	Split Ring
401N98	12	Inner Disc
401N99	2	Adjustment Lock Spring
401M101	1	Shipper Sleeve Includes:
401N100	6	Dog Pressure Pin
401N102	6	Dog
401N103	14	Outer Disc
401N104	4	Pressure Plate
401M105	1	Clutch Body Includes:
401N106	6	Dog Pivot Pin
401N107	2	Adjustment Collar
401N108	2	Thrust Plate
401A110	1	Clutch Adjustment Tool

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



FRONT AXLE GROUP
(FOR GAUGE & GROUP NO. SEE CHART BELOW)

Part No.	Quan.	Description
401C2	2	Wheel
401N8	4	Spring
401A11	2	Keeper
401A12	2	Bearing Spacer
401C13	2	Front Journal Box
401B17	4	Guide
401B18	2	Spring Retainer
See List	1	Axle
401C87	2	Retainer -- Journal Box
401M90	1	Sprocket Assembly
		Includes:
12GG64	2	Cap Screw
W12GF	2	Lock Washer
12GG	2	Nut

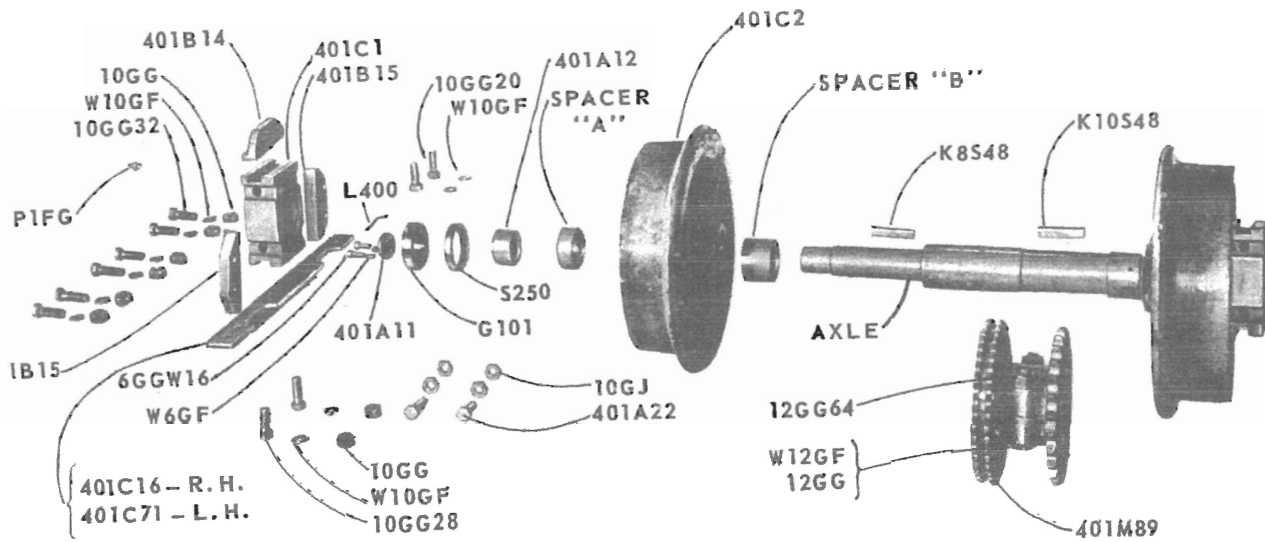
Part No.	Quan.	Description
See List	-	Gauge Spacers "A" & "B"
G101	2	Bearing
K8548	2	Key
K10548	1	Key
L400	1	Lock Wire
P1FG	2	Grease Fitting
S250	2	Seal
6GGW16	4	Cap Screw
W6GF	4	Lock Washer
10GG28	8	Cap Screw
10GG32	12	Cap Screw
W10GF	20	Lock Washer
10GG	20	Nut

FRONT AXLE GAUGE, SPACER & AXLE LIST

Complete Axle Group	Gauge		Spacer "A"		Spacer "B"		Axle
	inches	m.m.	Part Number	Quan.	Part Number	Quan.	Part Number
401M27	18	460	401A3	2	—	0	401C19
401M181	18-3/8	467	401A180	2	401A179	2	401C19
401M158	19-5/8	500	401A160	2	401A161	2	401C19
401M117	20	510	401A114	2	401A115	2	401C19
401M117	22	560	401A115	2	401A114	2	401C19
401M158	22-3/8	570	401A161	2	401A160	2	401C19
401M181	23-5/8	600	401A179	2	401A180	2	401C19
401M27	24	610	—	0	401A3	2	401C19
401M226	30	760	—	0	401A3	2	401C229

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



REAR AXLE GROUP

(FOR GAUGE & GROUP NO. SEE CHART BELOW)

Part No.	Quan.	Description
401C1	2	Rear Journal Box
401C2	2	Wheel
401A11	2	Keeper Plate
401A12	2	Bearing Spacer
401B14	2	Guide
401B15	4	Bracket
401C16	1	Retainer - Right Side
See List	1	Axle
401A22	8	Adjusting Bolt
401C71	1	Retainer - Left Side
401M89	1	Sprocket Assembly Includes: Cap Screw Lock Washer Nut
12GG64	2	Cap Screw
W12GF	2	Lock Washer
12GG	2	Nut

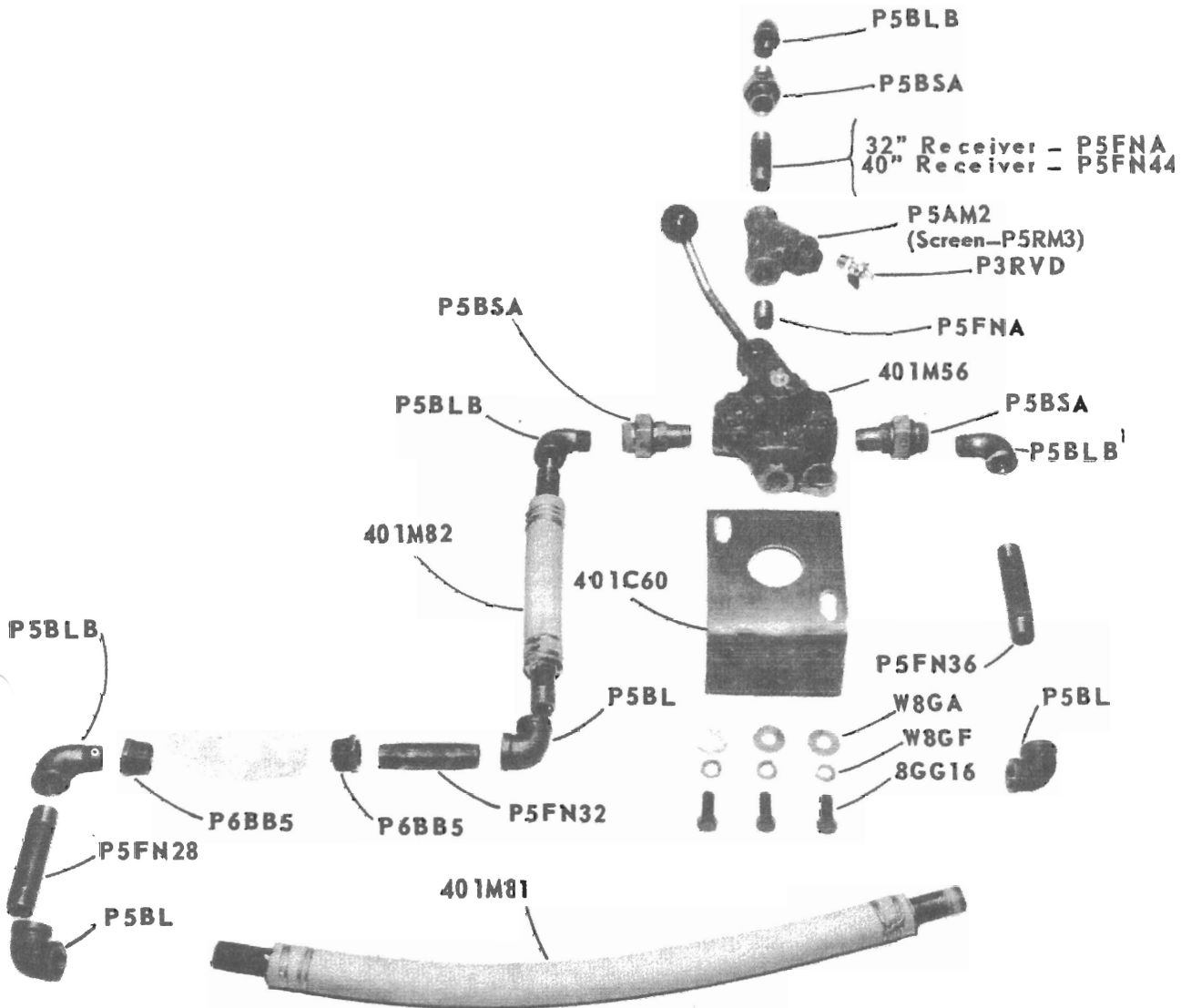
Part No.	Quan.	Description
See List	-	Gauge Spacers "A" & "B"
G101	2	Bearing
K8S48	2	Key
K10S48	1	Key
L400	1	Lock Wire
PIFG	2	Grease Fitting
S250	2	Seal
6GGW16	4	Cap Screw
W6GF	4	Lock Washer
10GG20	2	Cap Screw
10GG28	6	Cap Screw
10GG32	12	Cap Screw
W10GF	20	Lock Washer
10GG	18	Nut
10GJ	16	Jam Nut

REAR AXLE GAUGE, SPACER & AXLE LIST

Complete Axle Group	Gauge		Spacer "A"		Spacer "B"		Axle
	inches	m.m.	Part Number	Quan.	Part Number	Quan.	Part Number
401M24	18	460	401A3	2	—	0	401C19
401M182	18-3/8	467	401A180	2	401A179	2	401C19
401M159	19-5/8	500	401A160	2	401A161	2	401C19
401M116	20	510	401A114	2	401A115	2	401C19
401M114	22	560	401A115	2	401A114	2	401C19
401M159	22-3/8	570	401A161	2	401A160	2	401C19
401M182	23-5/8	600	401A179	2	401A180	2	401C19
401M24	24	610	—	0	401A3	2	401C19
401M227	30	760	—	0	401A3	2	401C229

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



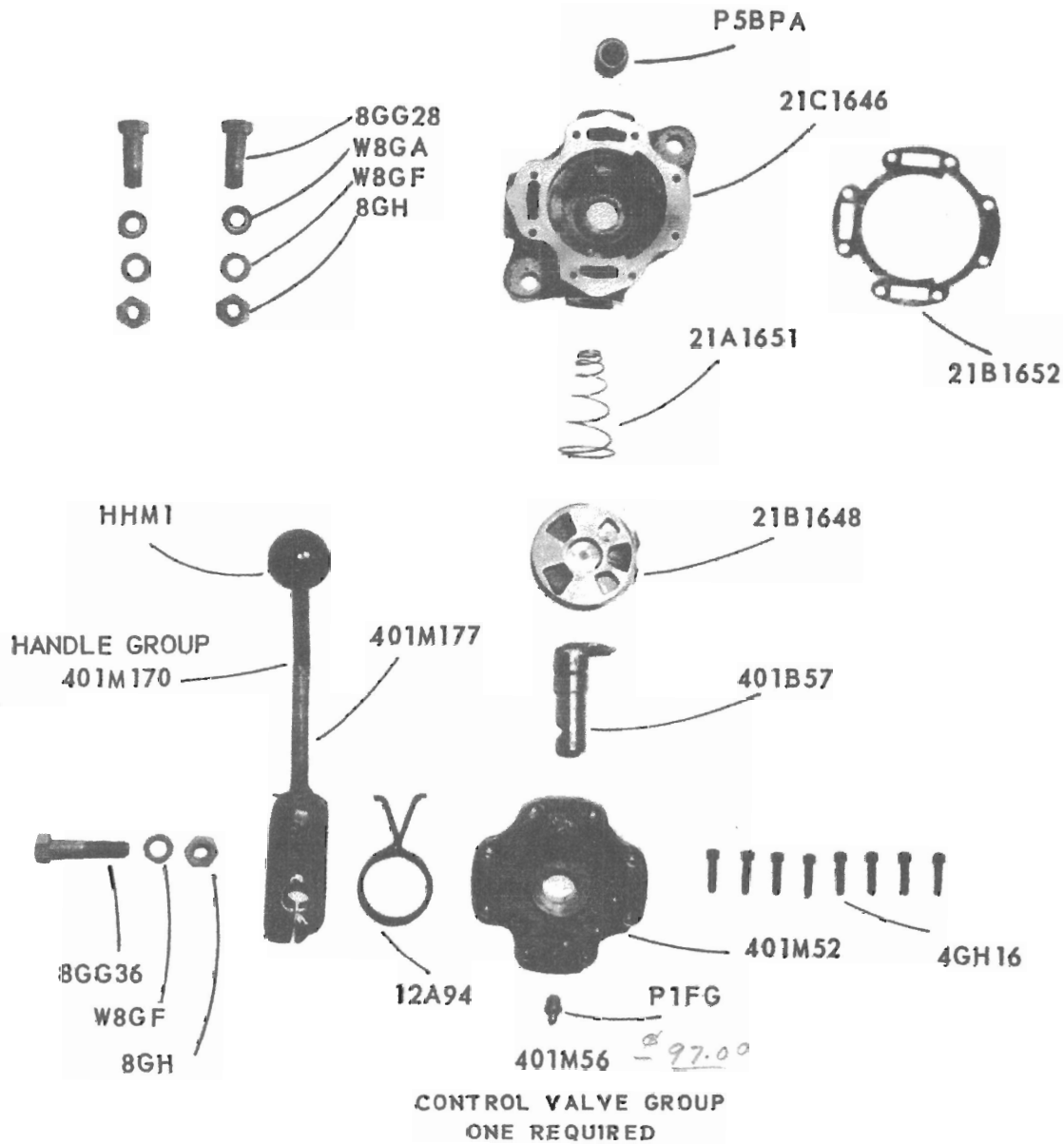
CONTROL GROUP
 401M85 - 32" RECEIVER
 401M86 - 40" RECEIVER

Part No.	Quan.	Description
401M56	1	Valve Group (See Pg. 20)
401C60	1	Bracket
401M81	1	Hose Assembly - Long
401M82	1	Hose Assembly - Short
P3RVD	1	Drain Cock
P5BL	3	Elbow
P5AM2	1	Strainer
P5RM3	1	Includes: Screen
P5BLB	4	Elbow
P5BSA	3	Union

Part No.	Quan.	Description
P5FNA	2	Nipple --- 32" Receiver
	1	Nipple --- 40" Receiver
P5FN28	1	Nipple
P5FN32	1	Nipple
P5FN36	1	Nipple
P5FN44	1	Nipple --- 40" Receiver 'Only
P6BB5	2	Bushing
8GG16	3	Cap Screw
W8GA	3	Flat Washer
W8GF	3	Lock Washer

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.

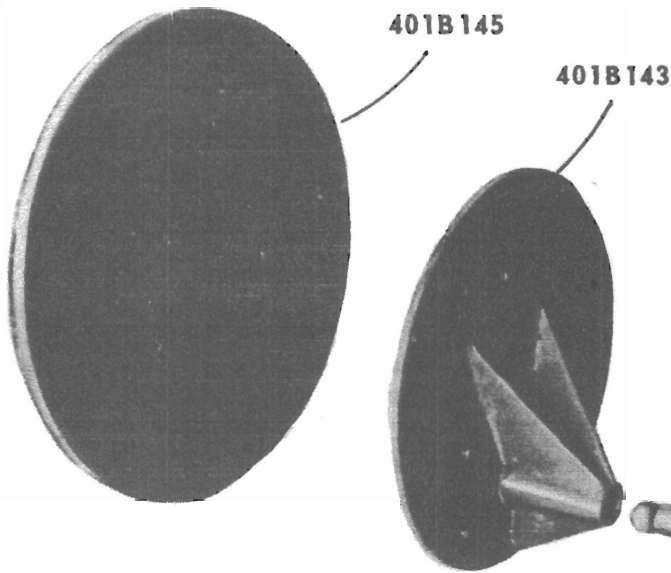


Part No.	Quan	Description
401M52	1	Valve Bonnet Assembly
401B57	1	Valve Stem
401M170	1	Valve Handle Group Includes: Handle Assembly
401M177	1	Handle Assembly
HHM1	1	Handle Ball
8GG36	1	Cap Screw
W8GF	1	Lock Washer
8GH	1	Nut

Part No.	Quan.	Description
12A94	1	Centering Spring
21C1646	1	Valve Body
21B1648	1	Valve Disc
21A1651	1	Valve Spring
21B1652	1	Valve Gasket
P1FG	1	Grease Fitting
P5BPA	1	Pipe Plug
4GH16	8	Cap Screw
8GG28	2	Cap Screw
W8GA	2	Washer
W8GF	2	Lock Washer
8GH	2	Nut

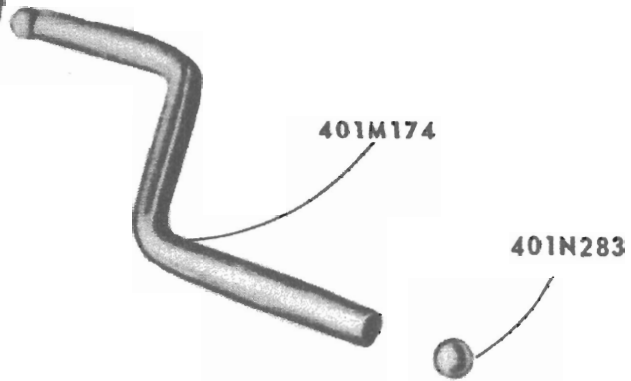
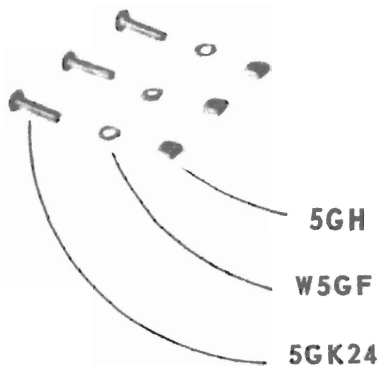
BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah U.S.A.

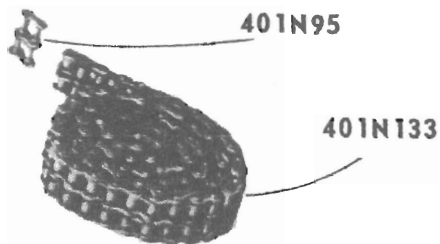


401M148
SWIVEL SEAT GROUP
ONE REQUIRED

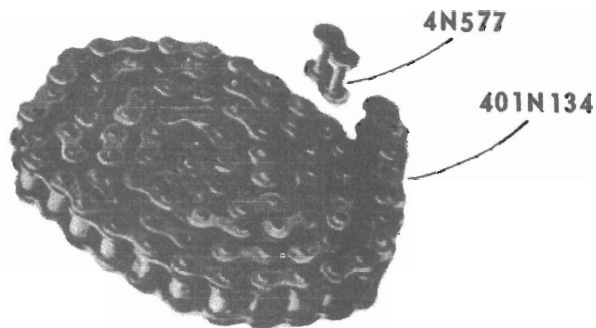
Part No.	Quan.	Description
401B143	1	Seat Base
401B145	1	Seat
401M174	1	Pivot Arm Assembly
401N283	1	Ball
5GK24	3	Bolt
W5GF	3	Lock Washer
5GH	3	Nut



401M93 *8-22-32*
DRIVE CHAIN ASSEMBLY
DOUBLE STRAND
ONE REQUIRED



Part No.	Quan.	Description
401N133	1	Chain
401N95	1	Connecting Link

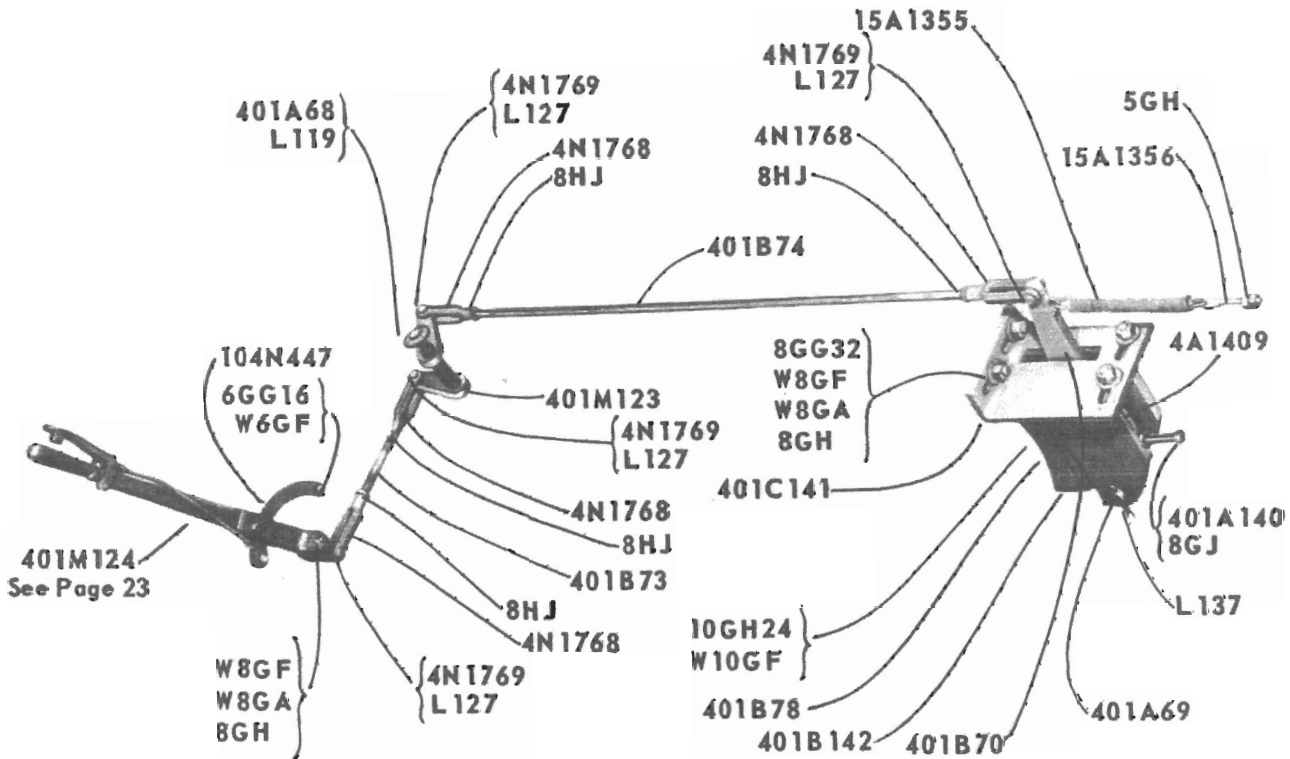


401M94
DRIVE CHAIN ASSEMBLY
SINGLE STRAND
ONE REQUIRED

Part No.	Quan.	Description
401N134	1	Chain
4N577	1	Connecting Link

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



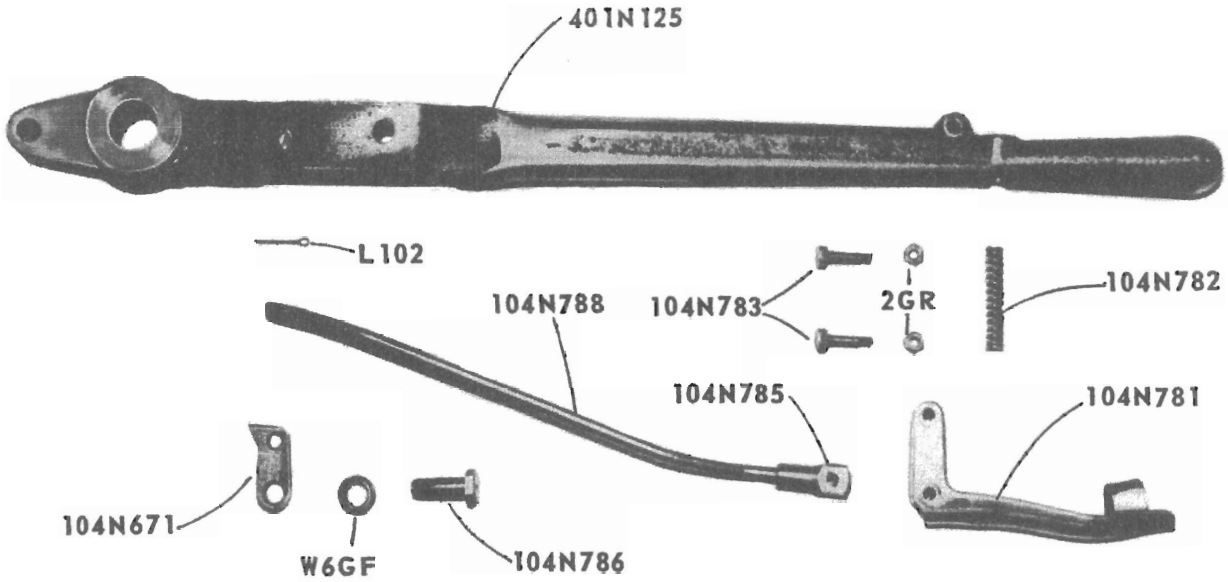
401M79
BRAKE GROUP
ONE REQUIRED

Part No.	Quan.	Description
401A68	1	Pin
401A69	1	Pin
401B70	1	Lever
401B73	1	Rod (Short)
401B74	1	Rod (Long)
401B78	1	Shoe
401M123	1	Bell Crank Assembly
401M124	1	Handle Assembly (see pg.23)
401A140	1	Adjusting Screw
401C141	1	Hanger

Part No.	Quan.	Description
401B142	1	Shoe Holder
4A1409	1	Pin
4N1768	4	Yoke End
4N1769	4	Pin
15A1355	1	Spring
15A1356	1	Adjusting Bolt
104N447	1	Ratchet
L119	1	Cotter Pin
L127	4	Cotter Pin
L137	2	Cotter Pin
6GG16	2	Cap Screw
8GG32	4	Cap Screw
10GH24	2	Cap Screw
W6GF	2	Lock Washer
W8GA	9	Washer
W8GF	5	Lock Washer
W10GF	2	Lock Washer
5GH	2	Nut
8GH	5	Nut
8GJ	1	Nut
8HJ	4	Nut

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS

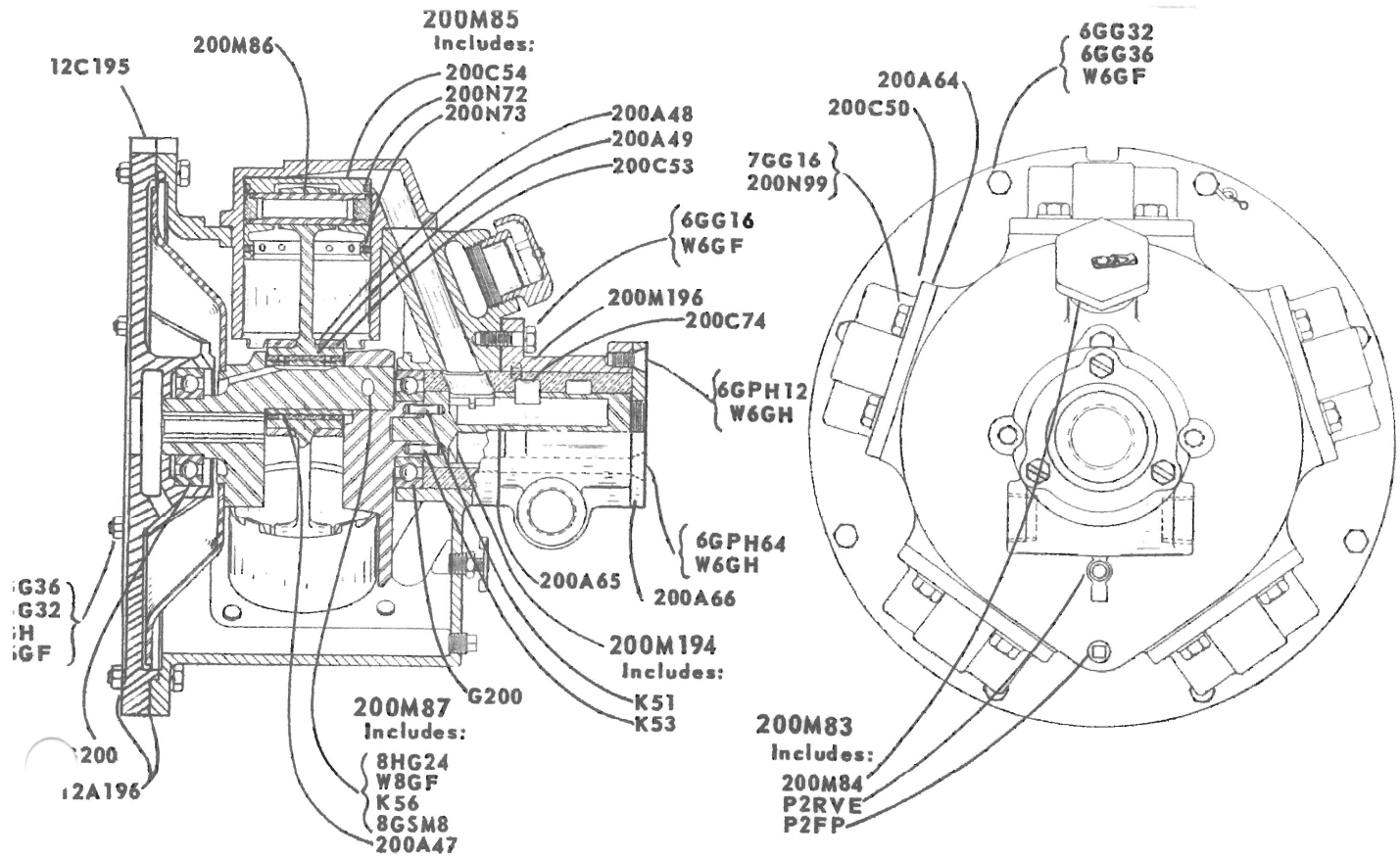
PARTS LIST FOR EIMCO 401 AIR LOCOMOTIVE The Eimco Corporation, Salt Lake City 10, Utah, U.S.A.



401M124
BRAKE HANDLE ASSEMBLY
ONE REQUIRED

Part No.	Quan.	Description
401N125	1	Lever
104N671	1	Pawl
104N781	1	Latch
104N782	1	Spring
104N783	2	Latch Screw
104N785	1	Rod End
104N786	1	Pawl Screw
104N788	1	Pawl Rod
W6GF	1	Lock Washer
2GR	2	Nut
L102	1	Coffer Pin

BE SURE TO GIVE SERIAL NUMBER OF LOCOMOTIVE WHEN ORDERING PARTS



200M197 - AIR MOTOR ASSEMBLY

art No.	Quan.	Description
10A47	1	Crank Sleeve
10A48	2	Connecting Rod Retaining Ring
10A49	1	Connecting Rod Bushing
10C50	5	Cylinder
10C53	5	Connecting Rod
10C54	5	Piston
10A64	5	Cylinder Gasket
10A65	1	Valve Housing Gasket
10A66	1	Valve Housing Cover
10N72	5	Compression Ring
10N73	5	Oil Ring
10C74	1	Rotary Valve Bushing
		It is recommended that the complete valve and housing assembly, 200M196 be purchased instead of the bushing alone, since the bushing is reamed to proper size at the factory after assembly in the housing.
10M83	1	Motor Housing Assembly, Includes: P2FP, P2RVE, 200M84
10M84	1	Vent Cap Assembly

Part No.	Quan.	Description
200M85	5	Piston Assembly, Includes: 200C54, 200N72, 200N73
200M86	5	Wrist Pin Assembly
200M87	1	Plain Crankshaft Assembly, Includes: K56, 8GSM8, 8HG24, W8GF, 200A47
200M88	1	Complete Crankshaft Assembly, Includes: 200M87, 2-200A48, 200A49, 5-200C53, 2-G200
200N99	20	Cylinder Cap Screw Washer
200M194	1	Rotary Valve Assembly, Includes: 2-K51, K53
200M196	1	Valve and Housing Assembly, Includes: 200M194, 200C74
12C195	1	Motor Mounting Cover
12A196	2	Motor Housing Gasket
6GG16	1	Cap Screw
6GG32	2	Motor Housing Cap Screw
6GG36	6	Motor Housing Cap Screw
6GPH12	1	Cap Screw
6GPH64	2	Cap Screw
6GH	6	Nut
7GG16	20	Cylinder Cap Screw
8GSM8	1	Set Screw
8HG24	1	Cap Screw
G200	2	Bearing
K51	2	Drive Pin (Small)
K53	1	Drive Pin (Small)
K56	1	Taper Pin
P2FP	1	Drain Plug
P2RVE	1	Stop Cock
W6GF	9	Lock Washer
W6GH	3	Lock Washer
W8GF	1	Lock Washer
200N95	2	Jack Screw for removing Valve Housing, (Not Shown)