

Remove the rubber feet.

Back out the screws.

Locate the potentiometer closest to the signal output post.

Using a small flat-head screw-driver and your most sensitive engine as a test-bed, adjust the post back and forth SLIGHTLY until you get peak performance.

Remember to test all features. For mine I used my #44 Missile Engine, as the missile firing seemed to feel the problem the most.

Jon

5:30-9:00 AM Eastern!
<http://www.WKOL.com>
May 10, 2006, 04:38 PM
SD60M
Jon,

Thanks...I didn't think I was totally losing it.

The last time I read into this one...there was a definitive way of knowing when you were getting "peak" performance. How do you know when you are achieving "peak" performance??

Thanks a zillion, by the way!!

May 10, 2006, 04:42 PM
K00Ljock1
I usually ask my wife.

Oh, you mean with the train! Um, I just played with it until everything worked. No fancy gizmos I can help you with here!

Jon

5:30-9:00 AM Eastern!
<http://www.WKOL.com>
May 10, 2006, 04:49 PM
SD60M

...peak performance...hummm...I seem to remember something about that...that's why I only concern myself with model trains these days...okay...maybe someone will add something later on.

Thanks!

May 10, 2006, 07:07 PM
penn station

FYI, this is not a potentiometer (variable resistor). It is a variable inductor. When you follow Jon's procedure you should remove the screwdriver and your hand away from the inductor between tweaks when you are going to check the results.

Cam

May 10, 2006, 09:04 PM

Pennvalley RR

I think I remember something about blowing the whistle while adjusting.

Reading, PRR, Delaware & Hudson - All day! Everyday!

Paul B

May 10, 2006, 09:18 PM

OGR Webmaster

Penn Station is correct in that you are tuning a variable inductor here, not a simple potentiometer. You should use a PLASTIC screwdriver to adjust this component, because the metal in a regular screw driver will do it's own "de-tuning."

Rich Melvin, Publisher

O Gauge Railroading magazine

NKP 765's Web Site

May 10, 2006, 09:24 PM

Dale Manquen

I think the formal procedure was to find the limit in one direction, find the limit in the other direction, then set the adjustment halfway between those two points.

www.manquen.net

www.trainfacts.com

May 10, 2006, 09:26 PM

SD60M

Thank you, gentlemen. I apologize for not knowing my potentiometers from my inductors.

Sounds like Jon has it figured out...

May 10, 2006, 09:42 PM

SantaFeFan

SD60M,

The best cab-1 key to press is the F or R button when "tuning". This is why

"K00Ljock1" found the fire button (F) best to tune with. These keys seem to present a pattern that is harder to decode when the frequency is not centered.

Be sure to use a couple of engines to tune with, the R2Cs vary a bit.

jon

www.electricrr.com