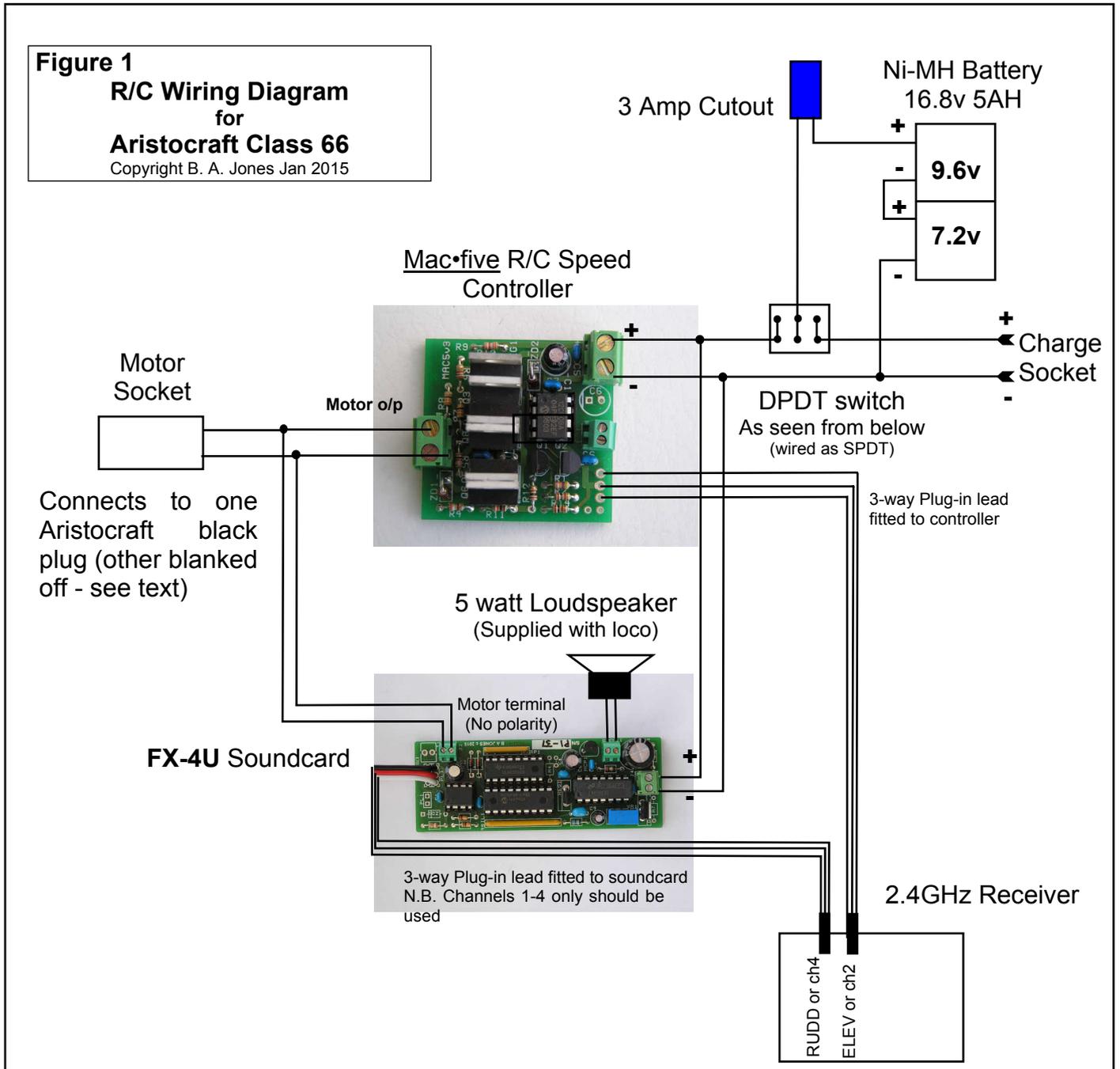


## CLASS 66 CONVERSION NOTES - 5AH VERSION

The picture above shows the layout of the parts in my own Class 66 loco. A few notes follow which may be of help in converting your loco. If there is anything else you need to know please contact me.

- 1) Use a DPDT switch with the contacts wired in parallel as an SDPT switch, in the positive supply line to the controller and charging socket. This will double its current handling from 5 Amps to 10 Amps.
- 2) The two 5AH battery packs should be wired in series - join the red wire on one pack to the black on the other. The remaining red and black leads become the battery wires for the whole pack and should be joined to the mini-Tamiya lead set. **N.B. The battery must be charged every 3 months to keep the cells in good condition, even when not being used. Never leave it discharged!**
- 3) The twin lead with the small white connector, is the socket that mates with one of the black latching connectors inside the loco. These black connectors are wired in parallel directly to the bogies when the loco is switched into battery mode. The other lead ends are bared and tinned for connection to the motor output terminal of the Macfive controller. **Use only one of the black connectors.** Blank off the other black latching connector with insulating tape so that it doesn't short on any metal parts.
- 4) The FX4U sound card is located such that the volume control can be accessed through a cab door to change the volume setting.

**Figure 1**  
**R/C Wiring Diagram**  
 for  
**Aristocraft Class 66**  
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5) The SUB-1 power connector between the two battery packs should be undone and re-fitted upside down to allow more room for the 8 cell battery pack. You may have to bend the components on this board slightly in order to do this.

6) Move the weight in the fuel tank to the other mounting hole to make more room for the switch and charging socket.

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