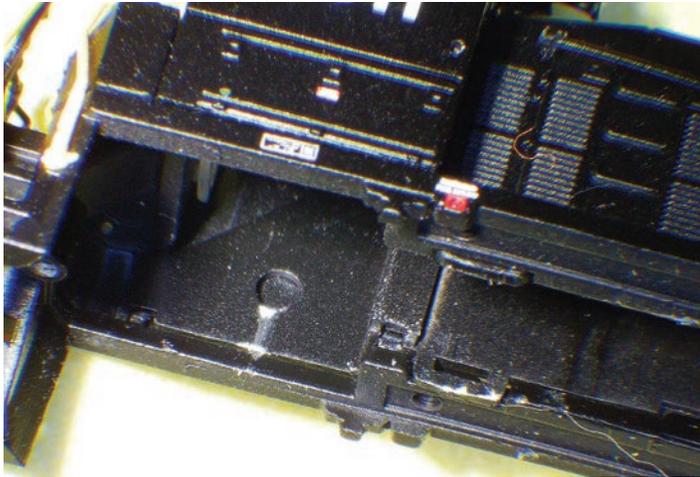


AZL EMD SW1500 Shell Removal Steps

The following steps should only be attempted by those with advanced skills. Damage to the shell is a serious risk, even when these removal steps are followed.



The recess inside the cab area of the shell that aligns with the dimple on the outside of the chassis has a cylindrical shape instead of a dome shape. When trying to pull the shell off the dimple on the chassis is getting stuck on the crisp edge of the cylindrical hole. Being inside the cab area there is not enough flex for the shell sides to expand outwards enough to clear the dimples. When enough force is applied to pull it free the edge of the cylinder scrapes the paint off the dimple then the dimple creates a small scrape or crease in the shell wall as it pulls free.

The front portion of the shell has a little more room to flex and the recesses are more of a dome shape which matches the dimples making them a little easier to slide apart.

First step is to remove the fuel tanks. These tanks are pressure fit on the chassis. Insert a small flat-head screwdriver into the gap on the bottom of the fuel tank. Twist until the tank sides pop free. Be very careful not to break the long, thin hoses that come off the fuel tank.

So far the easiest way I have found to remove the shell is to pry it off little by little using either duck bill pliers, or a 1" chisel. Insert the tool in between the bottom side of the side running boards and



above the brass power pickup strip that was hidden behind the tank halves and gently pry until the shell lifts up a tiny bit then flip it over and do the same to the other side repeating again and again and again and again prying the shell up little by little until it pulls free. Trying to pry it out all at once or prying it up crooked, IE one side or end more than the other, will result in a broken shell.

Note, the shells have many delicate parts, handling is quite important so not to break off the add-on details.

Once you get the shell off you can easily file about $\frac{3}{4}$ of each dimple off. Leaving just 0.015 - 0.02mm of the dimples protruding out on the chassis will allow the shell to slide on and off much easier but still create enough friction to hold it in place on the chassis. - David Wolf

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V1 - 10/25/21

