

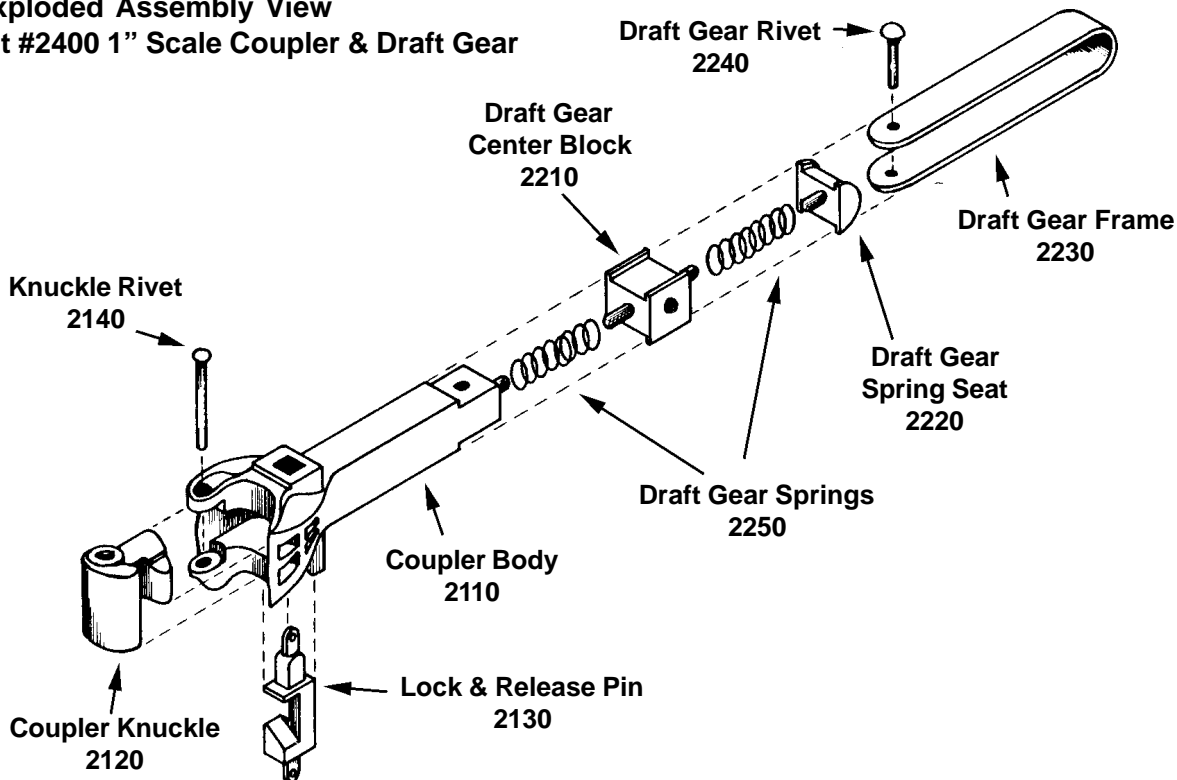


Assembly Instructions #2400 Automatic Couplers

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Exploded Assembly View

Kit #2400 1" Scale Coupler & Draft Gear



1) File or belt grind all die castings to remove flash and parting lines. Be careful not to remove too much metal, especially from the back of the heel of the knuckle casting and the interior of the coupler body. It is best to strive for proper operational fit first, then handle cosmetic aspects once the parts are fitted properly.

2) Drill out the cored holes in the coupler body and knuckle castings with a 1/8" diameter drill. Drill the cored hole in the Draft Gear Center Block 3/16" dia.

3) File the outside radius of the knuckle pivot bosses on the coupler body casting as necessary to provide a proper fit. It also may be necessary to file the top surface of the knuckle heel to provide proper clearance within the coupler body. It is difficult to see where fit problems develop, so it may be helpful to paint the knuckle with layout dye to reveal where the parts rub.

4) With the knuckle and body castings held in place, run a 1/8" drill bit or reamer through the pivot holes to relieve any alignment errors.

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- 5) The Lock & Release Pin has extensions on both the top and bottom so that the coupler can be actuated from above or below. If desired, the builder may cut off the unused extension. File the wedge surfaces on both the knuckle casting and the release pin smooth so that no burrs will interfere with operation.
- 6) Test assemble the Coupler Body, Knuckle, and the Lock & Release Pin. Insert the knuckle Rivet and test the operation. Lifting the release pin should open the coupler knuckle fairly easily.
- 7) Countersink **one** of the holes on the Draft Gear Frame for the end of the Draft Gear Rivet that will be spread. Note that the head of this rivet is oval and will extend above the surface of the Draft Gear Frame slightly. Although the 'head up' position of the rivet is preferred, it can be installed with the head down if necessary for clearance.
- 8) The lugs on the Draft Gear Spring seat and the Draft Gear Center Block are rounded and about 5/16" long. If desired, these can be filed down to about 3/16" length with squared-off ends to allow more travel in the draft gear and accomodate heavier drawbar pull.
- 9) Clean all parts in preparation for assembly. If you intend to paint any of the parts, clean them with either mineral spirits or a strong detergent. The die-cast parts have a coating of mold parting compound on them, and the steel parts have rust-inhibiting oils on them.
- 10) Slide the Draft Gear Spring Seat, a Draft Gear Spring, and the the Draft Gear Center Block into the Draft Gear Frame. Add the second Draft Gear Spring and attach the draft gear assembly to the Coupler Shank using the Draft Gear Rivet. Spread the rivet carefully on an anvil using a punch and hammer.
- 11) Lubricate the inner workings of the coupler for best operation. We've found that a dry lubricant such as powdered graphite (available at lock shops) works best. Mount coupler to car coupler pocket using a 3/16" x 1" roll pin or a #10 bolt through the center block.

Please Note that the guarantee on this product does not include damage from accident, misuse, abuse, or lack of reasonable care, and specifically excludes special, incidental, or consequential damages unless otherwise provided by the laws of your state.