

# IHC MEHANO-SLOVENIA

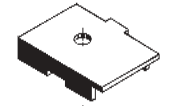
# EMD E8/9

## #26 PILOT AND #27 REAR COUPLER CONVERSION

1. Rotate the trucks (depressing spring loaded pin on power truck) clear of the body until trucks are almost at a right angle. Remove existing couplers.
2. Modify coupler pockets on each truck by cutting the round centering hub connecting both ledges away flush to ledge surfaces. See Fig.1.
3. Assemble both 20-Series Couplers as shown in Fig.1.
4. The pilot coupler installation will be easier if you slide the #26 Coupler assembly in from the front of the loco through the pilot opening into truck coupler pocket. For the rear truck, slide #27 Coupler assembly in from front of truck coupler pocket until Draft Gear Box is flush with outside edge of coupler pocket. After you have checked to be sure both assemblies are centered and inbetween top and bottom ledges, glue Draft Gear Boxes to coupler pocket sides and bottom. Put a tiny drop of glue where Centering Spring touches the top coupler pocket ledge.
5. Check for correct coupler height, function, and clearance and make any adjustments necessary.

Coupler end of truck frame

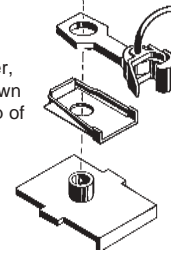
Cast-on coupler pocket with round center nub cut away flush with top and bottom of ledges to provide slot to slip 20-Series Coupler assembly into



Slide coupler assembly into and between ledges, center and glue in place

20-Series Coupler, assemble as shown with spring on top of coupler

**NOTE:** For pilot coupler installation insert #26 Coupler from front through pilot opening into truck coupler pocket



**Fig.1**

**#26 Pilot, #27 Rear Installation**