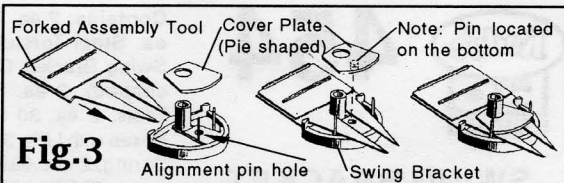


Bracket Cover Plate (pie shaped part) over the post and down against the assembly tool. Be sure Cover Plate is between the Steel Torsion Spring legs, see



**Fig.3**

**Fig.3.** Pressing down on the Cover plate, pull Forked Assembly Tool out, allowing the Cover plate to drop into bracket. Be sure to carefully fit the alignment pin on the Cover Plate into the small hole in front of the brackets post.

**Note:** the Cover Plate must fit flush with the front and rear edges of the bracket, capturing the Steel Torsion Spring in the proper position. It may be necessary to use pliers to press the lid down properly. The fit is purposely tight to keep Cover Plate in place. **See Fig.4.**

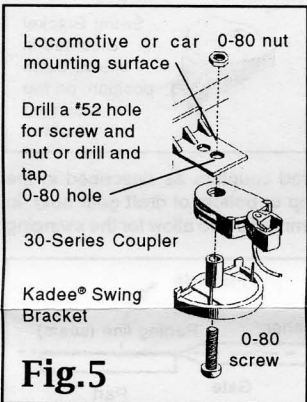


**Fig.4**

**6.** The Swing Bracket is now ready for use with coupler. **Note:** when separating the 30-Series Draft Gear Box parts from the runner, cut only the gates from the runners, particularly the flat side of the Coupler Lid, since the angled side of the Lid forms the Torsion Spring stops.

**7.** With the 30-Series Coupler Draft Gear Box assembled, slide it down over the pivot post, in-between the spring legs, making sure it is free to swing back into center position. If it binds because of a tight hole, carefully drill out hole with a #44 (.086") drill in a **Kadee® '240 Pin Vise.**

**8.** Assemble the Swing Bracket to the coupler mounting surface, using the size 0-80 x 3/8" round head screw and nut or just the screw, as shown in **Fig.5.** Align and center the coupler to the locomotive or car centerline by adjusting the Swing Bracket. If the 30-Series box is too thick, lightly file an equal amount from each side until the bind is relieved and the box swings free and clear to the center. Use a small amount of **Kadee® '231 Greas-em** graphite lubricant.



**Fig.5**

**9.** Test for correct height using the **Kadee® '205 Coupler Height Gauge.** If the coupler is too high, first check to make sure the chassis is not bent by laying a straight edge along the sides and observe if the top edges of the ends of the chassis are straight and even where the chassis and weight joins. If they are not they can, with care, be bent straight. Should the coupler still be too high, use one or more of the round metal washer shims stacked together between the chassis and the Swing Bracket to lower the coupler. Then repeat step #9 again, until the coupler is the correct height. Next, adjust the Trip Pin if necessary using the **Kadee® '237 Trip Pin Pliers.**

**10.** Assemble the locomotive or car and observe if there is any interference between the Swing Bracket /Coupler assembly and the coupler opening. The opening may have to be trimmed to allow the bracket and coupler to swing freely.



Made in the U.S.A.

**673 AVENUE C  
WHITE CITY, OR 97503-1078**