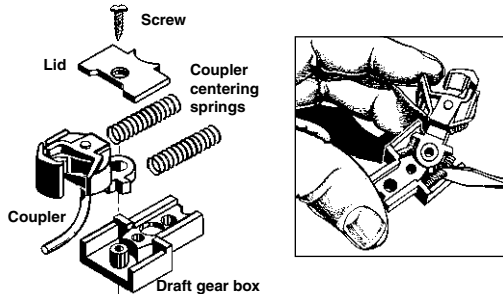


799 / 1799 Ins.

ASSEMBLY

IMPORTANT: Before assembling remove any burrs or flash (if any) from all parts. Burnish (Polish) all friction bearing surfaces with #231 Greas-em dry graphite lubricant.



To assemble the coupler follow the illustrations in these instructions. Make sure the gear box lid is tightly secured with the screw. Add a "puff" of our #231 Greas-em into the draft gear box. Make sure the coupler flexes back and forth freely.

MOUNTING

LGB Locomotive nos. 20450, 20800, 20808

A black or black and white buffer protrudes from the front of the locomotive. This must be removed by pulling straight out. Remove the old coupler.

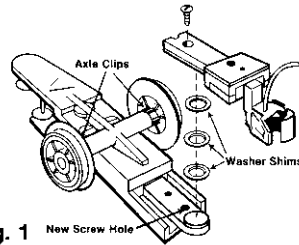


Fig. 1 New Screw Hole

Place the new Kadee® coupler in position and mark the new screw hole location. Remove the coupler and drill a 3/32" hole. Install the Kadee® coupler using a #4 x 3/8" screw. The point of the screw can be filed or ground off for a more finished appearance.

After mounting the Kadee® coupler place loco on track and check the coupler height. If the coupler is too high. Remove the coupler and place several of the red .015" washer shims on the boss of the coupler mount (Fig.1). This will lower the coupler when reinstalled. There is also excessive Slack in the truck axles on these locomotives which will prevent proper coupler operation. This is corrected by installing the supplied axle clips on the axles just inside the wheels to limit wheel side movement (Fig.1).

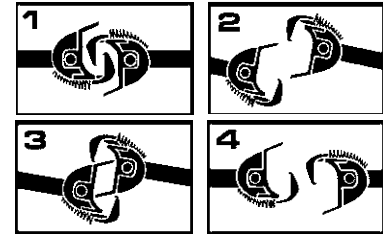
COUPLER OPERATION TO COUPLE -

Simply push cars together until knuckles bypass each other and lock into position.

FOR DELAYED UNCOUPLING -

- 1) Stop with the couplers over an uncoupler and back up slightly with the couplers still over the uncoupler, allowing slack to occur between couplers.
- 2) Pull forward slightly. Couplers are now in the delayed position.
- 3) Back up, pushing the car(s) to the desired location. Do not permit slack to develop between couplers.
- 4) Pull forward, leaving the car(s) where desired. Couplers automatically return to normal coupling position.

Use Kadee® Greas-em, the dry lubricant recommended for use with all Kadee® Magne-Matic® couplers. Grease-em will not attract the dirt and dust that gums up the inside of couplers like oil, grease or other lubricants will. Use our #829 #1-Scale or #880 G-Scale Height Gauge to check for the



NOTE: If couplers swing open too far when uncoupling, lower magnet slightly to correct.

correct coupler height and trip pin clearance. The N.M.R.A. standard for coupler height is the centerline of coupler is 1 1/16" (1.0625") for #1-Scale & 1 1/8" (1.125") G-Scale.

Note: We include extra knuckle springs. The Replacement Knuckle Spring used on Kadee® #1-Scale couplers are sold as the #875 (#819-828 couplers) or #1875 (1700 & 1800 series couplers) Knuckle Spring. The Knuckle Spring used on Kadee® G-Scale couplers are sold as the #860 Knuckle Spring.

For Delayed Action Uncoupling use our #842 Uncoupler, #844 Portable Uncoupler, or our #840 Uncoupler mounted in LGB track.

Kadee® coupler conversion list & coupler conversions are on the Kadee® web sight for your convince.

www.kadee.com/conv/convpl.htm

MAGNE-MATIC®

WARNING:
CHOKING HAZARD - Small Parts
Not for children under 14 years.



Kadee®

Made & Assembled Entirely
in the U.S.A.

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