



Kadee® The Coupler People® H0n3 through G Scale



Kadee products are known worldwide for their quality and dependability. With the continuing growth and popularity of "large scale" trains, Kadee offers a "Magne-Matic®" coupler system that can be adapted to almost all of the different manufacturers cars and locomotives (this may exclude many of the "Brass" models where the coupler mounting can not easily be modified). This gives the modeler a reliable coupler system that will work on their different makes of locos and rolling stock, which is usually equipped with the makers "proprietary" couplers, and may or may not be compatible with other coupler systems. Kadees Magne-Matic® coupler system, when installed and mounted correctly, is a complete "hands off" operational coupler system.

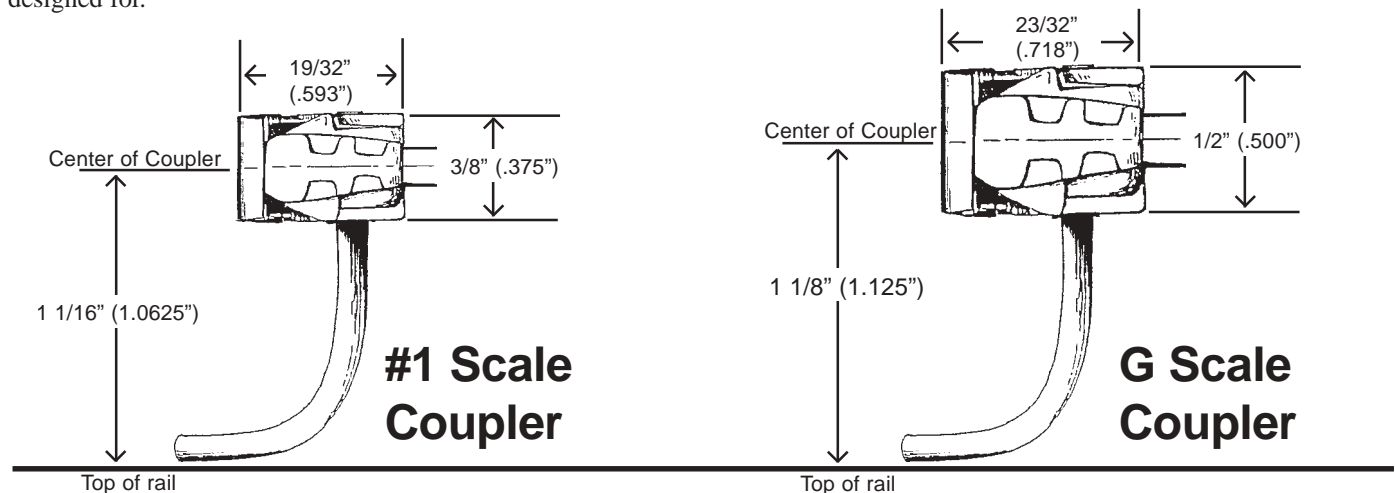
Kadee offers two "scale" sizes to choose from and they represent the standard Type "E" 12 inch high knuckle coupler. Our #1 scale couplers are 1:32 scale and are designed to be mounted at the current NMRA Standards "S-1" coupler height of 1 & 1/16" (27mm) above the rail, measured from the top of the rail to the "center" of the coupler. Our "G" scale couplers are 1:24 scale and are designed to be mounted at 1 & 1/8" (1.125") above the rail, just slightly higher than the G scale "narrow gauge" coupler height of 1 & 5/64" above the rail. This is based on narrow gauge being 3/4 of standard gauge, standard G scale coupler height is 1 & 7/16" (1.4375") divided by 3/4 (or x .75) equals 1.078". Both couplers are very close to "actual scale" size. Our #1 scale coupler knuckle is .370" high, measured at the pulling face and our G scale coupler knuckle is .495" high.

Note that the manufacturers of large scale models (due to many reasons) may or may not produce their models entirely to a particular scale size and that their couplers are set at various heights according to the height of "their" specific type of uncoupler and not necessarily to the NMRA Standards. Therefore, you will find different styles of couplers mounted at different heights between the various makes of models.

Since "large scale" covers several different "scale proportions" ranging through but not limited to 1:32, 1:29, 1:24, 1:22.6, 1:22.5, and 1:20.3 ratios the particular choice of coupler size is up to the modeler. There are many who like the small #1 scale coupler for the more to scale "appearance" (these are also used mostly on the 1/32 and 1/29 scale models). There are many that use the larger G scale coupler because it has a larger pulling face for use on rougher trackage, like that on outdoor layouts that are exposed to weather and temperature variations (these are used mostly on the 1/24 and larger scale models).

In our large scale coupler conversion list we show the two recommended coupler options of using a #1 or G scale coupler that applies to most models. Many of our #1 and G scale couplers use the same draft gear box so the modeler can follow the same mounting procedures for both scales. The shanks of these couplers are molded to compensate for the difference in the coupler height between the #1 and G scale couplers.

Usually, if the particular model has a truck mounted coupler we also will try to mount our coupler on the truck. Most of the time couplers are truck mounted to help the model negotiate tight radius curves and allow clearance for the wheels to pivot, etc. If the modeler wishes to body mount the coupler instead of truck mount, it usually is a matter of building a level platform to mount a straight or centerset shank coupler on. Then, if needed, shimming down to the correct coupler height. On shorter cars you'll need to make the mounting and coupler as narrow as possible to allow the truck to pivot freely with enough wheel clearance to negotiate the tightest curves on your layout. We have changed truck mounted couplers to body mount on some passenger cars and a few locomotives such as the Bachmann Climax and Shay where we use a coupler in the prototypical shelf pockets. We also mount our couplers for the closest coupling distance between cars (and locos) as possible and still retain the ability to negotiate the tightest curves the model was designed for.

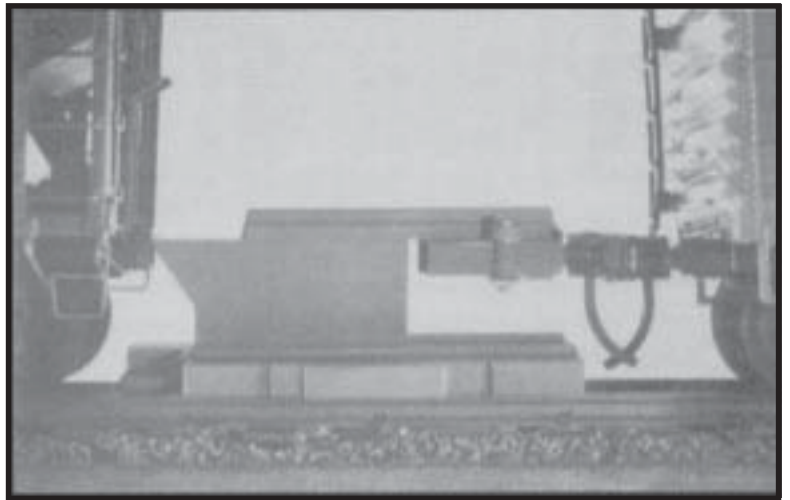


Kadee® Tools Measure Up!

- Improves coupler performance.
- Alleviates coupling and uncoupling problems.
- Easy to assemble. Simple to use. Eliminates guesswork.
- Provides instant visual reference of proper coupler centerline height above the rails.
- Accurately measures correct mounting surface height.
- Track and Wheel Width Gauge for troubleshooting.
- Works as Uncoupler Gluing Jig.
- A must-have for all railroads equipped with Kadee® Couplers.

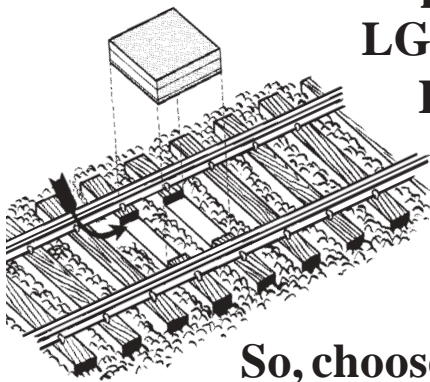
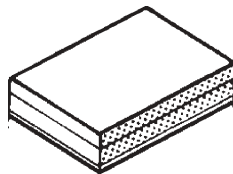
#829 #1 Scale
#880 G Scale

Also available (styles vary) for scales HO, HO_{N3}, O, and O_{N3}.



KADEE'S® G & #1 SCALE UNCOUPLERS

Kadee® has Track-Mounted
Uncouplers in
LGB and
Kalamazoo.



We have Uncouplers
in 'Ready-to-Install'
Kits, TOO.

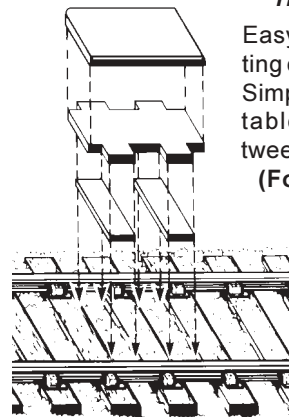
So, choose the Uncoupler That's
just right for YOU!

- #840 Uncoupler mounted in LGB Track
- #841 Uncoupler mounted in Kalamazoo Track
- #842 Uncoupler 'Ready-to-Install' Kit

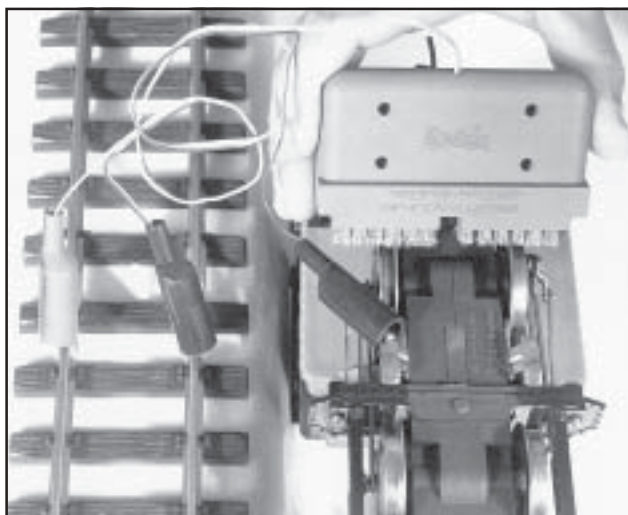
A *Portable* Uncoupler
for G and
#1 Scale!

Easy to install! No cutting of the ties required!
Simply place #844 portable uncoupler between the ties!

(For use with LGB and similar track.)



#844
G & #1 Scale



Big Trains Need Big Help...

and Kadee® Has The Tools You Need

Kadee's® 'Speedi' Driver Cleaners are the ultimate tool for cleaning your locomotives. This "magical" instrument clears your driver wheels of dirt and build-up in seconds -- allowing your engines to perform at their maximum potential.

NO WIRING NECESSARY! Simply clip leads onto running track or 12 volt D.C. power source. When the metal brushes of the 'Speedi' Driver Cleaner come into contact with the drive wheels of your locomotive, the wheels turn, running against the driver cleaner brushes and cleaning them instantly.

This powerful tool will let you get the most from your locomotives!

#843 For O to G Scale

Also available -- #236 for HO_{N3} to O Scale

BACHMANN SPECTRUM HEISLER

#835 "G" scale or #1835 #1 scale

This is a truck mounted coupler conversion. For body mounted coupler options see the end of this text.

Truck Mount: Remove the original coupler arm assembly for the truck. There are two small screws on the bottom of the short pocket that the arm fits into. Remove these and keep the screws in a secure place. Remove the single screw holding the coupler to the arm, save the screw and discard the coupler and centering spring. You do not need to remove the small spring alignment cover plate at the center of the arm. The arm will be mounted back into the pocket up side down with the post side down and the new coupler on the top.

Coupler Assembly: The couplers draft gear box will be mounted up side down onto the inverted metal arm. Trim the lid notch evenly on both sides to about .470", as illustrated, to fit over the metal arm. Assemble the coupler inverted into the box where the trip pin is pointing up instead of down as shown in the "couplers instructions". Do not use the box lid, instead, make a thin cover from .015" thick styrene shim stock (or other suitably thin material). Drill or cut a small hole for the front screw.

Set the coupler assembly onto the metal arm, make sure the lid notch fits down over the sides of the arm, align the front screw hole with the front hole of the arm and secure the assembly with the original coupler screw, "without" the metal plate washer from the original coupler.

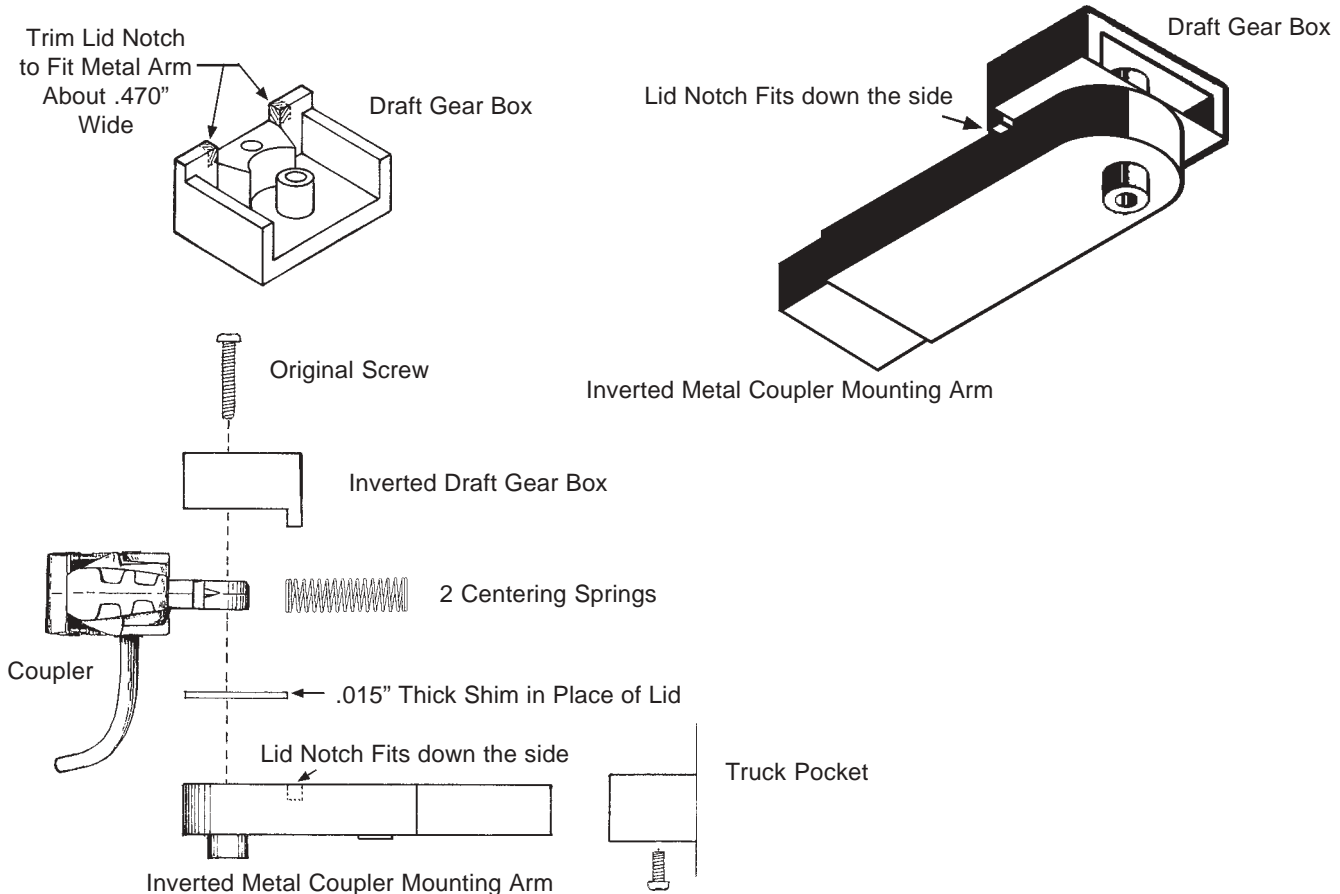
Slide the new coupler arm assembly into the truck pocket and secure with the two original screws. Check the coupler height with our #880 "G" scale or #829 #1 scale coupler height gauges. If it's a bit too low you can use a little thicker cover.

This conversion will allow the negotiation of the tightest curves and turnouts with the couplers in the delayed position only limited by the type and length of car its' coupled to and the cars coupler mounting. The front coupler swing will clear the sand lines, however, the rear coupler swing will hit the rubber lines but should not affect or damage them.

Some modelers will wish to body mount the coupler and there are two basic ways to do this. Also note, a body mounted coupler will not allow the locomotive to negotiate small radius curves as the truck mounted coupler.

First, is to shim down from the bottom of the end sill 1/4" and mount the #835/1835 on a wide enough platform that allows the proper coupler distance and clearance. Most other coupler draft gear boxes are too long and will need to be shortened to fit this way.

The second option, which may actually look the best, is to make a new end beam or extend the original beam far enough to use the #779 "G" scale or #1779 #1 scale sill mounted coupler. Remove the link and pin pockets.



G & #1 SCALE CONVERSION LIST

#1 & G SCALE COUPLER CONVERSION LIST REVISED 3-18-04

The below listings with an asterisk (*) indicates conversions with separate drawings and/or instructions not normally covered in the particular coupler instructions and are available upon request. Most conversions with an asterisk (*) are available on the internet at www.kadee.com/conv/page-c3.htm

"G" / #1

"G" / #1

"G" / #1	"G" / #1
ACCUCRAFT, AMERICAN MODEL SUPPLY (AMS)	BACHMANN
* Freight Cars (Coupler Only) 835 / 1835	* 4-6-0 Big Hauler 791 / 1791
	* 2-4-2 Prairie (831/1831 Tender) 789 / 1789
	* 2-4-2 Tank Switcher (Spectrum) (837/1837 can also be used) 831 / 1831
ARISTO-CRAFT (REA)	2-8-0 Consolidation 781 / 1781
* 0-4-0 Switcher W/O Tender (Tenders #831) 831 / 1831	* 4-6-0 Ten Wheelers 791 / 1791
* 2-4-2 Rogers Loco (Rear Only) 831 / 1831	* 0-4-0 Porter 796 / 1796
2-8-0 Consolidation C-16 (Tender Only) 831 / 1831	2-6-0 Mogul (Tender Only) 837 / 1837
* 2-8-2 Mikado (Pilot) 831 / 1831	* 4-4-0 Centennial (Tender Only) 837 / 1837
Vanderbilt Tender (add .075" shim for #1 scale #820 coupler) 830 / 820	Climax 782 / 1782
* Slope Back Tenders #21900 Series 831 / 1831	* Heisler 835 / 1835
* 4-6-2 Pacific (Tender Only) (#1 Scale #826 can be fitted to pilot) 831 / 1831	* Shay (Coupler only in shelf pocket, no draft gear box, 835/1835 can be used) 789 / 1789
FA-1 Diesel Loco 793 / 1793	* 45 Ton Diesel Switcher 835 / 1835
FB-1 Diesel Loco 792 / 1792	* Side Dump Ore Car (All Plastic) 789 / 1789
Lil' Critter 788 / 1788	Log Car (B) (#920 is the same color as the car) 789 / 820
Center Cab Industrial Switcher 788 / 1788	Other Rolling Stock-to date 831 / 1831
RDC (Budd RDC-1) 789 / 1789	
RS-3 Diesel	
Large Diameter (More than 8 Foot Diameter) 787 / 1787	CHARLES RO
8 Foot Diameter 788 / 1788	Rolling Stock 831 / 1831
Tight Diameter (Less than 8 Foot Diameter) 786 / 1786	
* GE Dash 9-44 CW 789 / 1789	DEPOT G
GE U-25 B Locomotive Conversion Kit (Not a Coupler) 884	Rolling Stock 831 / 1831
Mount #1 or G scale to the 884 830 / 820	
* SD-45 Diesel Loco 787 / 1787	DELTON
Doodle Bug-rail Car (Rear is the same as the heavy weight pass. car)	2-8-0 C-16 Locomotive (Tender Only) 831 / 1831
* Front 787 / 1787	Rolling Stock 831 / 1831
* Rear 831 / 1831	
* Eggliner Locomotive (You can use a #836/1836, use coupler only) 787 / 1787	HARTLAND LOCOMOTIVE WORKS
* Rail Bus (Rear Only) 831 / 1831	Big John 784 / 1784
* Snow Plow 788 / 1788	* "Mack" Switcher 837 / 1837
Rolling Stock 831 / 1831	* 0-4-0 Engine and Tender (Also see Kalamazoo) 832 / 1832
Smooth Side Passenger Cars (mounted on "top" of extension) 789 / 1789	* Dutchess 2-4-0 (Tender Only) 831 / 1831
* Streamline Passenger Car 831 / 1831	* Princess 2-4-4 Forney (Tender Only) 831 / 1831
Heavyweight Passenger Car Conversion Kit (not a Coupler) 881	4-4-0 American (Tender Only) (Also see Kalamazoo) 831 / 1831
Coupler With "Flex Bracket" G Scale 838	* Rolling Stock 831 / 1831
Coupler With "Flex Bracket" #1 Scale 819	
ASTER Steam (Brass)	KALAMAZOO
K-4, Pennsylvania Loco and Tender (B) 826	0-4-0 Loco #27 and #54 832 / 1832
Hudson, New York Central Loco and Tender (B) 827	4-4-0 Loco (Tender Only) 831 / 1831
K-28 (LGB) Loco and Tender 791 / 1791	Freight Cars 831 / 1831
Caboose (B) 824	Passenger Cars (Small Diameter) (Less than 8 Foot Diameter) 797 / 1797
	Passenger Cars (Larger Diameter) (8 Foot Diameter & Larger) 834 / 1834
	J & M MODELS
	Freight Cars 820
	Pullman Passenger Cars 825

KEY: B = Body Mounting, T = Truck Mounting

031804

G & #1 SCALE CONVERSION LIST

"G" / #1

"G" / #1

LGB	"G" / #1	LIONEL	"G" / #1
STEAM		0-4-0 Loco-Frontier freight, Thunder Mountain Express Great Northern 795 / 1795	
0-4-0 Small Steam (20100, 20101, 20200, 21211, 20761, 20750?, 21761, 22212, 23211)	832 / 1832	0-6-0 Gold Rush Special, Disney Magic Express (Rear Only)	795 / 1795
* 0-4-0 Industrial Loco (Field Rwy) (20140, 21140, 22140, 23140)	831 / 1831	4-4-2 Loco and Tender	794 / 1794
0-4-0 With Drive Tender (20151, 21151)	796 / 1796	GP-20 Diesel	787 / 1787
0-4-0 Old West w/Cow Catcher (Tender Only) (20171, 22171)	831 / 1831	Rolling Stock	831 / 1831
* 0-4-0 Porter (LEHMANN) (21771, 22771)	835 / 1835	MARKLN #1 Scale	
0-4-2 Chloe (Rear Only) (20130, 22130)	831 / 1831	* Low Side Car	1789
0-6-2 Series "U" (20701, 20711, 21701, 21711, 22701, 20731, 23701)	796 / 1796	* American Passenger Car (820 coupler with a 882 flex bracket)	819
0-6-6-0 CC Mallet Tank (20851, 23851, 22852, 25851)	832 / 1832	MODEL DIE CASTING (MDC)	
2-4-0 (20232, 21232)	(Pilot ? Tender only) 831 / 1831	Little Hustler	831 / 1831
2-6-0 Mogul W/Coupler pilot (20192, 21190, 22192, 23191, 24194, 25182, 25192, 26192, 27192, 29192)	791 / 1791	* Big Hustler	835 / 1835
2-6-0 Mogul "Bear Trap" w/Plow (23192, 25192, 26182)	831 / 1831	Rolling Stock	831 / 1831
2-6-0 Mogul Draw Bar Pilot (Tender Only) (20281, 21181, 22182, 23182, 24182)	831 / 1831	PRECISION SCALE CO. / IRON HORSE (PSC)	
2-6-0 Spreewald (21741, 22741)	831 / 1831	Gondolas, Boxcars and Tank Cars	
2-6-2 Tank (20801, 20802, 21802, 22801, 23802, 24801)	799 / 1799	820	
Forney (20251, 20252, 21251, 21252, 23252)	790 / 1790	SAMHONGSA	
2-6-6-2 Mallet Sumpter Valley (20892, 21892)	783 / 1783	Hopper Car #1 Scale	
2-6-6-0 Mallet Utah Rwy Co. (20882, 21881)	783 / 1783	822	
2-8-2 Mikado (22872) (European Style)	? 831 / 1831	USA TRAINS	
2-8-2 Mikado (20872, 21872, 23872, 24872, 25872)	? 791 / 1791	4-6-4 Hudson Steam (Tender only, add .075" shim for 820 coupler)	
DIESEL		830 / 820	
* F-7 All "A" & "B" Units	831 / 1831	* 44 Ton Loco	
Alco DL 535E (20550, 21552, 20560, 21562, 22552, 22560, 22562, 23560, 24552)	831 / 1831	20 Ton Loco	
DB Diesel loco (21510, 22512, 23510, 24512)	831 / 1831	* F-3 "A" & "B" Units (two options, instructions available) (Pilot)	
Diesel Switcher (20630 D&RGW), (22630 SVRwy), (23630 PRR)	831 / 1831	(Pedestal)	
Switcher (20604, 20610, 22604, 23600)	832 / 1832	* (Platform)	
Industrial Switcher (20620, 21620)	832 / 1832	GP-7	
Kleinlok Switcher (20900, 21900)	832 / 1832	GP-9	
Track Cleaning Loco (20670)	832 / 1832	GP-30	
Track Maintenance and Fire Dept (20330, 22330)	832 / 1832	* (Closer more secure coupling)	
* Rail Truck (20680, 21680, 22680)	835 / 1835	GP-38-2	
Diesel Snow Plow (25604)	832 / 1832	* SD-40-2	
ELECTRIC		NW-2	
GE6/6 RhB "Crocodile" (20400, 21400, 22400, 24402)	832 / 1832	Large Diameter (8 Foot Diameter & Larger)	
GE2/4 Slant Rod Passenger (20440, 20450, 21440, 21450)	799 / 1799	* Small Diameter (Less than 8 Foot Diameter)	
ROLLING STOCK		831 / 1831	
2 Axle Cars	833 / 1833	Rolling Stock	
4 Axle Cars	831 / 1831	* Ultimate Series Extruded Aluminum Passenger Car	
* Field Railroad Cars (and similar short cars)	831 / 1831	Ultimate Series Freight Cars - With Body Mounts	
* Disconnect Log Car	831 / 1831	(Use .075" Thick Shim With #1 Scale #820)	
#30410, 3530, 40430 Through 40470	798 / 1798	830 / 820	
Passenger Cars (Small Diameter)	797 / 1797		

080603

KEY: B = Body Mounting, T = Truck Mounting

DIMENSIONS OF BODY MOUNTED COUPLERS

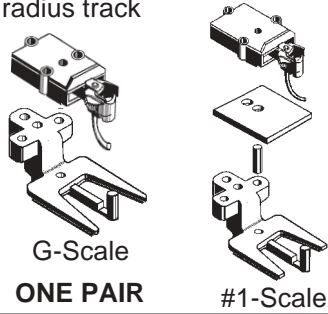
#820	Gear Box: 1 1/4" long x 7/8" wide x 5/16" high	#828	Length of Gear Box with Flex Bracket: 2 11/16"
#821	Gear Box: 17/32" long x 5/8" wide x 9/32" high	#830	Gear Box: 1 21/32" long x 1 5/32" wide x 13/32" high
#822	Shank: 1" long x 1/4" wide x 3/16" high	#835-#837	Gear Box: 9/16" long x 13/16" wide x 3/8" high
#823	Shank: 1" long x 1/4" wide x 5/16" high	#1836-#1837 ...	Gear Box: 9/16" long x 13/16" wide x 3/8" high

#1 SCALE COUPLERS & #1 & G SCALE ACCESSORIES

819 #1-Scale

838 G-Scale

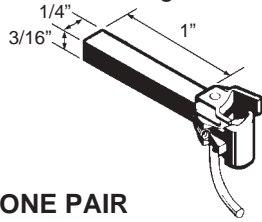
#820 Coupler with a #882 Flex Bracket (#1-Scale).
#830 Coupler with a #883 Flex bracket (G-Scale).
Body mounting for small radius track



G-Scale **ONE PAIR** #1-Scale

822 #1-Scale

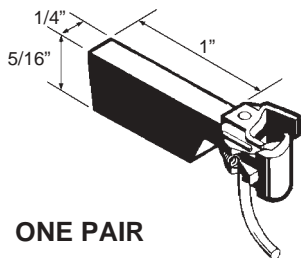
Straight Shank Coupler for stationary (solid) mounting without a draft gear box



ONE PAIR

823 #1-Scale

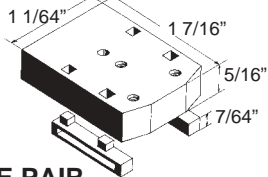
Straight "thick" shank coupler similar to the #822



ONE PAIR

881 Conversion Kit #1-Scale

For mounting #819 or #838 Couplers on Aristo-Craft™ heavyweight passenger cars and used for a shim block on other body mount applications



ONE PAIR
Couplers not included

820 #1-Scale

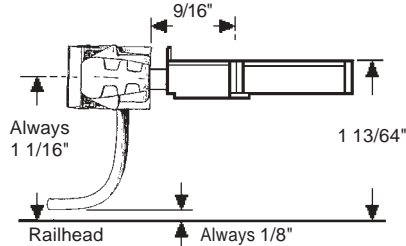
Black color

920 #1-Scale

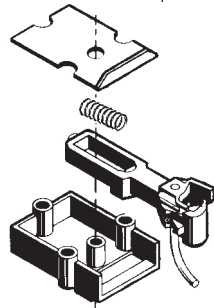
Rust color

Body Mount Coupler with Straight Centerset Shank in a Standard Draft Gear Box

(Gear Box: 1 1/4" long x 7/8" wide x 5/16" high)

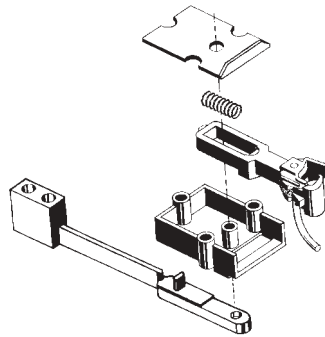


ONE PAIR



828 #1-Scale

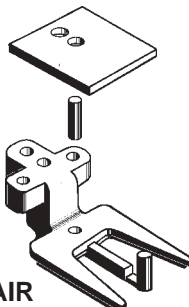
#820 coupler and a long "Flex" bracket (Length of Gear Box with Flex Bracket: 2 11/16")



ONE PAIR

882 Flex-bracket #1-Scale

for #820 Draft Gear Box



ONE PAIR
Couplers not included

821 #1-Scale

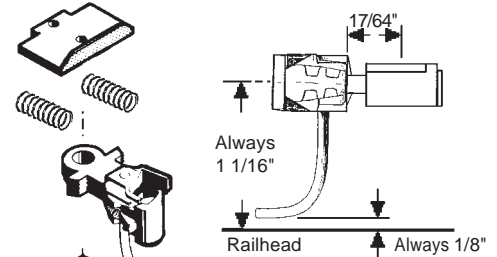
Black color

921 #1-Scale

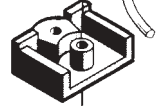
Rust color

Body Mount Coupler with Small Short Draft Gear Box (smaller than the Draft Gear Box of the 1835, 1836, and 1837 type) for smaller mounting areas than the #820 Coupler

(Gear Box: 17/32" long x 5/8" wide x 9/32" high)

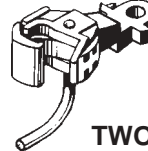


ONE PAIR



To convert G scale to #1 scale by replacing larger coupler in existing draft gear box

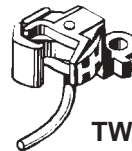
1838 #1-Scale



Small Offset Coupler, 1-1/8" railtop to underbody
"Couplers Only without draft gear boxes"

TWO PAIR

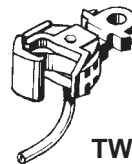
1839 #1-Scale



Large Offset Coupler, 29/32" railtop to underbody
"Couplers Only without draft gear boxes"

TWO PAIR

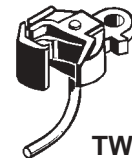
1840 #1-Scale



Reverse Offset Coupler, 1-5/16" railtop to underbody
"Couplers Only without draft gear boxes"

TWO PAIR

1850 G-Scale

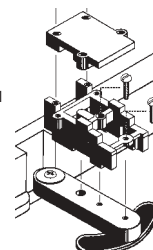


G-Scale Centerset Coupler, 1-5/16" railtop to underbody
"Couplers Only without draft gear boxes"

TWO PAIR

884 Conversion Kit G-Scale

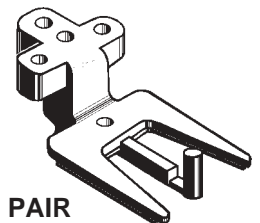
For mounting #820 or #830 Couplers on Aristo-Craft™ GE U-25B locos



ONE PAIR
Couplers not included

883 Flex-bracket G-Scale

for #830 Draft Gear Box

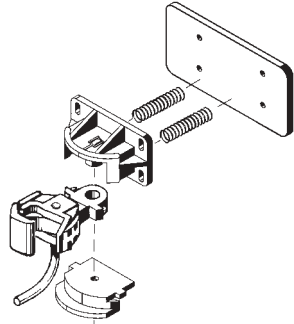


ONE PAIR
Couplers not included

#1 & G SCALE COUPLERS

779 G-Scale
1779 #1-Scale

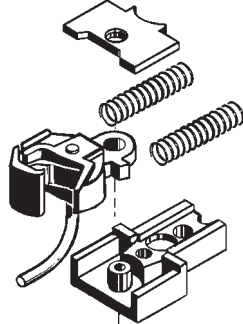
Centerset Coupler in a Sill Mounted Pocket.



ONE PAIR

789 G-Scale
1789 #1-Scale

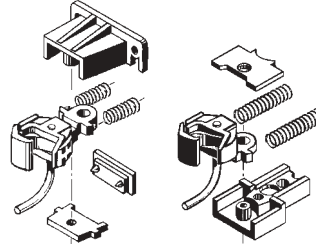
Centerset Coupler in a #831/1831 Draft Gear Box



ONE PAIR

791 G-Scale
1791 #1-Scale

Centerset Coupler in a Pilot Pocket & large offset Coupler in a #831/1831 Draft Gear Box

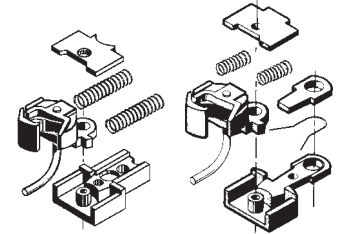


PILOT
ONE PAIR

TENDER

794 G-Scale
1794 #1-Scale

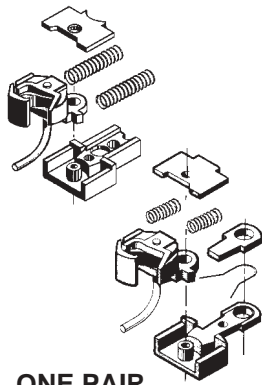
Medium offset Coupler & Large offset Coupler with a #831/1831 Draft Gear Box & Swinging Draft Gear Box



ONE PAIR

796 G-Scale
1796 #1-Scale

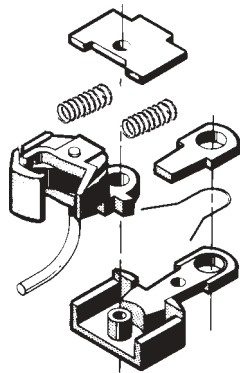
Large offset Coupler in a #831/1831 Draft Gear Box & Swinging Draft Gear Box



ONE PAIR

832 G-Scale
1832 #1-Scale

Large offset Coupler in a Swinging Draft Gear Box

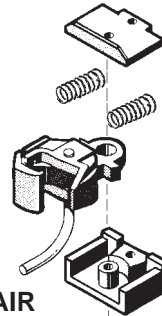


ONE PAIR

835 G-Scale
1835 #1-Scale

Body Mount Centerset Coupler with short narrow Gear Box. Railtop to underbody 1-5/16"

(Gear Box: 9/16" long x 13/16" wide x 3/8" high)

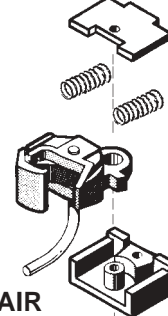


ONE PAIR

836 G-Scale
1836 #1-Scale

Body Mount Medium offset Coupler with short narrow Gear Box. Railtop to underbody 1-1/8"

(Gear Box: 9/16" long x 13/16" wide x 3/8" high)

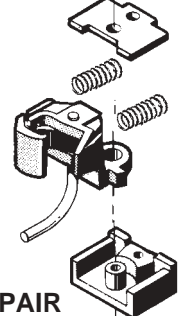


ONE PAIR

837 G-Scale
1837 #1-Scale

Body Mount Large offset Coupler with short narrow Gear Box. Railtop to underbody 29/32"

(Gear Box: 9/16" long x 13/16" wide x 3/8" high)

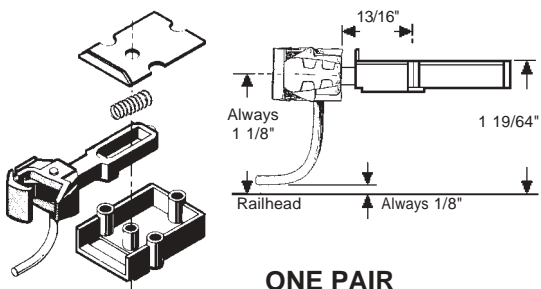


ONE PAIR

830 G-Scale
Black color
930 Rust color

Body Mount Coupler with Straight Centerset Shank in a Standard Draft Gear Box

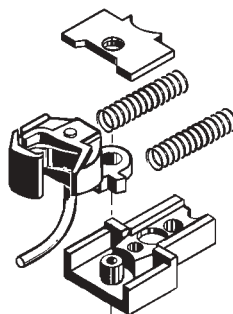
(Gear Box: 1 21/32" long x 15/32" wide x 13/32" high)



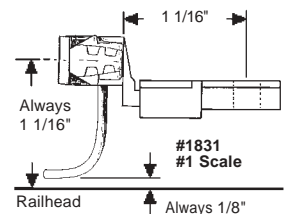
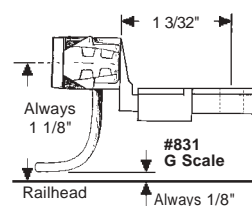
ONE PAIR

831 G-Scale
1831 #1-Scale

Large Offset Coupler & Draft Gear Box for truck mountings on most Aristo-Craft™, Bachmann, Charles Ro, Depot G, Delton, Hartland, Kalamazoo, LGB 4 axle, Lionel®, Model Die Cast (MDC), and USA Trains®



ONE PAIR



#1 & G SCALE COUPLERS & ACCESSORIES

839 Truck Centering Springs and Retainers
for LGB two axle cars

861 Centering Spring for all G-Scale small Gear Boxes, truck or body mount, except Coupler #830

862 Centering Springs for Coupler #830 & #930 Gear Boxes

864 Truck Centering Springs for LGB two axle cars

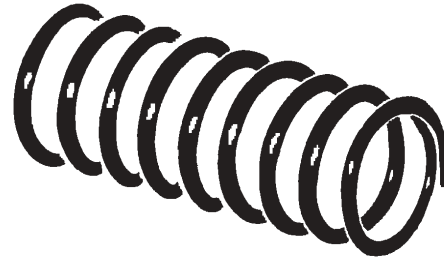
876 Centering Springs for #820 & #930 Gear Boxes

877 Centering Springs for #821 Gear Box

860 Knuckle Springs for all Kadee® G-Scale Couplers

875 Knuckle Springs for #1-Scale Couplers #819 through #828

1875 Knuckle Springs for #1-Scale Couplers #1700 & #1800 series



781 / 1781	Coupler Conversion	Bachmann 2-8-0 Consolidation
782 / 1782	Coupler Conversion	Bachmann "Climax"
783 / 1783	Coupler Conversion	LGB 21881, 20882 "Uintah" & LGB 20892 "Sumpter Valley"
784 / 1784	Coupler Conversion	Hartland "Big John"
785 / 1785	Coupler Conversion	U.S.A. Trains® EMD GP7, GP9 & GP 38-2
786 / 1786	Coupler Conversion	Aristo-Craft™ RS-3 (4' radius track, 2 1/2' with some cars (coupled non delayed))
787 / 1787	Coupler Conversion	Aristo-Craft™ RS-3, U.S.A. Trains® NW-2 & Lionel® GP20 (large radius)
788 / 1788	Coupler Conversion	Aristo-Craft™ Lil' Critter & RS-3 (4' radius track)
790 / 1790	Coupler Conversion	LGB 20251, 21252 "Forney"
792 / 1792	Similar to #831.	Coupler for Aristo-Craft (REA) Alco FB-1
793 / 1793	Similar to #831.	Coupler for Aristo-Craft (REA) Alco FA-1
795 / 1795	Similar to #832.	Coupler for Lionel® 0-4-0 and 0-6-0 locos
797 / 1797	Similar to #832.	Truck mounted Coupler for cars with long overhang running on small radius track
798 / 1798	Similar to #831.	Coupler for LGB cars 3041, 3530, and 4043 through 4047
799 / 1799	Similar to #831.	Coupler for LGB locos 2045, 2080D and 2080S
824	Coupler Conversion (#1 Scale only)	Aster Caboose
825	Coupler Conversion (#1 Scale only)	J&M Models Pullman Passenger Cars
826	Coupler Conversion (#1 Scale only)	Aster K-4 steam locomotive & tender (includes a special brass coupler pocket for the pilot)
827	Coupler Conversion (#1 Scale only)	Aster Hudson loco & tender
833 / 1833	Similar to #831.	Truck mounted Coupler for LGB two axle cars
834 / 1834	Similar to #831.	Truck mounted Coupler for Kalamazoo passenger cars running on large radius track