



#786



#1

#1786

COUPLER CONVERSION FOR Aristo-Craft™ RS-3 (8' diameter curves)

Contains:

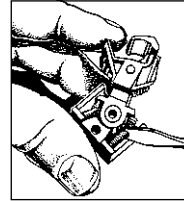
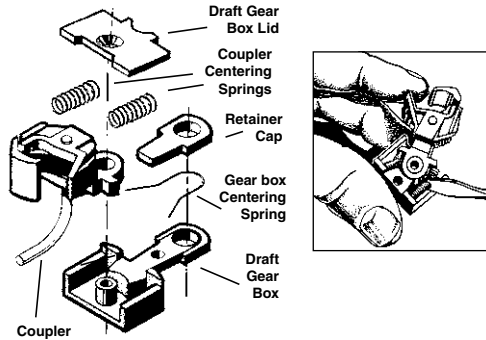
2ea. Couplers, 2ea. Draft Gear Boxes, 2ea. Gear Box Lids, 2ea. spring retainer caps, Gear Box centering springs, Coupler Centering Springs, Knuckle Spring, #2x3/8" screws, #4x3/8" screws, #4x1/2" screws, bushings, and washers.

Note: Not all parts will be used for this conversion. Some alterations are required of the gear box prior to assembly.

Please read through instructions carefully and completely before proceeding.

ASSEMBLY

IMPORTANT: Before assembling remove 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. Secure lid to the gearbox with the #2 x 3/8" screw. Add a "puff" of our #231 Greas-em into the draft gear box. Make sure the coupler flexes back and forth freely.

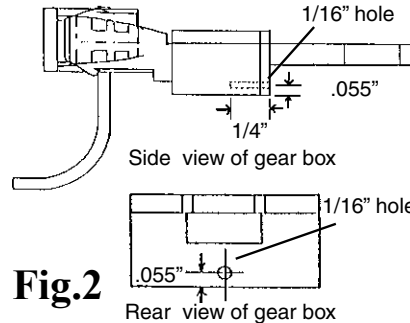


Fig.2

MOUNTING Aristo-craft™ RS-3

NOTE: Before drilling any holes mark the hole with a sharp pointed center punch. This will act as a guide for the drill bit.

Very carefully drill a 1/16" hole in the back of the draft gear box as straight and level as possible .055" (just under 1/16") from the bottom and on the centerline 1/4" deep, just short of the boss (center pivot post) Fig. 2. Drill the hole (for the retainer cap post) the rest of the way through the gear box shank, using a 3/32" drill. The retainer cap will be placed on the opposite side of the shank, Fig. 3. Assemble the coupler according to its instructions, omitting the wire gear box centering spring. Remove any burrs from drilling. Place the assembled coupler onto the coupler mounting post followed by the retainer cap and secure with the original screw and washer. **NOTE:** Make sure there are no burrs on mounting post that will interfere with the couplers operation. Reinstall the straight centering spring and slip into the

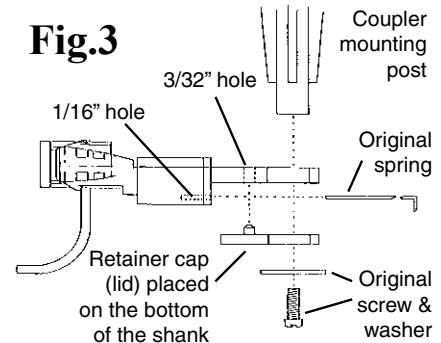
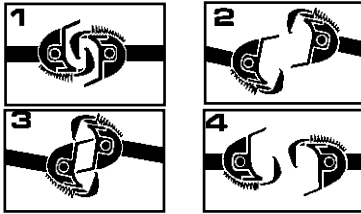


Fig.3

1/16" hole in the back of the draft gear box. Secure with it's original screw (tweezers and grippers will assist here). Note: If the 1/16" hole broke through the floor of the draft gear box, be sure to clean any burrs and check if the end of the straight spring interferes with the coupler. If so, trim off the appropriate amount from the spring, only enough to eliminate the interference. Check for correct coupler height, function and clearance. If the centering action doesn't bring it back to center, remove the straight spring and adjust (carefully bend) as needed. Be sure the spring clears the screw head on the top of the mounting post.

COUPLER OPERATION TO COUPLE -

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



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

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 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 (#820-828 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 site for your convenience.

www.kadee.com/conv/convpl.htm

MAGNE-MATIC®

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



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

Kadee®

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