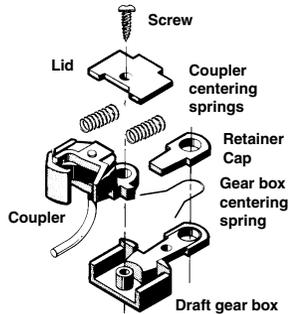


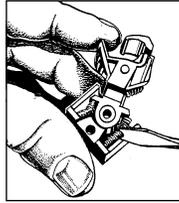
797 / 1797 Ins.

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. 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 passenger cars nos. 30800, 30810

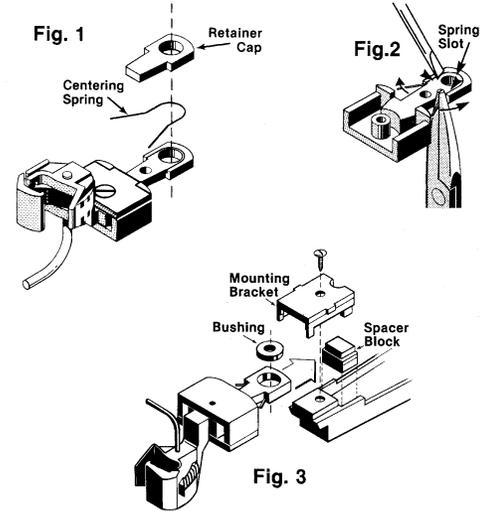
Install a gear box centering spring in the groove of the gear box as shown in Fig. 1. A retainer cap cannot be used in order to maintain correct coupler height. To hold the spring in the groove use a small screwdriver's pointed corner as shown in Fig. 2. Applying pressure will wedge plastic over the spring. This should be repeated in the 3 locations shown and then the surface should be filed smooth. Burnishing contact areas of the gear box and mounting bracket with Greas-em will insure free movement. Remove screw A (Fig. 7 general instructions) to lift out entire truck assembly and cut the coupler mount as shown. For this installation you will need to use the spacer blocks. Place a block in the location shown (Fig. 3). Now the mounting bracket can be snapped into place, straddling the spacer block. The mounting bracket hole is lined up with the mounting hole on the coupler mount. Take one of the thick bushings and place it in the hole of the gear box shank. The coupler gear box assembly with bushing is then slid into the mounting bracket until the holes line up and is secured with a #4 x 3/8" screw. Do not overtighten or the gear box may not swing properly.

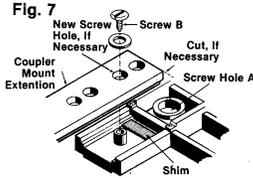
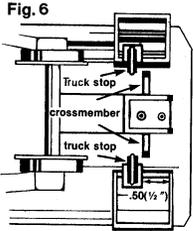
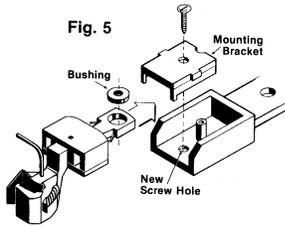
Note: Set the car on track and check the coupler height. If a little low, disassemble and slightly file the thickness of the bushing. When reinstalled, this will raise the coupler. Also test the gear box centering action. If gear box centering action seems sluggish or favors one side, which is not caused by a burr or overtightened mounting screw, one or both spring legs can be bent a little more as shown in Fig. 2.

LGB passenger cars nos. 30610 through 30640
This mounting is similar to the nos. 30800, 30810 except that a spacer block is not required. After cutting the coupler mount as described above, the mounting bracket is snapped into place, lining up the hole with the mounting screw hole.

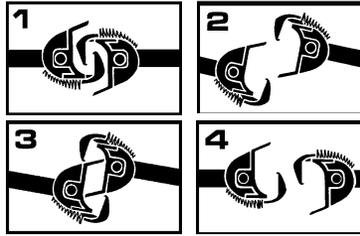
Kalamazoo passenger cars

Install a gear box centering spring in the groove of the gear box as shown in Fig. 1. A retainer cap cannot be used in order to maintain correct coupler height. To hold the spring in the groove use a small screwdriver's pointed corner as shown in Fig. 2. Applying pressure will wedge plastic over the spring. This should be repeated in the 3 locations shown and then the surface should be filed smooth. Burnishing contact areas of the gear box and mounting bracket with Greas-em will insure free movement. The mounting bracket must be modified for this installation. Cut or





file down the rear legs as shown in Fig. 4. Remove the old coupler and slip the mounting bracket into place (Fig. 5). Mark the new screw hole location, remove bracket and drill a 3/32" hole (this can be done by hand with a sharp drill). Now place the mounting bracket back in position. Take one of the thick bushings and place it in the hole of the gear box shank. The coupler gear box assembly is then slid into the mounting bracket until the holes line up and is secured with a #4 x 3/8" screw. Do not overtighten or the gear box may not swing properly. The cross member (Fig. 6) must be removed by prying out with fingers so that the truck will swing freely. Glue on the truck stops as shown in Fig. 6. Placement of these stops is critical and should be located as shown. See note above. If coupler is still a little low remove screw A (Fig. 7) so that the entire truck can be lifted out. Now remove screw B and slide out the coupler mount. Place one of the supplied white .010" shims



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

in location shown and reinstall the coupler mount and truck. This will raise the coupler slightly. If the coupler appears to extend out too far the coupler mount extension (Fig. 7) can be cut shorter, a new hole drilled, and the entire mount moved in).

Note: If the coupler extends out too far most of the coupler mounts can be modified to bring it in closer to the car. If the coupler is too high a retainer cap is used on the gear box. When this cap is used the thin bushing is added and also the longer #4 x 1/2" screw.

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. Greas-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.F.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®

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Quality products co.

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