



#821 Black

#921 Rust

BODY MOUNTED COUPLER WITH SMALL SHORT GEAR BOX ASSEMBLY INSTRUCTIONS

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.

Lid



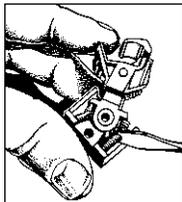
Coupler centering springs



Coupler



Draft gear box

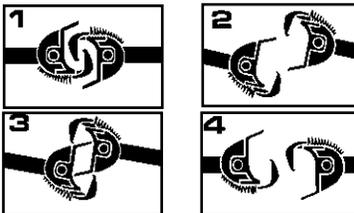


To assemble the coupler follow the illustrations in these instructions. The gear box lid is not secured with the screw until it is mounted. Add a "puff" of our #231 Greas-em into the draft gear box. Make sure the coupler flexes back and forth freely.

MOUNTING

Use the #829 #1-Scale coupler height gauge to determine the coupler mounting height. Place Coupler with Draft Gear Box in position, directly on the car centerline. Drill and tap for 2-56 screws in the marked locations. An alternative to tapping the mounting holes is to drill 3/32" holes through and use 2-56 screws and nuts to secure the Draft Gear Box.

NOTE: When using metal screws in plastic, tapping of the hole may not be required. After drilling a 5/64" hole, the screw will self-tap.



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

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 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



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



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

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