

AHM (RIVAROSSO)

#34 COUPLER CONVERSION FOR PILOT AND TENDER

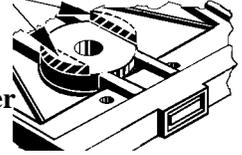
1. Remove existing coupler assembly and rear truck from tender.
2. Cut away coupler retainer lugs as shown in Fig. 1. File flush and flat with surface of existing coupler mounting pad.
3. Make a .020" thick by 1/4" wide by 5/8" long styrene shim. Glue along centerline touching inside lip of tender shell.
4. Drill and tap a 2-56 threaded hole 1/4" from end on centerline, as shown in Fig.2, into shim and tender floor.
5. Secure assembled #34 Coupler with 2-56 screw to mounting pad. Reinstall rear truck.
6. Remove loco boiler shell according to the instruction sheet, Fig.1. This gives access to coupler retaining pin on top of pilot. Push out retaining pin from underside of pilot. Remove coupler.
7. Enlarge coupler pocket opening to fit a 30-Series Draft Gear Box, see Page 179 for dimensions. Do not trim away material from the underside of the top of the coupler pocket, work down from there by trial and error until a centered slip fit is achieved.
8. Insert #34 Coupler, assembled with the spring on top and coupler on the bottom, into the modified coupler pocket. Align mounting holes and push retaining pin through assembly.
9. Check for correct coupler height, function, and clearance and make any adjustments necessary.

4-8-8-2 CAB FORWARD

Remove both coupler retaining lugs, file flush and flat with top of pad.

Fig.1

Cutting away Coupler Retaining lugs



Fasten the #34 Coupler assembly with a 2-56 x 1/4" screw

Assemble #34 Coupler with coupler on bottom and spring on top

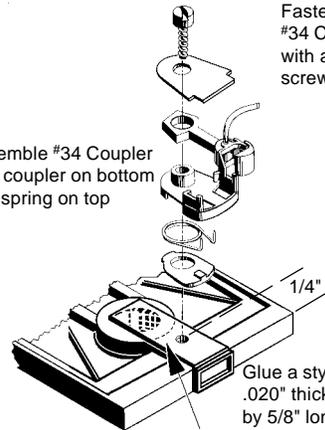


Fig.2

#34 Installation with shim

Use existing retaining pin to secure assembled #34 Coupler. Coupler should be assembled with spring on top, coupler on bottom, as illustrated in Fig.2 above

Cut away and trim coupler pocket to fit 30-Series Draft Gear Box from inside of top of pocket

Do not cut away underside of top of coupler pocket

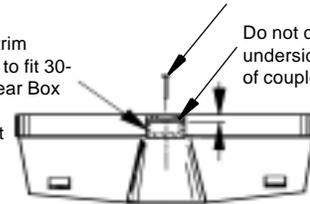


Fig.3

#34 Pilot Installation