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**BACHMANN SPECTRUM****4-8-2 MOUNTAIN****PILOT #39 COUPLER CONVERSION****TENDER #33 COUPLER CONVERSION**

On the pilot remove the lead wheels, file the bottom lip of the pocket until the shank of the coupler fits through and the coupler can move side to side freely. Make a shim from .040" thick styrene .340" x .200" and cement it behind the pilot and against the existing hole, making a platform level with the upper lip of the opening.

Assemble the spring side of the draft gear box and file the arch at the front of the box flat until the arch is gone. Slip the shank of the coupler through the opening and place the draft gear box over the shank and make sure the tips of the spring are correctly positioned one on each side of the shank. Slide the box forward against the back of the opening. Hold the assembly in place and flip the coupler back and forth, it should snap to center from both sides freely. Mark the platform through the hole in the box, it should be centered and right behind the existing hole. Drill (#50 drill) and tap a hole through the shim and platform for a 2-56 screw. Secure the coupler assembly with the plastic 2-56 screw and trim flush with the top of the platform. Check for correct coupler height and clearance then replace the pilot wheels.

On the tender trim off the top section of the post in the coupler pocket to the level of the outer lip. Drill and tap the hole for a 2-56 screw.

Assemble the coupler with the spring side of the draft gear box on the bottom of the coupler and "without" a lid on the top.

File the side walls of the pocket at the same angle as the draft gear box until the coupler assembly fits level and centered over the hole. Secure the coupler with a 2-56 screw of appropriate length (you can trim a plastic screw to length).

Check both couplers for the correct height (use our #205 coupler height gauge), clearance, and function and make any necessary adjustments.