

VARNEY

No.5® COUPLER CONVERSION

1. Remove chassis from frame. Remove couplers and trucks if necessary.
2. Widen "dip" in front and back of loco frame to 5/16" to accommodate No.5® Coupler.
3. For the rear of the "A" unit and front and back of "B" unit: Modify the No.5® Draft Gear Box and Lid. Cut off the back of the box and lid flush with the back end of the Centering Spring. Cut off side mounting lugs flush. See Fig.1. For the front of the "A" unit: Modify the No.5® Draft Gear Box by cutting off just the back wall of the box and side mounting lugs flush. Cut a 3/32" square notch in the back center of the pilot No.5® box. Assemble the No.5® Coupler with Centering Spring on top. Glue assembly together with a plastic compatible cement applied sparingly along seams only. See Fig. 2.
4. Drill and tap a 2-56 hole in the center of the frame "dip" on either end. Secure coupler assembly with a 2-56 screw. Do not over tighten.
5. Check for correct coupler height, function, and clearance and make any adjustments necessary.

EMD F-7 A AND B UNIT

Modify No.5® Draft Gear Box and Lid by cutting off side mounting lugs flush with sides. Cut off back flush with back end of Centering Spring

Modify pilot No.5® Draft Gear Box and Lid by cutting off back end wall and by cutting off side mounting lugs flush with sides

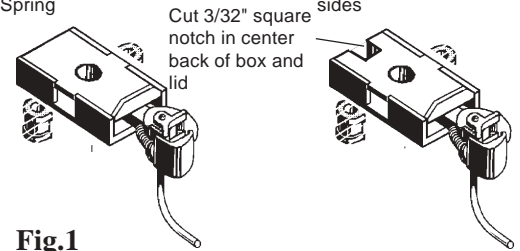


Fig.1
No.5® Installation

Fig.2