

BACHMANN

0-4-0 Porter Tank Switcher

#796 'G' Scale
#1796 #1 Scale

Use the #903 "New Generation" Type "E" Coupler Only replacement to convert older style or damaged couplers to the new Type "E" Coupler.

Remove the original couplers and retain the front screw.

Pilot

To achieve the correct coupler height, the coupler needs to be assembled upside down in the swinging gearbox. The bottom of the gearbox needs to be notched to match the lid for the coupler swing clearance. Place the lid evenly on the bottom of the box and carefully file a matching notch in the bottom. Test fir the coupler and check the swing. File more at the corners if needed. Assemble the coupler into the draft gearbox with the coupler upside down. Do not assemble the wire gear box centering spring or retaining cap. Drill a #4 clearance hole through the small hole of the shank that was for the retaining cap. Slip the assembly into the front pocket. You will need to turn it sideways a bit. Push it in until the back of the box is against the front sill plate opening. Hold it firmly in place and mark the floor, along the centerline, through the small hole and where a screw can go into the floor and be against the top edge of the large hole (See illustration). Use a #43 drill and drill the two holes through the floor. Secure the coupler assembly with a #4x3/8" screw (included in the coupler package) through the small hole and use the original screw at the top edge of the large hole. Note that if you are using the #832 coupler it has a bushing in the package. That fits in the large hole, so use this if you wish to adjust the hole in the floor for the center of the bushing.

Rear

Remove the bottom plate exposing the coupler pocket. Assemble the fixed shank coupler according to its instructions. Trim off the round tip of the arm flush to inside edge (See illustration) of the sill. Trim off the square post behind the hole in the arm. It will be a challenge to get the post with nippers or a hobby knife, trim it as flush as possible. Slide the coupler into the arm and against the back of the gear housing. Hold the coupler in place and make sure that it fits level. Mark the arm through the hole in the gearbox shank. Use a #43 drill and drill a hole along the centerline through the arm. Secure the coupler with a #4x3/8" screw. The box should be recessed into the pocket.

Check both couplers for correct coupler height, clearance, and function and make any necessary adjustments.

If converting more than one of these locomotives, it would be better and less expensive to use #832 and #831 couplers

