

BACHMANN**2-4-2 Tank Switcher (Spectrum)**

#831 'G' Scale for both ends
#1831 #1 scale for both ends

Remove the "cow catchers" from both ends, you may have to carefully pry under the screw towers to lift it off the posts. Remove the original couplers.

File a notch centered in the end sill the width of the draft gear box $25/32"$ (.781", 19.84mm) wide and $1/8"$ (.125", 3.71mm) deep or to the top of the center post the coupler mounts to.

Carefully cut the lid of the draft gear box as illustrated to where $1/4"$ (.250", 6.35mm) remains of the front half. Assemble the couplers and take care and note the back portion of the springs will be exposed. Do not tighten the lid screw too much or the lid will begin to bend. On the #837/#1837 draft gear box you'll need a screw and washer to secure the lid to the box. If the screw head is wider than the cut edge of the lid you will need to file the side of the head flush with the cut.

Test fit the coupler with the back hole over the post and the coupler in the notch. Make sure the hole lines up without tilting the coupler, if it doesn't then you need to file the lid back a little more. Also, if the coupler is not level check if the notch and the post are the same height, file them even if necessary. Secure the coupler with a #4 x $1/2"$. Check for the correct coupler height, function, and clearance.

If you wish to use the cow catchers then you need to trim a little from each side of the coupler pocket to fit around the draft gear box and if the trip pin hits the tip of the grating then you need to file a little of the top (the bolt heads) or mount it a bit lower for the clearance.

This coupler mounting will operate on 4' radius (8 foot diameter) track, and with some cars 3' radius (6 foot diameter).

