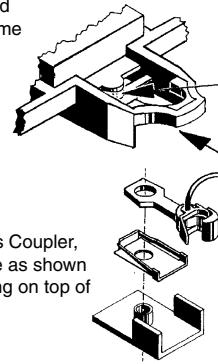


#26 PILOT AND #27 REAR COUPLER CONVERSION

1. Rotate the trucks (depressing spring loaded pin on power truck) clear of the body until trucks are almost at a right angle. Remove existing couplers.
2. Modify coupler pockets on each truck by cutting the round centering nub cut away flush with top and bottom of ledges to provide slot to slip 20-Series Coupler assembly into
3. Assemble both 20-Series Couplers as shown in Fig.1.
4. The pilot coupler installation will be easier if you slide the #26 Coupler assembly in from the front of the loco through the pilot opening into truck coupler pocket. For the rear truck, slide #27 Coupler assembly in from front of truck coupler pocket until Draft Gear Box is flush with outside edge of coupler pocket. After you have checked to be sure both assemblies are centered and inbetween top and bottom ledges, glue Draft Gear Boxes to coupler pocket sides and bottom. Put a tiny drop of glue where Centering Spring touches the top coupler pocket ledge.
5. Check for correct coupler height, function, and clearance and make any adjustments necessary.

Coupler end
of truck frame20-Series Coupler,
assemble as shown
with spring on top of
couplerCast-on coupler
pocket with round
center nub cut away
flush with top and
bottom of ledges to
provide slot to slip
20-Series Coupler
assembly intoSlide coupler
assembly into
and between
ledges, center
and glue in
place**NOTE:** For pilot
coupler installation
insert #26 Coupler
from front through
pilot opening into
truck coupler pocket**Fig.1****#26 Pilot, #27 Rear Installation**