

# LIFE-LIKE PROTO 1000

# F-3 A & B (CLOSE COUPLING)

## #23 Pilot & #33 Rear COUPLER CONVERSION

For the "Close Coupling" modification use a #33 on the rear of the "A" unit and both ends of the "B" units. The #23 coupler is OK in the pilot for this.

Assemble the #33 coupler with the spring side of the draft gear box on the bottom and the thicker .030" lid on the top of the coupler.

Drill and tap a new hole, for a 2-56 screw, along the centerline of the coupler platform as near to the back edge as possible without breaking out the edge. Drill (#55 drill) a smaller pilot hole first then use a #50 2-56 tap drill. Be careful and go slow through the die cast platform.

Place the assembled coupler on the platform aligned with the new hole and secure with the original screw. Check the clearance against the truck, flex the coupler back and forth to see if the corners of the shank hits the truck. If the shank or the back of the draft gear box touches the truck you can trim both the shank and the box for enough clearance. Disassemble the coupler use a file or nippers and round off the end of the shank. It can be as thin as .030", as noted in the illustration. If needed you can also trim the rear of the draft gear box and lid the same way, taking that you do not go too deep and ruin the thin torsion spring.

After the coupler is mounted, the rear of the knuckle should lined up with the edge of the body. Check the knuckle clearance under the body it may be necessary to trim a little from the bottom edge.

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

