

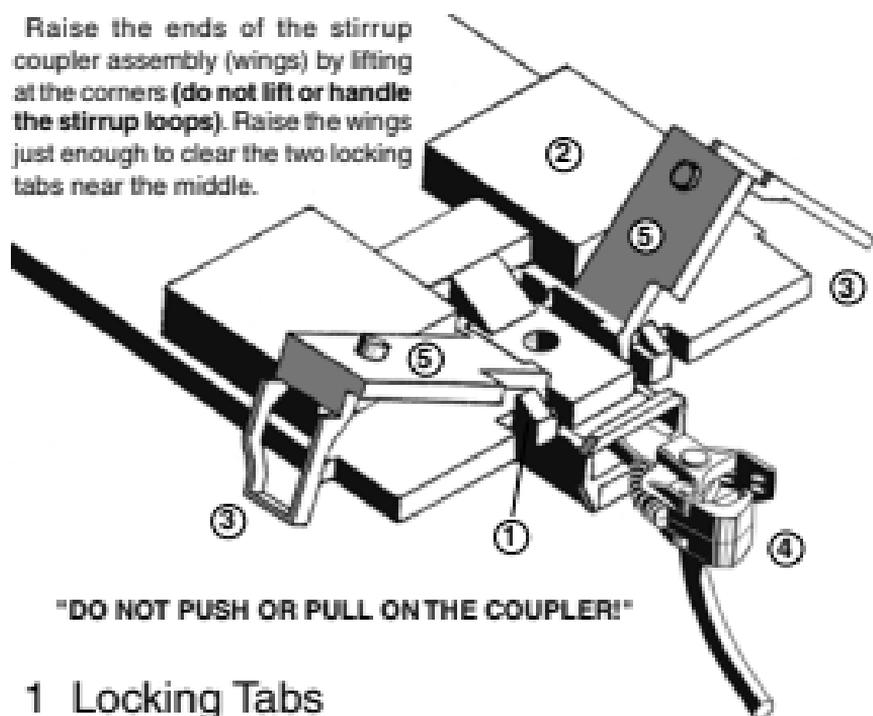
2100 KADEE® 40' & 50' PS-1 BOXCAR STIRRUP COUPLER ASSEMBLY

CAREFULLY READ THE ENTIRE INSTRUCTIONS BEFORE YOU BEGIN.

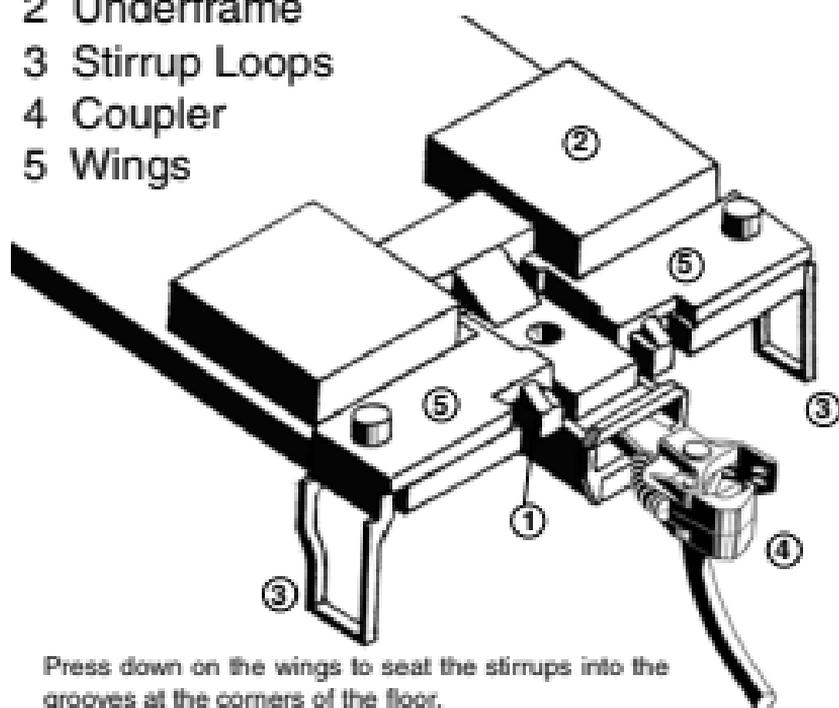
#2100 is for the replacement of the complete "stirrup coupler assembly" with the smaller "scale" size coupler head (knuckle) similar to our #78 coupler. Study the box car and drawings and take note of the location of all connections and the alignment of the chassis to the "B" end (brake wheel end) of the car. Disconnect the uncoupling lever from the tabs at both ends of the car body. To release the chassis assembly open both doors, spread the lower body sides, then push on the floor through the openings. Lift the "A" end of the chassis (end without the brake wheel) out first. Then lift out the "B" end (brake wheel end), be careful with the "brake wheel rigging" (bell crank and rod) it will remain attached to the body. Although it is not necessary, it may be easier to remove the trucks and underframe to access the stirrup assembly. Carefully raise the ends of the stirrup coupler assembly (wings) by lifting at the corners (do not lift or handle the stirrup loops). Raise the wings just enough to clear the two locking tabs near the middle. Do not lift the wings too much, this is a rugged assembly but it still can break. If the underframe and trucks are still attached, hold the chassis and the wings up with one hand and pull on the coupler "box" with the other hand, pull firmly but carefully until the assembly slides out. If you have removed the underframe, lift the wings as above and firmly push on the back of the draft gear box to slip the assembly off of the floor. **"DO NOT PUSH OR PULL ON THE COUPLER!"** Slide the new assembly into the slots and slightly lift the wings and press on the end of the draft gear box until the wings slide over the locking tabs. Press down on the wings to seat the stirrups into the grooves at the corners of the floor. If you have removed the underframe, place it

back onto the floor and fit the air line tabs into their notches on the end of the floor. Fit the chassis into the brake wheel end of the body first so the tab of the bell crank fits into the notch on the end of the floor and then work the rod into the hole in the side of the bolster under the truck. This is more difficult but still possible with the trucks still attached. Spread the body enough for the chassis to snap in place. Gently press the ends of the cut levers into the tabs. If they do not seem to have a snug fit, use a small bit of CA glue on the back of the connection (inside of the tab). Also, if you break off one of the tabs they are made of styrene plastic and you can use a small amount of liquid styrene cement to reattach it. Let the cement set up completely before you press the pin into the tab. Reattach the trucks (if needed) making sure the bushings are positioned correctly.

Raise the ends of the stirrup coupler assembly (wings) by lifting at the corners (**do not lift or handle the stirrup loops**). Raise the wings just enough to clear the two locking tabs near the middle.



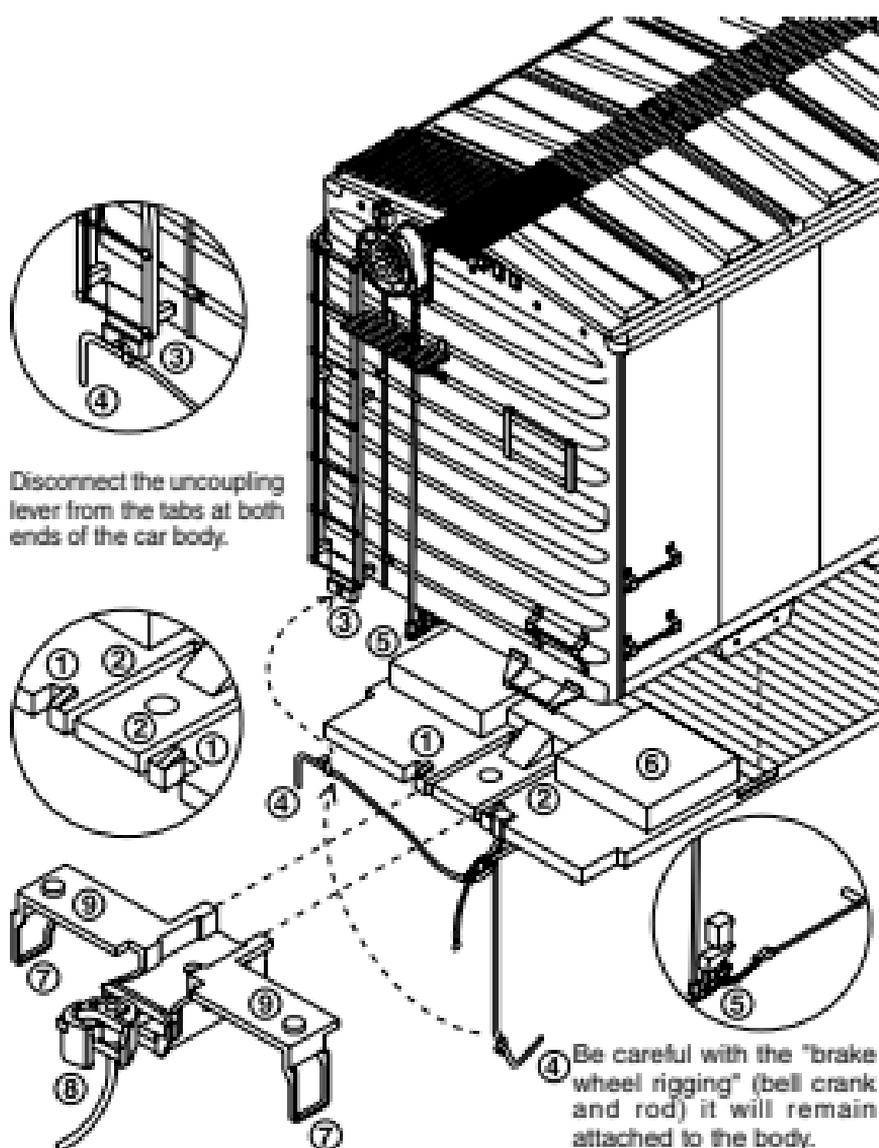
- 1 Locking Tabs
- 2 Underframe
- 3 Stirrup Loops
- 4 Coupler
- 5 Wings



Press down on the wings to seat the stirrups into the grooves at the corners of the floor.

When the car is lifted up, the trucks will self-center to the correct in-line position, parallel with the car. **See drawings.**

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| 1 Locking Tabs | 6 Underframe |
| 2 Slots | 7 Stirrup Loops |
| 3 Tabs | 8 Coupler |
| 4 Uncoupling lever | 9 Wings |
| 5 Bell Crank | |



Patent numbers
5,785,192, D414,533

Made In the U.S.A.

 **WARNING:**
CHOKING HAZARD - Small Parts
Not for children under 14 years.



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