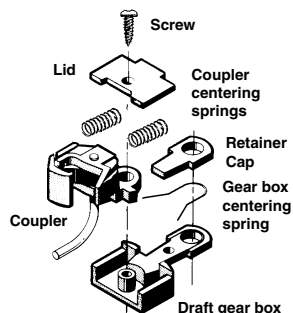


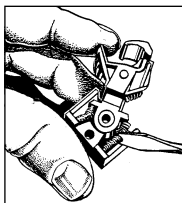
795 / 1795 Ins.

ASSEMBLY

IMPORTANT: Before assembling remove burrs or flash (if any) from all parts. Burnish (polish) all friction bearing surfaces with #231 Greas-em dry graphite lubricant.



To assemble the coupler follow the illustrations in these instructions. Make sure the gear box lid is tightly secured with the screw. Add a "puff" of our #231 Greas-em into the draft gear box. Make sure the coupler flexes back and forth freely.



MOUNTING

Lionel 0-4-0 Locomotive - The Frontier Freight and The Thunder Mountain Express

REAR - Snap a retainer cap in place on the gear box without installing a gear box centering spring (Fig. 1). Remove screw A (Fig. 2) so that the entire coupler mount can be lifted out and then remove screw B to remove the old coupler. The sides of the Kadée® gear box shank and retainer cap must be filed equally as shown in (Fig. 3) until they will just slip into the coupler mount. The rear corners must also be rounded. (A vise and sharp file will help here.) Now secure the new Kadée® coupler using the supplied washer and the original screw. The coupler must be mounted right on the car centerline. Remount the coupler mount with the new coupler and place the loco on track to check the coupler height. If a little

Fig. 1

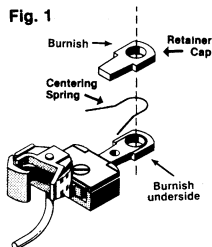
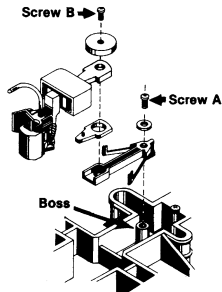


Fig. 2



Bottom view of 0-4-0

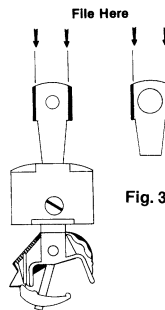


Fig. 3

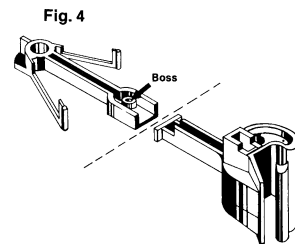
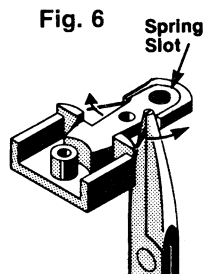
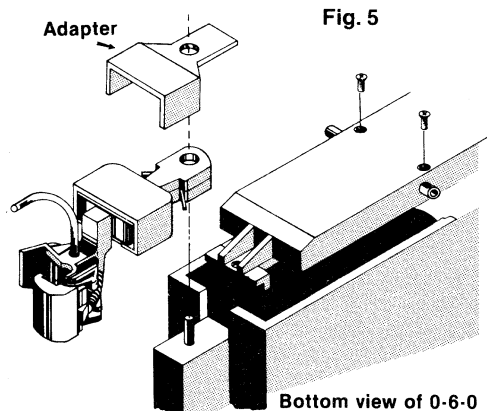


Fig. 4

low, remove screw A again and the coupler mount. Now file the top of the boss a little (Fig. 2) to take out some of the slack and reinstall the coupler mount. Check the height again. Repeat this until you have the proper height making sure the coupler mount has free side to side movement.

FRONT - Installation is similar to the rear mounting except that the old coupler must be cut off as shown in (Fig. 4).

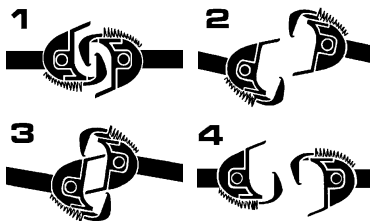
Also, a retainer cap cannot be used in order to maintain correct coupler height. After filing the sides and rear corners of the Kadée® gear box shank, slip it into the coupler mount and push it all the way down on the boss. Now place the supplied bushing on the boss and secure with the #2 x 1/4" screw.



MOUNTING

Lionel 0-6-0 Locomotive - The Gold Rush Special **REAR only** - Install a gear box centering spring in the groove in the gear box (Fig. 1). Once the spring is secure in the groove snap a retainer cap in place and burnish areas shown with #231 Greas-em.

There are six screws under the loco which hold the bottom plate in place. These must be loosened and the bottom plate lifted up slightly. (There are four



NOTE: If couplers swing open too far when uncoupling, lower magnet slightly to correct.

spring loaded brushes held in place by this plate. Be careful not to lose them when lifting it up.) Now the old coupler can be removed. Place the new Kadee® coupler in position and then the mounting adaptor as shown in (Fig. 5). Replace the loco bottom plate and secure with the six screws. Test the swinging action of the coupler gear box assembly. If the fit is too snug disassemble and lightly file the retainer cap on the gear box. If the gear box centering action seems sluggish or favors one side, which is not caused by a burr or too tight of a fit, one or both spring legs can be bent a little more as shown in (Fig. 6).

COUPLER OPERATION TO COUPLE -

Simply push cars together until knuckles bypass each other and lock into position.

FOR DELAYED UNCouPLING -

1) Stop with the couplers over an uncoupler and back up slightly with the couplers still over the uncoupler, allowing slack to occur between couplers. 2) Pull forward slightly. Couplers are now in the delayed position. 3) Back up, pushing the car(s) to the desired location. Do not permit slack to develop between couplers. 4) Pull forward, leaving the car(s) where desired. Couplers automatically return to normal coupling position.

Use Kadee® Greas-em, the dry lubricant recommended for use with all Kadee® Magne-Matic® couplers. Grease-em will not attract the dirt and dust that gums up the

inside of couplers like oil, grease or other lubricants will. Use our #829 #1-Scale or #880 G-Scale Height Gauge to check for the correct coupler height and trip pin clearance. The N.M.R.A. standard for coupler height is the centerline of coupler is 1 1/16" (1.0625") for #1-Scale & 1 1/8" (1.125") G-Scale.

Note: We include extra knuckle springs. The Replacement Knuckle Spring used on Kadee® #1-Scale couplers are sold as the #875 (#820-828 couplers) or #1875 (1700 & 1800 series couplers) Knuckle Spring. The Knuckle Spring used on Kadee® G-Scale couplers are sold as the #860 Knuckle Spring.

For Delayed Action Uncoupling use our #842 Uncoupler, #844 Portable Uncoupler, or our #840 Uncoupler mounted in LGB track.

Kadee® coupler conversion list & coupler conversions are on the Kadee® web site for your convenience.

www.kadee.com/conv/convpl.htm

MAGNE-MATIC®

Kadee
Quality products co.

673 Avenue C
White City, OR 97503

Made in the U.S.A.