

mounting surface for the coupler gear box to raise the coupler.

**10. Coupler Height:** Set height gauge on track and roll car with a coupler up to the gauge (Fig. 8). The coupler should be the same height as the coupler on the height gauge. If too low, or too high make adjustments as described above.

**11. Check Coupler Trip Pin height** by setting car on track and rolling car up to gauge. Trip Pin should just skim over top of the gauge. If Trip Pin is too high or too low, adjust as shown in Fig. 5. The standard S-Scale coupler trip pin clearance is 1/16" above rail top as shown in Fig. 8.

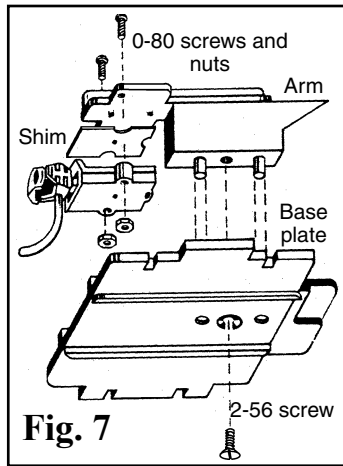


Fig. 7

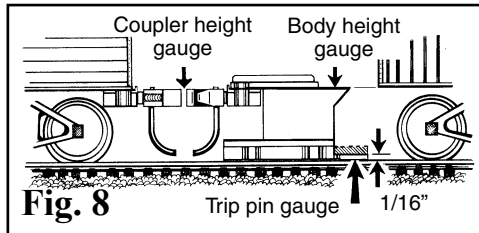


Fig. 8

**Kadee**

Quality Products Co.  
050409

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

673 Avenue C,  
White City, OR 97503-1078  
© 2009, Kadee® Quality Products Co.



814

**Kadee® S-Scale Coupler Height Gauge Instructions**

**Important Note:** When the S-Scale coupler is correctly assembled, the coupler knuckle will have .030" or approximately 1/32" of up and down movement. This is normal. The height gauge has compensated for this. The couplers will pull down to the correct centerline height under operating conditions.

**ASSEMBLING THE COUPLERS**

1. To ready the coupler height gauge for use, prepare all parts by removing flash and burrs. Areas designated with arrows (see Fig. 1) indicate points where burrs may be encountered in the draft gear box, on the coupler shank and draft gear cover plate. Burnish these places with round end of a small twist drill (or file) to smooth away flashing and polish the surfaces. Assemble the

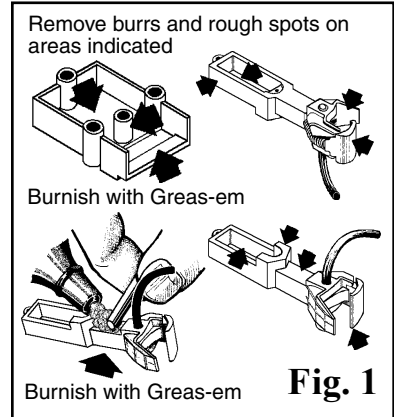


Fig. 1

9. Set the height gauge on track and roll car without coupler up to the body height gauge (Fig. 8). The car underbody should just clear the top of the gauge. If underbody is too high, add shim(s) of appropriate thickness between coupler gear box and the mounting surface to lower the coupler. If too low, add shim(s) between truck and body bolster or cut out a space in the

**USING THE "S" HEIGHT GAUGE**

to complete the assembly of the S-Scale height gauge. See Fig. 7.  
8. Using the 2-56 screw enclosed, the arm can now be attached to the base plate. Insert the screw from the bottom of the base plate up and into the bottom of the arm assembly. The pointed car height gauge of the arm should be on the same end with the base's trip pin height gauge. Tighten the 2-56 screw to complete the assembly of the S-Scale height gauge. See Fig. 7.

**ASSEMBLING THE S-SCALE HEIGHT GAUGE**

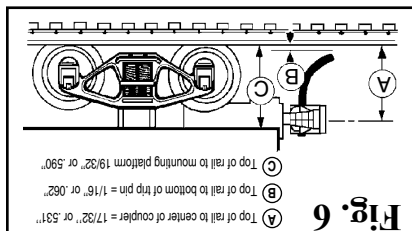


Fig. 6

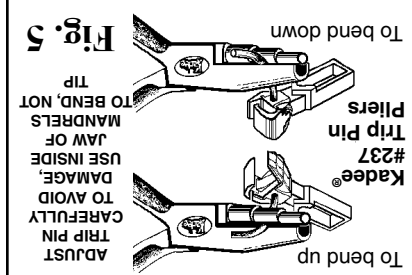


Fig. 5

6. When the coupler is working satisfactorily, it can be attached to the height gauge.

mounting - replace as follows: Insert #241 Dual Tool (or small jewelers screwdriver) between end coils of spring. Place cone shaped projection in knuckle spring slot, then compress spring until opposite end can be slipped over other cone. Remove Spring Pic, see Fig. 4. Do not substitute any other spring for Knuckle Spring. To assure proper coupler operation, use only Kadee® #847 S-Scale Knuckle Springs. Springs.

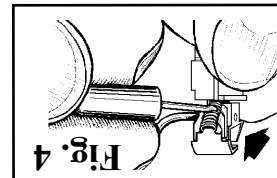


Fig. 4

4. Next, place the draft gear lid over the assembly as shown in Fig. 2. Test the centering action of the coupler by moving it to either side a number of times to be sure it snaps back to center consistently. 5. Coupler knuckle Springs are pre-installed. If one should come out during

and pull the Spring-Pic free. into the spring slot behind the boss (post). Cover the spring and insert the free end made easier with the Kadee® #241 Dual Tool. See Fig. 3. Pick up the large spring and insert the free end

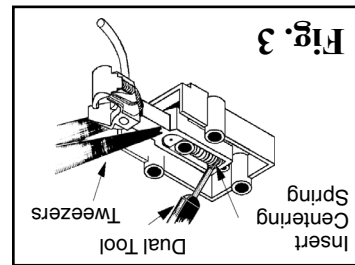


Fig. 3

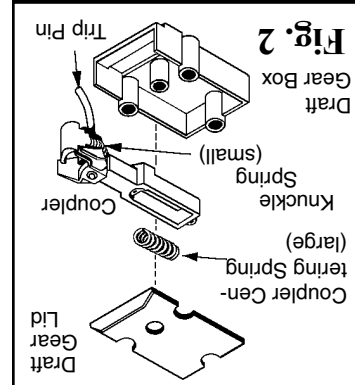


Fig. 2

2. It should be mentioned, in the order described and as shown in Fig. 2. coupler in the order described necessary to separate the tiny springs when they have become coiled together. There are several methods of separating these. One way is to shake or roll the springs around the flat surface of a small container, usually this is sufficient to cause them to become uncoiled from each other. One can also lay the flat side of a steel rule lightly upon the entwined springs, cautiously rolling the springs back and forth to work them apart. A third approach is to insert a knife blade lengthwise between two coiled springs and gently work the blade down between to separate them. With any of these methods, avoid undue pressure that is liable to distort the springs.