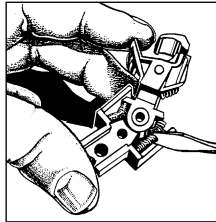
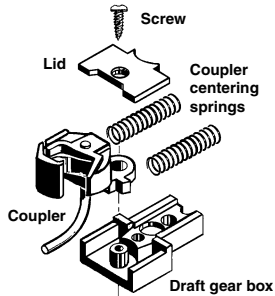




ASSEMBLY

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.

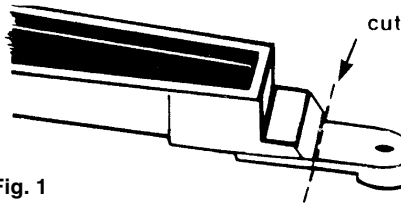
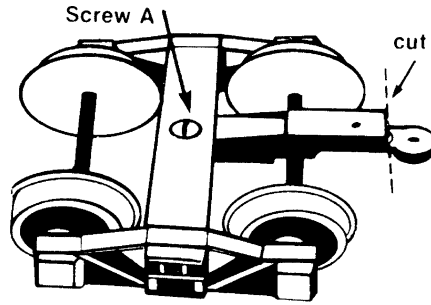


Fig. 1

MOUNTING

Kadee® couplers can be mounted using either of two methods. The first method will extend the coupler out further which may not require cutting of the protruding buffer some cars have. Some cars with long overhang however, may need to be mounted using the second method so that they will operate properly on small radius turns. Mounting on the Bachmann caboose is most easily done using the first method.

1. Remove screw A (Fig. 1) to lift out the entire truck

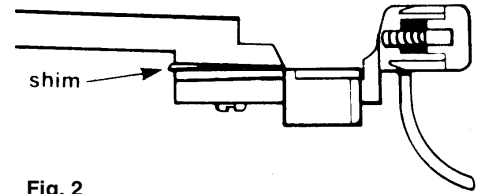
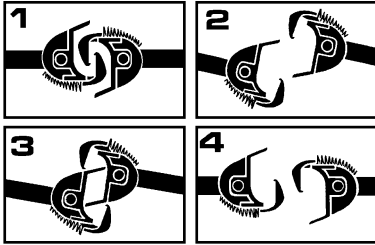


Fig. 2

assembly (no truck on the Bachmann caboose). Now remove the original coupler. Place the new Kadee® coupler in position and mark the new screw hole location. Remove the coupler and drill a 3/32" hole. Install new Kadee® coupler using the original screw or one of the supplied #4 x 3/8" screws. Now screw entire truck assembly back on car.

2. Remove screw A (Fig. 1) to lift out entire truck assembly. Now remove the old coupler and cut coupler mount on truck assembly as shown in Fig. 1. Some cars are equipped with protruding buffers. These buffers should be cut off as close to the car as possible for proper coupler clearance. Install new Kadee® coupler using original screw or one of the supplied #4 x 3/8" screws. Now screw entire truck assembly back on car.

Place car on track and check coupler height. Some passenger cars may require using the black .032" shims to achieve correct coupler height as in (Fig. 2). For the other cars: if coupler is too low, take a white .010" shim and place it under rear of draft gear box. You may have to cut or fold the shim in half.



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

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 at 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®

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Quality Products Co.

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



**673 Avenue C
White City, OR 97503**

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