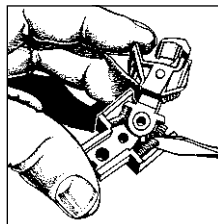
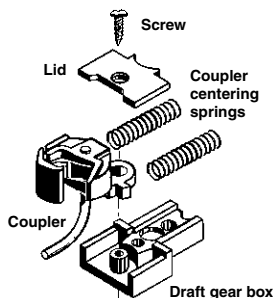


833 / 1833 Ins.

ASSEMBLY

IMPORTANT: Before assembling remove any 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.

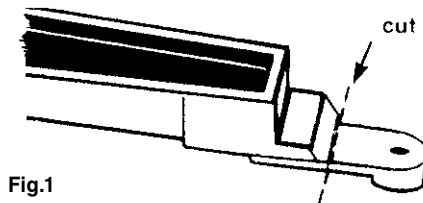


Fig.1

MOUNTING

These cars are equipped with protruding buffers. After removing the old coupler, this buffer should be cut off as close to the car as possible for proper clearance. It is necessary to cut off the end of the coupler mount as on the 4-axle cars (Fig.1). This is most easily done by leaving the truck assembly on the car (be careful not to cut the underframe). Remove LGB™ part number 020221 as shown in (Fig.2) and glue a .032" shim in location shown. When dry, replace LGB™ part number 020221 and install new Kadee® coupler with a #4 x 3/8" screw.

Installing the coupler to a single axle truck as on these cars poses a problem. Positive centering action of the gear box does not always occur, preventing uncoupled cars from recoupling. This is corrected by installing truck centering springs and retainers. Place retainers over cross member as shown in (Fig.3), making sure they seat correctly. Remove retainers, apply glue and install, being sure to push back slightly so that point A serves as a locating stop and will absorb any stress placed on retainer by spring. After glue is completely dry install springs as shown in (Fig.3). Test centering action of truck.

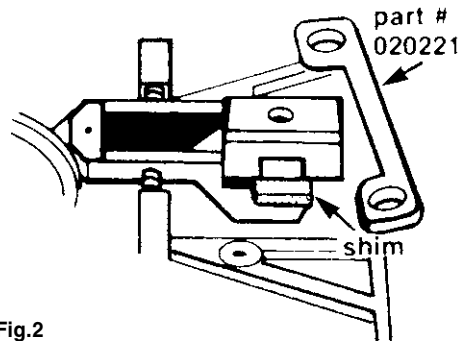


Fig.2

Note: The Chiquita Banana car has black hoses mounted on both ends of the car. On one end this will interfere with coupler movement. It can be snapped out of place with the fingers.

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.

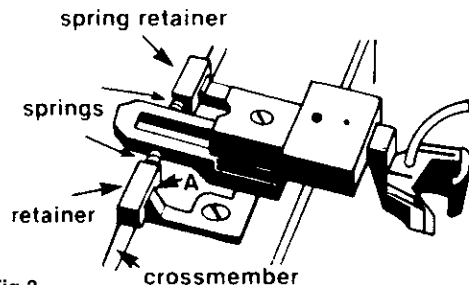
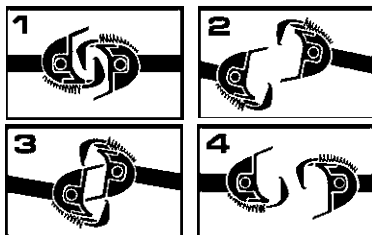


Fig.3

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

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®

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



Made & Assembled Entirely
in the U.S.A.

Kadee® Quality Products Co.

673 Avenue C,
White City, OR 97503-1078
022509

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