9 Instructions

Coupler Mounted Trucks Installation

Carefully study each figure and notice relationship of one piece to another. Examine parts and match them to the drawings. NOTE: For ultimate performance, the modeler should pay particular attention to certain areas of coupler casting and remove any flash or burrs as pointed out in the sketches. Failing to do so can create sluggish coupler action, due to friction within the working parts of the coupler.

Fig. 1 is an exploded assembly illustration of a No. 9 (MKD 9) coupler with draft gear box and cover, as supplied.

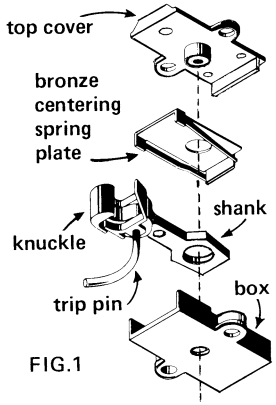


FIG.1

Carefully remove draft gear box and cover from casting sprue and smooth raw edges at break-away point, designated "A" (Fig. 2). Next, polish coupler jaw opening and knuckle face. Also, polish flat surfaces of coupler shank by burnishing with round end of a small twist drill as shown in Fig. 2. An application of Kadee® No. 231 *Greas-em*, a dry lubricant specially prepared for this purpose, along with this burnishing action, will provide a polished surface to considerably reduce friction of moving parts. This same burnishing operation should be applied to draft gear boxes in areas designated "B" (Fig. 2). Now study Fig. 3. Note two spring leaves ("C" on bronze spring plate) should be outside and bearing against bent-up stop piece "D" at rear of plate. If they are not, carefully lift them up and out so they are in position shown. File any burrs from front inside lip of bronze spring plate in area designated "E" (Fig. 3). Lay coupler shank with top side against bronze spring plate and between two spring leaves, which create centering action for coupler shank. Place both, as an assembly, over center boss on draft gear top plate. Attach these three parts, as a unit, to draft gear box by pressing together, making certain they are assembled in order shown (Fig. 1). Now add a puff of our No. 231 *Greas-em* to inside of coupler assembly as shown in Fig. 4. Move coupler back and forth within box a number of times until coupler, of its own accord, consistently snaps back to center from centering spring tension. This action of moving coupler toggle fashion is quite necessary to help polish all working surfaces inside assembly. The use of our No. 231 *Greas-em* in this connection is suggested as a further aid in reducing friction.

Mounting to Trucks:

Fig. 5 shows at what height couplers must be mounted to trucks. On some trucks, you may be able to use existing coupler platform with some modification as shown in Figs. 6 through 9. On other trucks, a completely new coupler extension may have to be fabricated from styrene or brass as shown in Fig. 10.

To mount coupler draft gear to coupler platform, make a hole with a No. 52 or 1/16" drill exactly 1/4" back from front edge of extension. Insert No. 0 self-tapping screw through hole in coupler

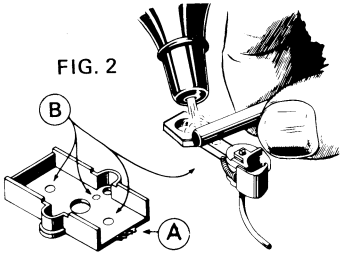


FIG. 2

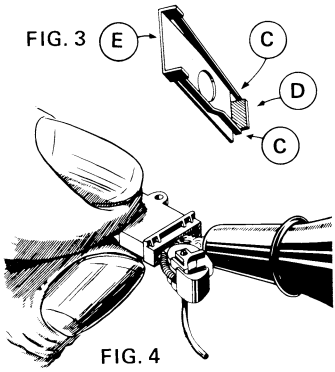
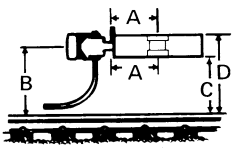


FIG. 3

FIG. 4

platform and screw into draft gear. Any excess screw can be removed by carefully grinding it down after mounting. Front lip top cover can also be trimmed down for additional clearance when truck is mounted to car.

FIG. 5



A - 1/4"
B - 25/64"
C - 21/64"
D - 29/64"

FIG. 6

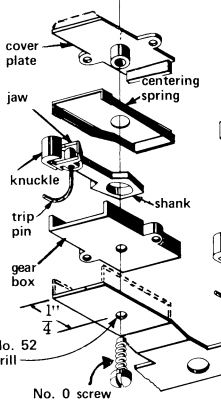
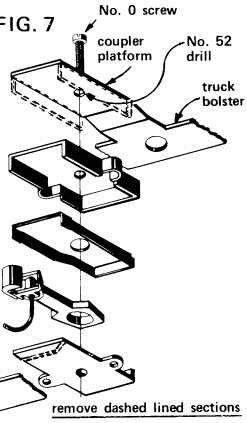


FIG. 7



Using our #205 Coupler Height Gauge, check coupler trip pin height from rail top. Couplers should be even with each other while trip pins just touch gauge tip. Trip pin should clear magnetic uncoupler by not more than 1/64" and rails by 1/32" (FIG.11). If using standard needlenose pliers to make adjustments, do not use coupler head or shank for leverage - bend pin against itself as shown in Figs. 12 and 13. DO NOT squeeze too hard or trip pin will double over. For best results, end section of trip pin should be parallel with rail. If using our #237 Trip Pin Pliers adjust trip pin height by carefully bending pin up or down as shown in Figs. 14 and 15.

FIG. 8

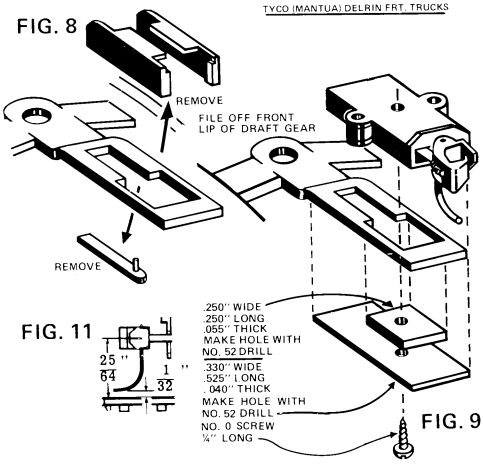
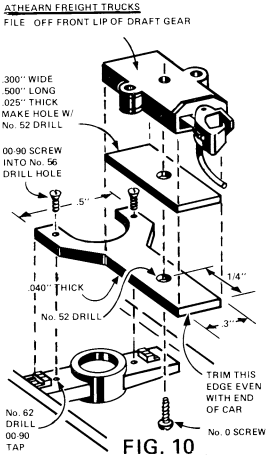


FIG. 11

FIG. 9

FIG. 10



For Non-Delayed Uncoupling, use our No. 312 Uncoupler. For Delayed Action Uncoupling, use No. 308 or No. 321 Uncouplers.

NOTE: Kadee® couplers reach peak performance with rolling stock weighted 2½ oz. or heavier.

FIG. 12

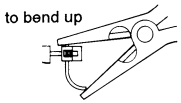


FIG. 13

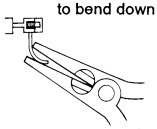
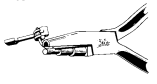


FIG. 14

FIG. 15



We recommend that you use our No. 231 *Greas-em* dry lubricant hand-in-hand with all steps of coupler preparation and assembly. It will greatly reduce friction on all moving parts and bearing surfaces.

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