

BACHMANN SPECTRUM

2-8-0 CONSOLIDATION

#36 Coupler for the Pilot and #38 Coupler for the Tender (#33 close coupling tender).

PILOT: Invert the locomotive and place it in a padded or sponge cradle and remove the existing coupler and clip. Remove the front (pilot) wheelset and do not loose the screw or spring. Test fit the shank of the #36 coupler in the pocket opening, it should be a rather tight fit. File the sides and bottom lips, not the top, of the opening until the shank of the coupler slips freely into the pocket and slides side to side. File the sides with a slight taper so the coupler can pivot a little farther but do not break through the lip.

Assemble the spring side of the draft gearbox. File the front of the draft gear box until the arc is straight and flat. Slide the coupler through the front of the pocket where the shank is on the platform behind the pocket. Test fit the draft gear box over the shank, make sure that the tips of the spring straddle the shank and the post is through the hole and flush on the surface of the platform. Check that the coupler has enough clearance to flex freely back and forth and snap back into place with the proper centering action. If needed file the front of the draft gear box and even scrape or trim some material from the back of the pocket so the draft gear box will be as far forward as possible. When you have achieved the proper centering action and coupler clearance temporarily secure the coupler assembly in place with a rubber band or tape and check for the correct coupler height. If it is a little too high you may need to place the thin lid under the shank against the platform during assembly. File more, only if needed, from the bottom lip of the pocket for more coupler clearance. When the coupler is assembled and the height and clearance are acceptable hold the draft gear box and center punch or mark the platform through the hole of the box. Use a #50 drill and drill a hole through the platform, where marked, then tap it for a 2-56 screw. Secure the coupler assembly with a 2-56 screw and trim it flush with the top of the platform. Reassemble the front wheelset and check that there is enough clearance over the coupler, you can file the head of the screw down, if needed.

TENDER: Invert the tender and place in a padded cradle and remove the existing coupler. It is not necessary to remove the truck, however, if you do the nut from the truck screw will be loose inside of the tender and you will need to remove the body to retrieve the nut and reattach the truck, make sure the electrical pickup wire is reattached also. Assemble the #38 or #33 coupler with the spring side of the draft gearbox on the bottom of the coupler and the thin on the top. It would be best to cement the lids on the coupler assembly because there is some "trimming and fitting" where you will be handling the coupler often.

Trim or file the post in the pocket down to the level of the cross bar (at the sides of the post) and keep it as flat and level as possible. Drill and tap the hole for a 2-56 screw.

File the side walls of the pocket in a tapered manner so the coupler assembly will slide over the hole in the post. Only file small amounts at a time so you do not remove too much. The slide walls should actually hold the coupler in place and keep it from moving side to side.

Secure the coupler in the pocket with a 2-56 screw and check it for the correct coupler height. It may be necessary to file the front edge of the pocket to the same level as the post. File off more to raise the coupler, keeping everything level, or use thin shims to lower the coupler height if you have filed too much.

Use flat black model paint to touch up if needed.

