

BACHMANN SPECTRUM HEISLER
#835 "G" scale or #1835 #1 scale

This is a truck mounted coupler conversion. For body mounted coupler options see the end of this text.

Truck Mount: Remove the original coupler arm assembly for the truck. There are two small screws on the bottom of the short pocket that the arm fits into. Remove these and keep the screws in a secure place. Remove the single screw holding the coupler to the arm, save the screw and discard the coupler and centering spring. You do not need to remove the small spring alignment cover plate at the center of the arm. The arm will be mounted back into the pocket up side down with the post side down and the new coupler on the top.

Coupler Assembly: The couplers draft gear box will be mounted up side down onto the inverted metal arm. Trim the lid notch evenly on both sides to about .470", as illustrated, to fit over the metal arm. Assemble the coupler inverted into the box where the trip pin is pointing up instead of down as shown in the "couplers instructions". Do not use the box lid, instead, make a thin cover from .015" thick styrene shim stock (or other suitably thin material). Drill or cut a small hole for the front screw.

Set the coupler assembly onto the metal arm, make sure the lid notch fits down over the sides of the arm, align the front screw hole with the front hole of the arm and secure the assembly with the original coupler screw, "without" the metal plate washer from the original coupler.

Slide the new coupler arm assembly into the truck pocket and secure with the two original screws. Check the coupler height with our #880 "G" scale or #829 #1 scale coupler height gauges. If it's a bit too low you can use a little thicker cover.

This conversion will allow the negotiation of the tightest curves and turnouts with the couplers in the delayed position only limited by the type and length of car its' coupled to and the cars coupler mounting. The front coupler swing will clear the sand lines, however, the rear coupler swing will hit the rubber lines but should not affect or damage them.

Some modelers will wish to body mount the coupler and there are two basic ways to do this. Also note, a body mounted coupler will not allow the locomotive to negotiate small radius curves as the truck mounted coupler.

First, is to shim down from the bottom of the end sill 1/4" and mount the #835/1835 on a wide enough platform that allows the proper coupler distance and clearance. Most other coupler draft gear boxes are too long and will need to be shortened to fit this way.

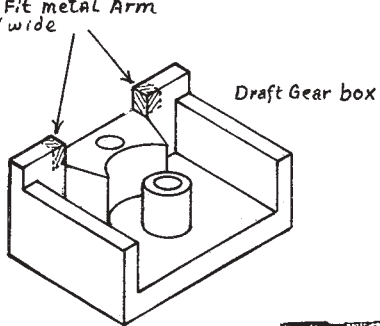
The second option, which may actually look the best, is to make a new end beam or extend the original beam far enough to use the #779 "G" scale or #1779 #1 scale sill mounted coupler. Remove the link and pin pockets.



Quality Products Co.

Bachmann Spectrum Heisler
"G" scale #835 - #1 scale #1835

Trim Lid Notch to Fit metal Arm
About .470" wide



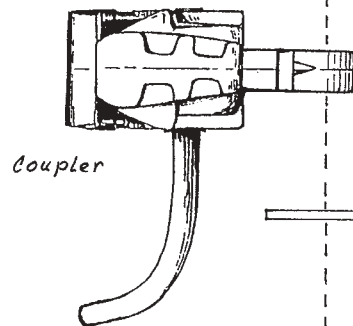
Draft Gear box



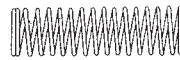
Original Screw



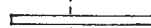
Inverted Draft Gear Box



Coupler



2 centering Springs

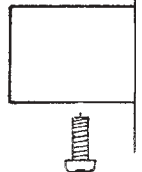


.015" Thick Shim in place of Lid



INVERTED METAL COUPLER MOUNTING ARM

TRUCK Pocket



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The Coupler People®
HO#3 through G Scale