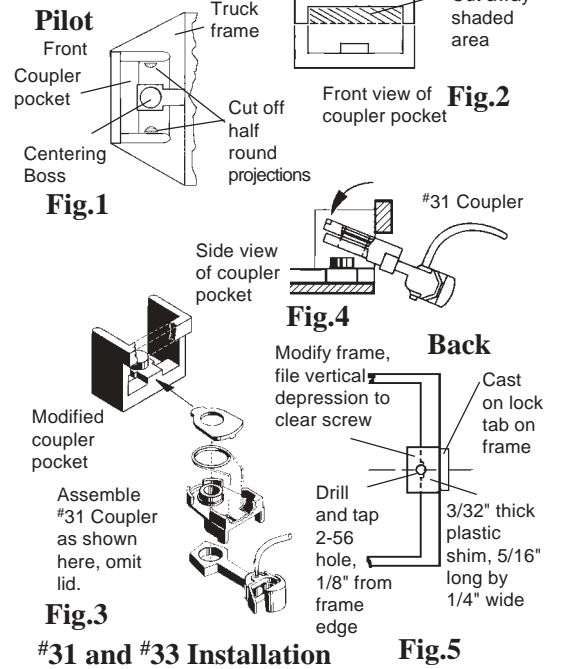


# CON-COR

# EMD E-7 A&B

## #31 PILOT AND #33 REAR COUPLER CONVERSION

- 1. Pilot:** Remove the chassis and remove and discard couplers. Assemble the #31 Coupler with the torsion spring on the bottom. Omit lid on the top.
- 2.** Trim off the two half round projections on each side of the coupler pocket, see Fig. 1. Remove 1/32" (.3125") from the top of the lower front crossbar on the coupler pocket, enough to allow the coupler assembly to slip in, see Fig. 2. Slip the coupler assembly in and over the round boss (short post) where the boss fits tightly into the hole of the draft gear box, see Fig's 3 and 4. Be sure coupler is level and centered. Secure temporarily and check for correct coupler height. Very carefully cement in place with a plastic compatible cement making sure it does not seep in to the moving parts of the draft gear box.
- 3. Rear:** To body mount a coupler, file a half round depression groove along the centerline on the inside of the rear frame for a 2-56 screw, not deeper than 1/64" (.0156").
- 4.** Fabricate a plastic shim 3/32" (.09375") thick by 5/16" (.3125") long and 1/4" (.125") wide. Place lengthwise on the frame flush against the outside edge (not the tab) and glue in place with a CA glue. Allow glue to set, then drill and tap a 2-56 hole (use a #50 Drill) 1/8" (.125") from edge of shim, matching filed depression.
- 5.** Assemble the #33 Coupler with the tension spring on the bottom and the lid on top of the coupler. Place on shim and secure with a 2-56 screw.
- 6.** Check for correct coupler height, function, and clearance and make any adjustments necessary.



#31 and #33 Installation

Fig.5