

# CON-COR

# 1890 OLDIE PASSENGER CAR

## #33 OR #505 COUPLER CONVERSION

Invert the car and if assembled, remove the trucks then remove and discard couplers.

Measure along the centerline back from the end of the car  $\frac{1}{4}$ " (.025"). Use a #50 drill and drill through the platform, depending on your modeling skill, you can drill a .110" deep hole without penetrating the platform. Carefully tap the hole with a 2-56 tap use extra caution with the .110" deep hole.

Assemble the #33 coupler spring side of the draft gear box according to the #30 series instructions.

It was necessary to assemble the coupler differently on each end. You may have to test fit the coupler to achieve the correct height.

A .015" shim was needed on both ends. On one end the spring side of the draft gear box is on the top of the coupler with the lid on the bottom and on the other end the spring side is on the bottom with the lid on the top. Secure with the plastic 2-56 screw trimmed to the appropriate length.

Check for correct coupler height, function, and clearance and make any adjustments necessary.

For #505- Remove the existing coupler by firmly pulling it out. Remove the truck from the chassis. The pin may be somewhat tight, just pull firmly. Do not lose the pin.

Cut out the center post from the coupler pocket and file smooth. Trim off the raised boss on the #505 bracket and file smooth. File the coupler pocket opening and/or the shank end of the #505 until the bracket slips in the opening and slides back all the way. Mark a hole through the slot onto the upper cross piece of the coupler pocket. Drill the hole with a #55 drill for the 0-48 self-tapping screw. Assemble the bracket and secure into the pocket with the 0-48 screw. Check for correct coupler height, function, and clearance and make any adjustments necessary.

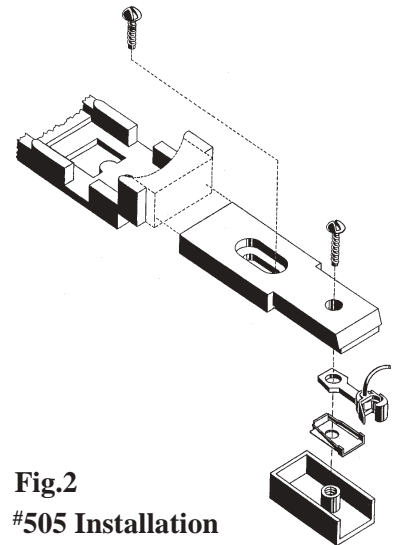


Fig.2  
#505 Installation

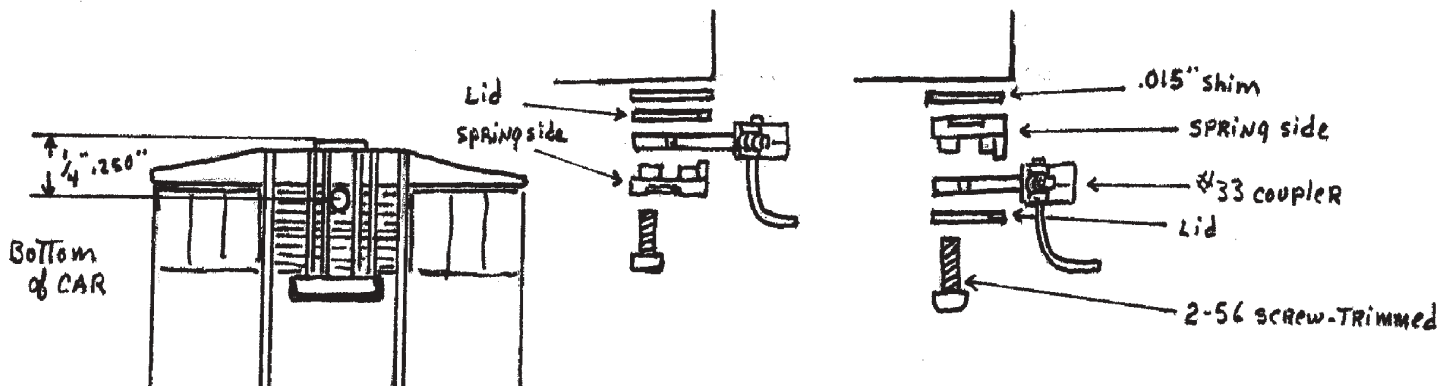


Fig.1  
#33 Installation