

IHC SLOVENIA

4-4-0 AMERICAN

#29 PILOT AND #28 TENDER COUPLER CONVERSION

1. Pilot: Invert the locomotive and remove the pilot wheels being careful not to lose the screw and spring. Squeeze the fork end of the dummy coupler and pull it out and discard it. Note the location of the crossbar and the two posts that the dummy coupler snapped into. Trim this cross bar and the two posts out of the box and file smooth and even.

2. Use a 2-56 tap and very carefully tap to the bottom of the existing hole in the coupler pocket. The threads on the end of the tap may not cut to the bottom of the hole. Insert a metal 2-56 screw into the hole and carefully thread it to the bottom completing the cutting.

3. Insert the #29's centering spring through the front followed with the coupler. Trim the side lugs (ears) and the lip off of the No.5® draft gear box lid (included in the #29 Coupler package).

4. Slip the long side of the lid under the triangular connection of the "cow catcher" and the box and make sure the center post is through the coupler and spring and over the hole. Press down on the lid to make sure it is level with the top of the box. Flip the coupler back and forth to make sure nothing is binding. Secure with a 2-56 plastic screw trimmed to the appropriate length or a 1/4" (.250") metal 2-56 screw with washers. Replace pilot wheels.

5. Tender: Remove the truck and then remove and discard the coupler. You will now have to remove the tender body to recover and reattach the nut on the screw of the truck. Press the three tabs through the floor lifting off the body.

6. Attach the #28 Coupler to the Talgo truck mount according to the 20-Series instructions. Reattach the truck to the tender and make sure of the electrical connection. Snap the body back in place.

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

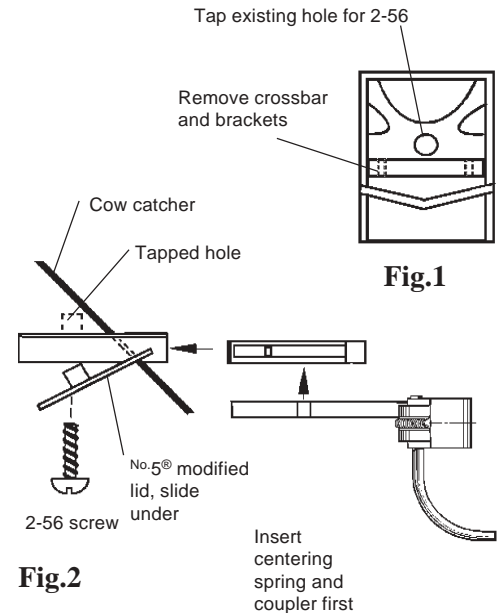


Fig.2

#29 Pilot Installation