

MANTUA

4-6-2 PACIFIC

#36 PILOT AND #37 REAR COUPLER CONVERSION

Pilot: Invert the locomotive and remove the pilot wheels, do not loose the screws or spring. Remove the original coupler.

1. Assemble the spring side of the draft gear box of the #36 coupler. File the front arc of the draft gear box to where it is straight, file it to where you almost break through the crossbar. The draft gear box needs to fit as close to the back of the pilot as possible. Trim off the two small post at the front corners of the box where the lid would fit against.

2. Note the flat area (slightly raised platform) behind the pocket opening, this surface should be at the correct coupler height. Make a small shim 1/4" (.250")x1/4" square.015" thick, place it flat on the surface just behind the platform, make sure it is at the same level as the platform and glue it in place. Trim out the two sloped reinforcing walls that are just behind the pocket and on each side of the platform. Trim as close to the back of pilot as possible.

3. Slip the shank of the coupler into the pocket and test fit the draft gear box over the shank from behind the pocket. Make sure that the tips of the spring are straddling the shank. File a little more from the backside of the pocket so the draft gear box can fit closer. check the knuckle and trip pin clearance, be sure that the opposing coupler has enough clearance. File the bottom and sides of the pocket just enough to give the coupler more swing.

4. When you have achieved the proper clearance, reassemble the coupler onto the platform, snug it forward, and mark the platform through the hole in the draft gear box. It should be very close to the seam between the platform and shim. Use a #50 drill and drill a hole through the platform and then tap it for a 2-56 screw.

Tender:

5. Remove the original metal lid and coupler. assemble the #37 coupler with the spring side of the draft gear box on top and the thin lid on the bottom of the coupler. Place coupler assembly onto the platform and secure with the original screw and washer with a washer added. Check the coupler for the correct height. If it is too high add thin shims to lower it or if it is too low put the spring side of the draft gear box on the bottom of the coupler.

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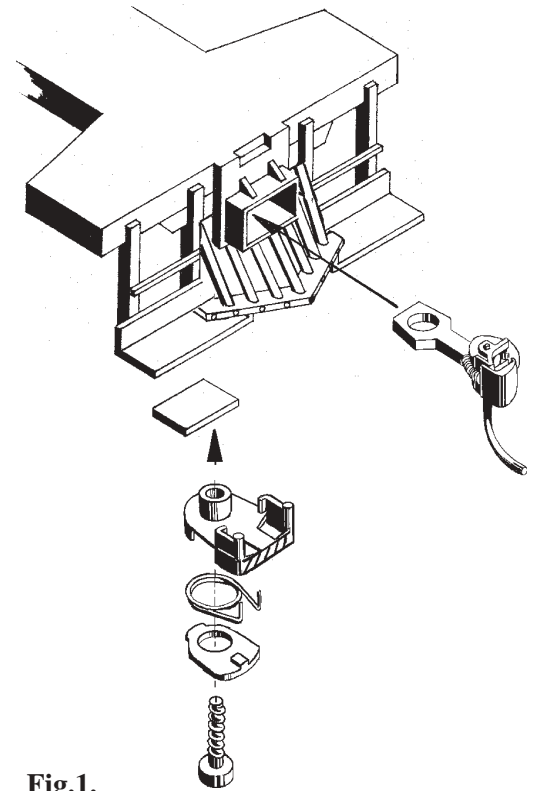


Fig.1.

#36 Installation

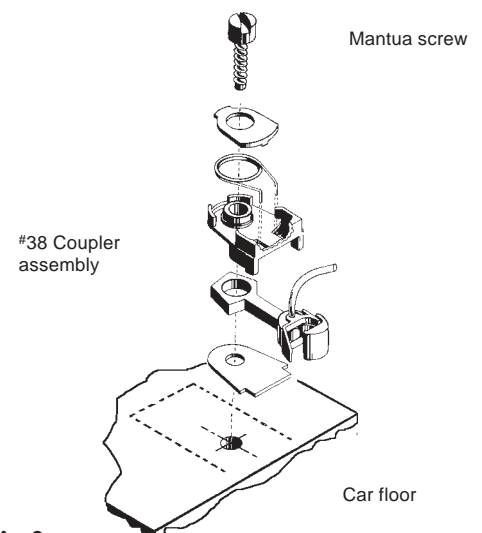


Fig.2.

#37 Installation