

MODEL POWER

DEPRESSED CENTER FLAT CAR

#36 COUPLER BODY MOUNTED

Invert the car and remove the trucks and the coupler pockets by firmly pulling the trucks from one side lifting over to the other side. Sometimes the plastic pin will come out at the same time, so take care not to lose *it*.

Make two shims for each end of the car to fit in the front and back of the raised area (boss) between the bolster and coupler opening. Both are made from .060" thick styrene shim stock, the first is .420"x.200" the other is .420"x.075".

Assemble the spring side of the draft gear box. Place the shims on the floor of the car the larger behind the raised boss and the thinner one between the boss and the opening. The shims might be slightly higher than the boss, which is all right. Place the thin lid of the coupler assembly on the shims where the hole is on the larger one just behind the boss and on centerline, slip the coupler through the opening onto the lid, place the draft gear box over the coupler fitting the lid into the corners of the box, and make sure the spring arms are straddling the shank of the coupler. Hold the assembly in place and flex the coupler back and forth to make sure it has enough clearance. Move the assembly if needed, however, the hole needs to remain on the plastic shim so you can drill and tap the shim for the mounting screw. Mark the platform (shim) through the hole and remove the assembly. Place the #50 drill on the mark to see if the hole will break through the side of the shim. If so, move it in a little to where there is about .030" from the edge of the hole to the edge of the shim. There still should be enough coupler clearance. Remove the shim and drill and tap a hole through the marked location, the hole still may bulge the side of the shim but not break through.

To make a mounting screw the correct length slip the plastic screw from the coupler package through the draft gear box, with the lid in place, then screw it through the hole in the shim until the assembly is snug then snip the excess off flush to the bottom of the shim. Also, you might remove the screw and snip off one or two more threads.

Place a 2-56 screw (a short metal screw is best) in the hole where the end is flush with the bottom of the shim, this will prevent glue from getting into the threads of the hole. Use a slow setting "CA" glue and glue the shims in place making sure the hole is on the centerline and the shims are pressed flat on the floor. Too much glue under the shims will effect the coupler height and clearance. Secure them in place and allow for the glue to set properly. (Pacers "Poly Zap" CA Glue is a recommended choice.)

Assemble the coupler behind the opening as before mentioned. Check for proper clearance, some of the bars across the opening are different sizes and thickness and you may have to file the inside (top) and/or the front of the bar for enough coupler clearance. Secure the assembly with the trimmed plastic 2-56 screw and tighten snugly. If the screw bottoms out and the coupler is not tight enough remove the screw and trim off one or two more threads.

Replace the trucks, leaving off the coupler pockets, and check for the correct coupler height (our #205 height gauge). If the head of the screw contacts the thick axles remove the trucks and file the tops of the screw head until there is enough clearance. The screw head can be filed down to about .020" if needed then you can cut a thin groove in the top for a thin blade screwdriver.