

MODEL POWER

0-4-0 TANK SWITCHER

#27 COUPLER COUPLER CONVERSION

Unfortunately, this coupler conversion requires you to disassemble the underframe of the locomotive. First remove the two screws in the center cover plate. Carefully lift the cover plate at the pilot, the rear is hooked into the back of the motor housing. Be very careful now because the cover plate holds the wheels, side rods, pistons, and motor assembly in place which are now loose.

Pilot: Remove the dummy coupler and trim out the lower section of the coupler pocket (sides and bottom) and file area level and smooth. There should be an open level area from step brace to step brace with the top lip of the original pocket still intact.

Use the #5 style of draft gear box from the #27 coupler package and trim off the side holes of the box and lid and file smooth. Assemble the coupler and slip it into the opening to where the lip of the box is against the lip of the opening or the back of the box is against the back of the platform. Hold it securely and mark the platform through the center hole of the box. Drill and tap a hole through the platform and upper deck for a 2-56 screw. Set the coupler assembly back into the platform and secure it with a black plastic 2-56 screw and trim it flush with the upper deck.

Rear: Place the centering spring and coupler onto the post between the two tabs and carefully slip the cover plate back into position. Make sure the side rods and pistons are aligned properly and insert and tighten the screws.

Check the coupler height, function, and clearance and make any necessary adjustments, a thin shim may be necessary on the rear coupler to lower it.

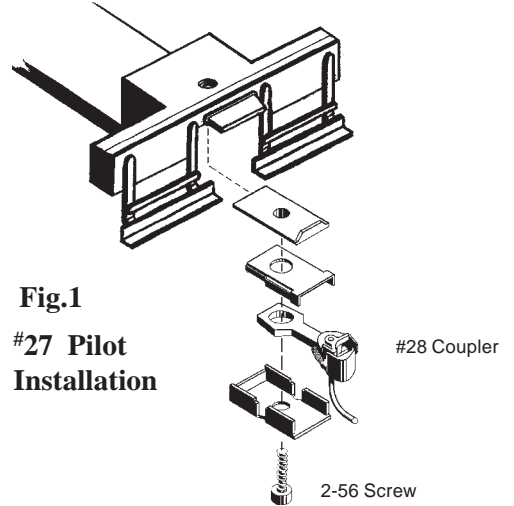


Fig.1

**#27 Pilot
Installation**

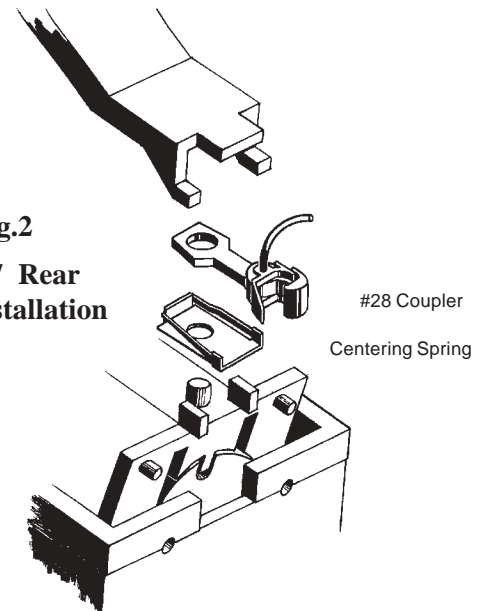


Fig.2

**#27 Rear
Installation**