

RIVAROSSO (POST 1993)

4-6-2 PACIFIC

Pilot: #33 coupler, Tender: #5 coupler

Pilot:

The pilot wheels are too close to the back of the coupler pocket to allow the use of a screw to mount the draft gear box. The draft gear box will need to be cemented in the coupler pocket and will be more or less a permanent mount so be sure before you cement that you have correct coupler height, function and clearance.

Remove the pilot wheels or move them out of the way so you can work on the pocket opening. Remove the dummy coupler by cutting off the enlarged end that protrudes through the back of the pocket. Cut straight down the seam until the end comes off and the coupler and back of the pocket are flush. The dummy coupler will still be very snug in the pocket so firmly and carefully pull on the end until it comes out.

Assemble the #33 coupler according to the instructions with the lid on the top of the coupler and the spring side of the draft gear box on the bottom, do not cement the lid on until later.

Enlarge the pocket opening by filing the sides evenly on both sides to about 5/16" wide and file down to the top of the "cow catcher". Do not file the upper lip as it will be used as the mounting platform. Test fit the draft gear box often, so you don't enlarge the pocket too much and still have the snugest fit without binding the coupler. Replace the pilot wheels, slip the assembled coupler into the pocket. Push it in until it touches the frame of the pilot wheels. Now move it forward to where the pilot wheels have complete movement side to side. Check the coupler height, function, and clearance (use our #205 coupler height gauge). Note the coupler location and remove the coupler and cement the lid to the draft gear box with a solvent cement. Place the cement at the corners of the lid where it indexes around the small posts. Slip the coupler back into the pocket and check for correct coupler height as before.

Make sure the pilot wheels have clearance and the coupler is as far back as possible with proper height, function, and clearance. Cement the draft gear box in the pocket and place the cement along the seam between the lid and the pocket's upper lip. Let the cement set and then turn the locomotive over and place a small amount of cement in the seam between the draft gear box and the top of the "cow catcher". Make sure no cement wicks into the draft gear box or on to the coupler. The coupler assembly should protrude only a small bit past the end of the pocket lip.

Tender

Remove and discard the existing coupler. Invert the tender. Trim off the center post up to the top of the platform and file smooth and flat.

The next step has two options. First, you can completely remove the front cross-bar with the curved forward edge. Or you can file the inside surface until the assembled #38 draft gearbox will slip in and rest level on the platform.

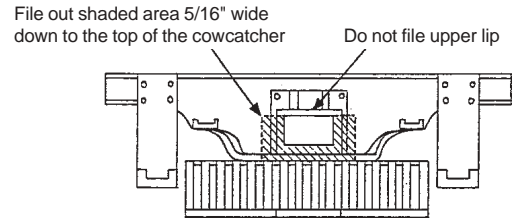
Use a #50 drill and drill a hole through the floor between the two platform surfaces and on centerline. Tap the hole for a 2-56 screw.

Assemble the #38 coupler with the spring side of the draft gearbox on the bottom of the coupler and the lid on top.

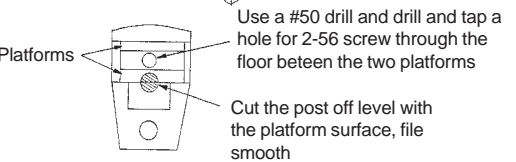
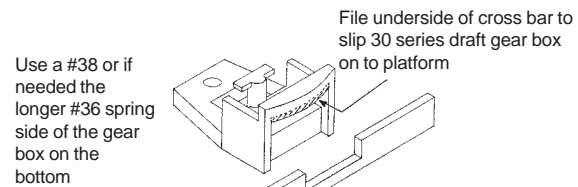
Place the coupler assembly on the platform (if the cross-bar was left on, slip the coupler through the front) match up the holes in the coupler and floor.

Secure with a 2-56 screw long enough to reach through the draft gearbox and into the floor. Do not over-tighten as it may bind the centering spring.

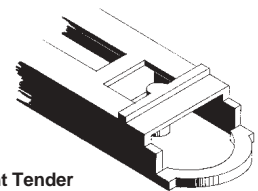
Check for correct coupler height, function, and clearance and make any adjustments necessary.



Pilot



Body Mount Tender



Truck Mount Tender

