

STEWART HOBBIES INC.

EMD FT A & B

No.5® COUPLER CONVERSION - FRONT OF A AND REAR OF B

#35 COUPLER CONVERSION - REAR OF A AND FRONT OF B

Stewart's FT has a different coupler mounting bracket than its previous "F" units which the #450 bracket was developed for.

"A" unit front and "B" unit rear:

Use a No.5® Coupler and Centering Spring in Stewart's draft gear box or you can use the No.5® Draft Gear Box. For the "B" unit, trim the ears off.

Assemble the body to the chassis and slip the assembled box through the pocket opening and secure with an 1/4" 2-56 screw. You may need to use a shim up to .030" thick to achieve correct coupler height. Use a combination of #211 shims if necessary.

Most FT "A" and "B" units were prototypically equipped with a draw bar to couple them together, however there were some that were equipped with couplers. If you choose to use couplers, use the #35 Coupler.

There's very little room left by the trucks on the bracket to mount the draft gear boxes. Carefully trim the coupler shank end symmetrical to about .030" around the hole. Trim the back end of the coupler lid to match the shank. See Fig. 3. Assemble the #35 with the spring on the top, against the mounting bracket, and the lid on the bottom of the coupler. Secure the #35 Coupler with a 1/4" 2-56 screw.

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

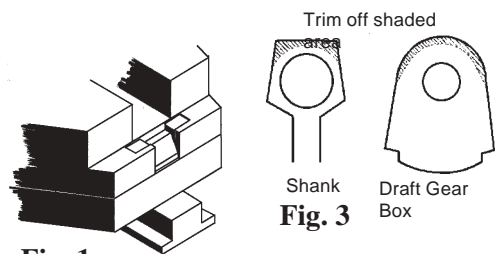


Fig. 1

FT A and B Front

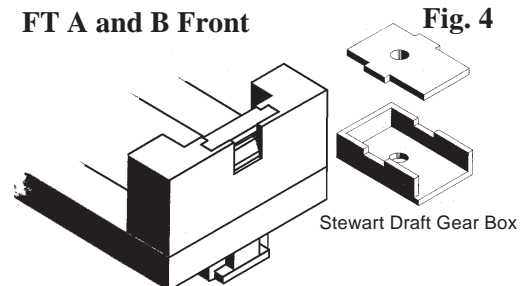


Fig. 2

FT A and B Back end