

SUYDAM BRASS (JAPAN)

INTERURBAN STREET CAR

#26 with 454 COUPLER CONVERSION

The basic assembly arrangement is first turn the original bracket around pointing inward, make a .040" thick shim to fit around the bracket and against the inside of the bumper, file it to fit over the bracing for the pilot (cow catcher) and be as level as possible, and CA glue it in place.

Assemble the 454 bracket and file the coupler stops thinner for a wider swing, assemble #26 coupler (cement it together) and modify it to fit "reversed" into the bracket by removing the side hole lugs and filing the top and bottom smooth.

Slip the coupler through the front and set the bracket over the draft gear box from behind the cow catcher. Make sure the spring arms are on the out side of the coupler box.

Adjust the assembly to fit centered against the back of the cow catcher, hold it firmly in place and flip the coupler back and forth as far as possible it should swing all the way to each outside edge of the bumper.

Carefully mark the shim through the hole of the bracket. Very carefully drill and tap the hole through the shim and brass floor for an 0-80 screw.

From this point it is a matter of fine tuning the mounting to get each coupler at the correct coupler height, eliminate any coupler droop with additional shims (I put an .005" shim on the front inside edge of the coupler box), and file the top of the coupler to clear the edge of the bumper. I could not find a brass screw to fit but I cut down two 0-80 x 3/8" to about 3/16" to fit better.

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

