

WALTHERS

85' SUPERLINER II
PASSENGER CAR

NO. 5® , #58 or 46 coupler optional # 454 w/38 Swing Bracket

This is a basic "drop in" conversion, use a #5 coupler in the Walther's coupler box. Remove the two screws in the coupler cover plate and slide the plate back out of the coupler opening. Remove and discard the original coupler. Make sure that the coupler box is free of any flash. Slip the bronze centering spring through the front opening and over the centerpost followed by the #5 coupler replace and secure the cover plate. Put the smooth side (the side without ejector pin marks) of the plate on the inside. Check for the correct coupler height, function, and clearance. If the knuckle head is too close and it hits against the sill you may need to use the longer shanked #26 (strong acetal plastic) or #46 (metal) coupler. The longer shanked couplers will extend the distance between cars but also allow the cars to negotiate slightly tighter radius curves.

The body mounted springs that are on the outside of the trucks prevents them from pivoting enough for these cars to negotiate smaller radius curves. If you wish, these can be easily removed by removing the floor (chassis assembly) and slipping them out of their slots.

The original coupling distance between the cars is too close to negotiate the tight radius curves without the cars derailing. It is recommended to use the #454 Swing Bracket with a #5 or a #28/38 coupler (not included) in the draft gear box supplied with the #454 package.

Remove the coupler as above including the Walther's pivot arm coupler box. Cut the cross bar (bottom loop of the opening) off the coupler opening and file the edge of the sill to the same level as the floor.

Assemble the #454 Swing Bracket according to its instructions and the coupler of your choice into the provided draft gear box with the spring side on the bottom and the lid on the top of the coupler. These will be mounted with the lid against the floor surface and the bracket under the coupler assembly. Measure along the centerline back from the edge of the sill (end of the car) .160" and drill (#52 drill) a clearance hole through the floor. Remove the floor and place the bracket coupler assembly on the hole and secure it with the provided 0-80 screw and nut. Tighten the screw enough so the assembly does not turn. If the hole is close to the edge of the floor make sure that the hex nut does not hang over the edge to interfere with reassembly. You can check the coupler height before you reassemble the floor so you can make any necessary height adjustments. After you place the floor back into the body make sure that all of the tabs and edges are properly snapped in and seated. Again check for the correct coupler height, function, and clearance.

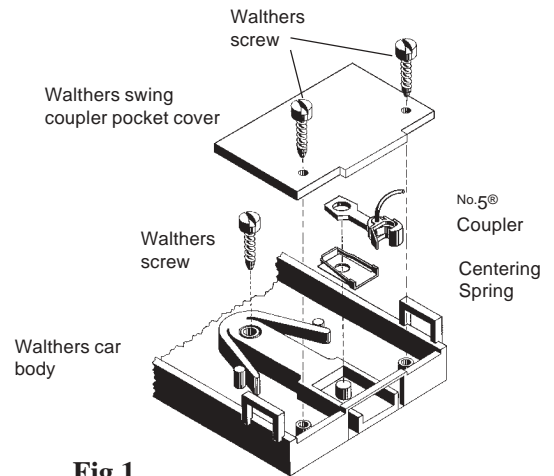


Fig.1