

## Micro-Trains #1026 Body Mount Adaptor Draft Gear and Coupler

Body Mount Adaptor Draft Gear and Coupler for flat cars, gondolas, 57ft 6in TOFC's & similar underbodies with a mounting height of .329in (8.4mm) above rails.

### GENERAL INSTALLATION INSTRUCTIONS

Read all directions through at least once before you start. Study Fig. 1 to familiarize yourself with the the name of each part.

### PREPARATION

1) While the coupler parts remain on the sprue, burnish all working surfaces using rounded end of small drill bit and Micro-Trainse #231 "Greas-em" (Fig. 2). Give special attention to the inside of draft gear box and draft gear lid.

2) With an X-acto knife, carefully remove each part from sprue so no flash remains. NOTE: There is an additional draft gear box and lid on the #1026 sprue which includes coupler shanks that will not be used for this conversion.

### ASSEMBLY

3) Remove any burrs on the long end of trip pin (Fig. 3) and align this end with slot in underside of knuckle shank. Carefully push pin into slot until the pin is visible coming through the top side of slot.

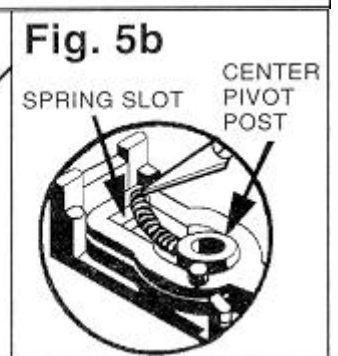
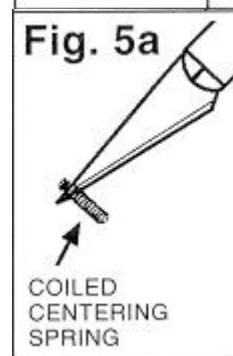
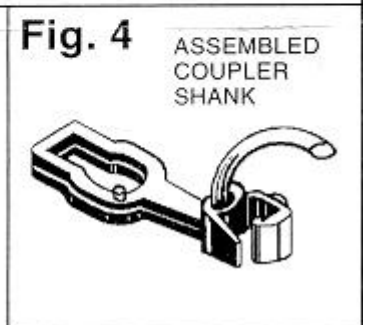
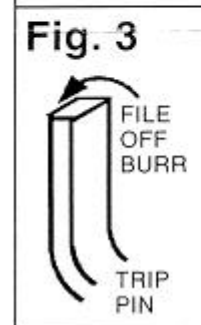
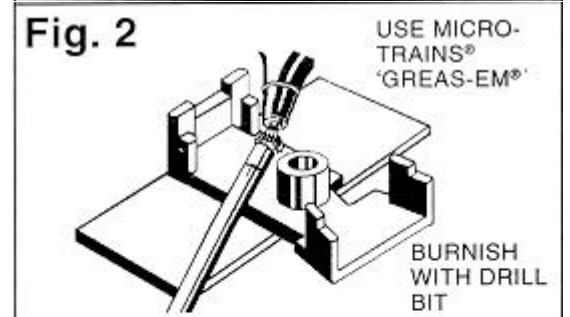
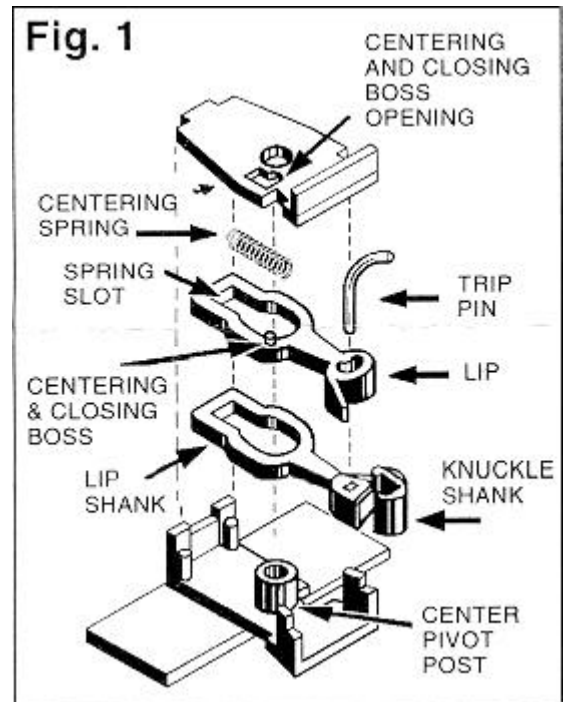
4) Assemble (2) halves of the coupler shank by inserting the trip pin, now in knuckle shank through elongated slot in lip shank. The (2) halves then fit together (Fig. 4).

5) Using Micro-Trains #702 Assembly Jig, place draft gear box with center pivot post hole over pin of jig. Using the Micro-Trains #1020 Coupler Tweezers, place assembled coupler shanks over center pivot post of draft gear box with trip pin facing up (so it will extend toward track after assembly).

6) Using an X-acto knife, pick up a coiled centering spring by inserting blade between coils at one end of spring (Fig. 5a). Insert spring into slot behind draft gear box center pivot post (Fig. 5b).

7) Now carefully, so as not to dislodge spring, place draft gear lid over assembly (Fig. 6). Make sure the couplers small centering bosses are correctly positioned in the centering and closing openings of draft gear box and lid.

8) Using Micro-Trains #1020 Coupler Tweezers, hold draft gear box assembly together and test coupler action. Coupler should pivot from side to side easily and return to center position. If the coupler fails to perform properly, remove draft gear lid and make certain the centering spring did not dislodge out of position while assembling.



9) Attach draft gear lid using 00-90 screw provided.

10) After assembling, add a puff of Micro-Trains #231 "Greas-em" into the draft gear box, and work coupler back and forth within box to lubricate and burnish working parts.

### #1026 MODIFICATIONS

If additional clearance is needed due to obstructions such as trucks or for extending coupler shank, modifications may be made to the #1026 coupler (**Fig. 6, 6a, and 6b**). Be careful not to cut away too much or the centering spring may fall out, the shank may droop, or centering and closing boss openings may be destroyed.

### MOUNTING PREPARATION

We recommend using Micro-Trains nonmagnetic trucks for best results with our couplers. If you plan on using the existing trucks, remove wheel pairs and cut off Rapido type coupler (**Fig. 8**). Trucks should be in place (and modified if necessary) before you begin your height adjustments.

1) Remove underframe from car. Remove trucks from underframe by pushing bolster pin out, from the top side of underframe. Cut the truck mount coupler from the truck bolster saving the bolster pin circular loop, approximately .045in wall thickness. Trim is best done with a jewelers saw or carefully with a sharp X-acto knife. (**Fig. 8**).

2) Replace trucks with original bolster pins. Reassemble underframe to car body, making certain end stirrups are placed with the angled edges toward car center.

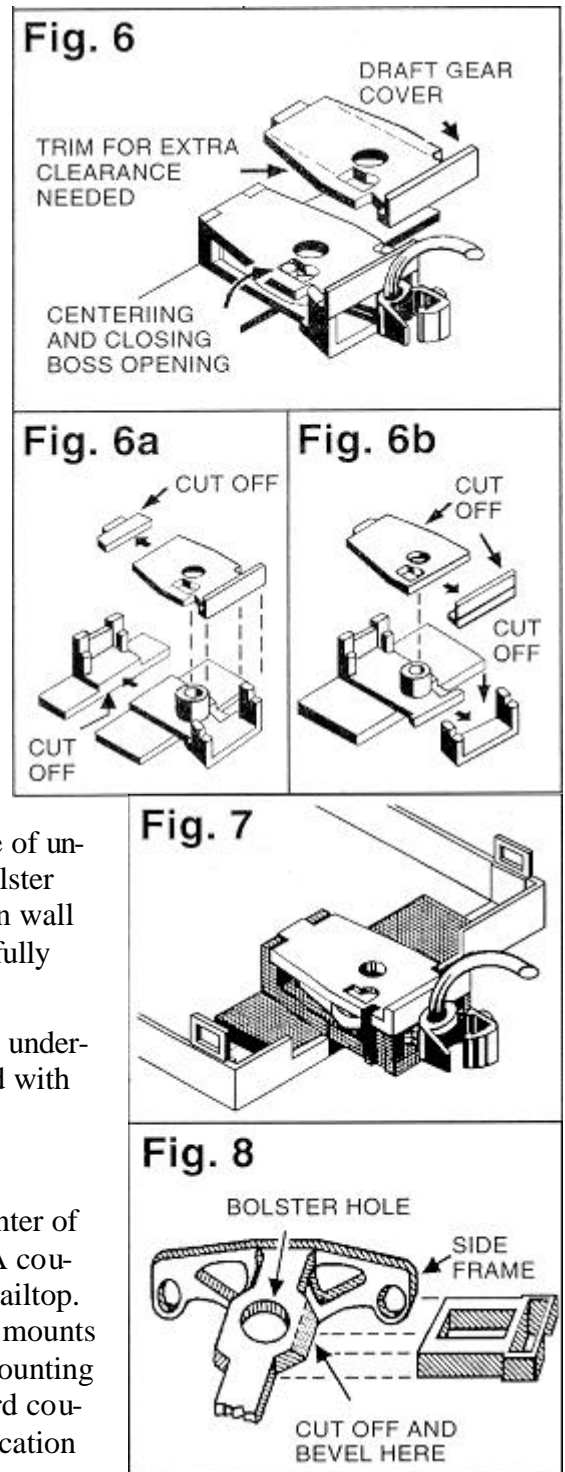
### INSTALLATION

When mounting, be sure coupler assembly is in exact center of the underframe and at correct height. The correct NMRA coupler centerline height is  $7/32$ in (.216in) (5.5mm) above railtop. The area on the underframe where the coupler assembly mounts should be .324in (8.2mm) from railtop (Fig. 9). When mounting onto the Micro-Trains cars mentioned above, the standard coupler mounting platform is .324in (8.2mm) and no modification is necessary, if mounting onto any other car, confirm the coupler mounting platform height using Micro-Trains #1054 Adjustable Micrometer Height Gauge.

If mounting platform is too low, remove material from mounting platform. If coupler mounting platform is too high, shim between mounting platform and coupler assembly. Once mounting platform height is correct, proceed with mounting coupler assembly.

1) Test the fit of the #1026 coupler assembly between the openings of the underbody ends (**Fig. 7**). If necessary, file off outer edges of #1026 coupler adaptor evenly on both ends until they do fit.

2) Secure coupler assembly by lightly coating top side of assembly and bottom side of car body with Testor's or equivalent solvent cement. Press together, keeping pressure on for at least two minutes. Allow car to set for two hours before use (**Fig. 7**).



3) Test coupler centerline height using Micro-Trains #1055 Height Gauge. The NMRA coupler centerline height is .216in (5.5mm) above railtop. Adjust the coupler height by making small adjustments to the car underbody height. If coupler is too low, shim between truck bolster and body bolster. If coupler is too high, remove material from either truck bolster or body bolster.

### TESTING

Test coupler for proper centering action. Coupler should move freely from side to side, always returning to center position. Check coupler height with Micro-Trains #1055 Height Gauge and trip pin height with #1056 Trip Pin Height Gauge (**Fig. 10**). Coupler should just clear gauge, but not be so low it fouls on turnout or crossover rails. If trip pin height is incorrect, adjust by pushing or pulling pin up or down in coupler shank. If couplers cross the wrong way over uncoupler, locking the m-selves closed instead of open, adjust trip pin angle. Trip pin should align with coupler knuckle (**Fig. 11**). To adjust trip pin angle, remove pin by carefully pulling straight down, while holding onto coupler knuckle. Align trip pin with coupler knuckle, then reinstall. **DO NOT** bend or twist trip pin while in coupler.

### NOTE

*If light cars, and cars with steel axles and weights are drawn into the magnet, replace magnetic wheel sets with our nonmagnetic wheelsets or modify existing wheelsets the following way: Remove the back wheel pair from one truck on each car (back wheel pair would be the one closest to the center of the car away from the coupler end of the truck) and add one Micro-Trains #1953 truck restraining spring, not included in kit. To do this, turn axle cone up, add a dab of saliva to it to hold spring in place, then place spring over the axle cone. Reinstall wheel pair to truck, this spring should create enough drag to keep car from being pulled by magnet. If not add another spring to the other truck. also (Fig. 12). Replace the steel weight with printer's lead or flattened lead fishing sinker.*

