

## Micro-Trains #1128 Front and Rear Conversion Coupler

This type of coupler can be installed in most Rapido type draft gear boxes.

1) Remove parts from envelope, inspect and trim any burrs or flash from parts with a sharp knife.

2) If necessary, carefully disassemble truck pilot or draft gear box to assist easy installation of Magne-Matic couplers and adaptors. Now, twist out (Fig. 2). Remove and discard original couplers and centering springs.

3) To provide the necessary opening for proper coupler action, enlarge and bevel front face of draft gear box (Fig. 3) to conform to adaptor measurements shown for #1128 (Fig. 1 b), depending on the conversion you are using. It maybe necessary to cut part of the original spring post to allow the adaptor to slip into the draft gear box. Check the fit of the appropriate adaptor BEFORE cutting any of the spring post. Remove any other obstructions that prevent adaptor from fitting properly.

4) For narrow draft gear boxes, it may also be necessary to trim the ends of the T shank. You may trim up to 1/64in (.015in or .38mm) from each end of the T of each half of the coupler (Fig. 2a). Do not trim off more than is needed, or so much that the coupler is allowed to slip through front opening in draft gear box. If needed, file equal amounts from each side of adaptor until it fits. Use Micro-Trains #231 "Grease-m" to burnish inside surfaces of adaptor and coupler halves.

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

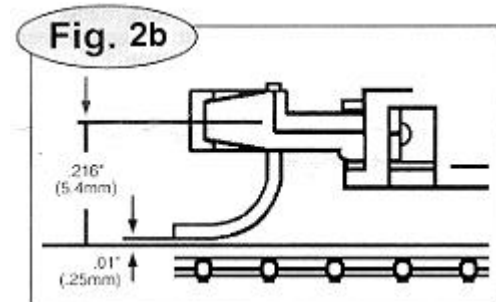
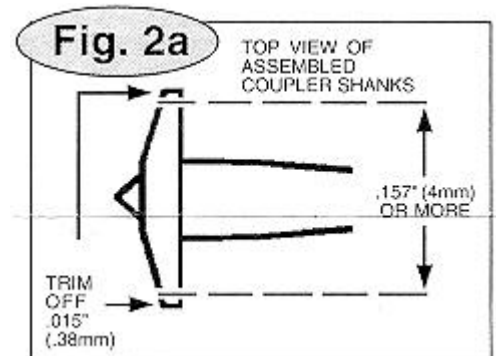
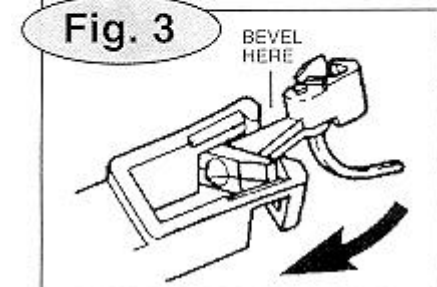
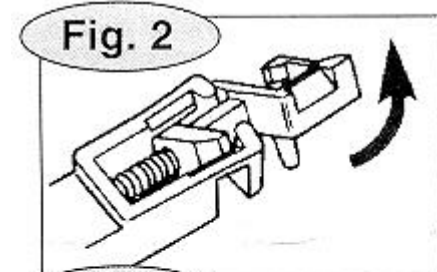
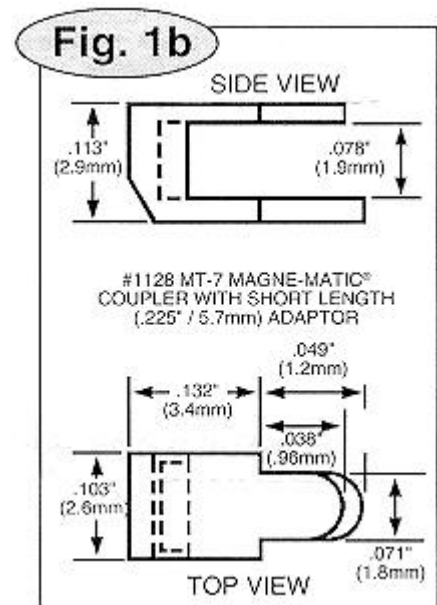
6) Assemble (2) halves of the coupler shank, by inserting the trip pin, now in knuckle shank, through elongated slot in lip shank. The (2) halves then fit together.

7) Hold assembled coupler together with Micro-Trains #1020 Coupler Tweezers, install in existing draft gear box so that trip pin will face towards track after assembly (Fig. 3). Make certain not to damage T ends of coupler shanks. If needed, distort coupler pocket open to admit T shanks.

8) If springs are stuck together, separate by laying knife blade along top ridge of springs and gently rock back and forth. This motion will cause springs to roll apart and separate.

9) In the process of die casting, adaptor lips may warp open. It may be necessary to pinch lip together ever so slightly, to reduce adaptor and coupler clearance. This will reduce coupler up and down movement. Do not reduce clearance so much as to restrict free lateral movement of coupler.

10) Place centering spring into circular recess of adaptor



**(Fig. 4).** A small amount of saliva on the end of the spring will help retain it in the adaptor until adaptor and coupler shanks are assembled.

**11)** Tilt rear end of couplers up and tilt spring adaptor over coupler shank ends with lower lip between coupler and inside of draft gear box. **(Fig. 5).** Position so that MT-number will face away from track after assembly. Push adaptor completely down and forward into draft gear box.

**12)** Test coupler using coupler testing instruction on Section 2, page 3 of the Binder System.

**13)** When assembled correctly, and at the correct height, fix in place by very carefully applying very small amounts of “Walthers Goo All Purpose Adhesive” or equivalent to top of adaptor and draft gear box (avoid getting any “Goo” into working area of coupler). Allow to set for a minimum of one hour.

**14)** Reinstall trucks and reassemble locomotive.

