

ARISTO-CRAFT GE DASH 9-44CW
#789 "G" Scale or #1789 #1 Scale

This conversion will provide a closer coupling than the original and still allow the locomotive to negotiate 8 foot diameter curves while coupled to most 40 foot or shorter cars and is OK for delayed action with cars that have truck mounted couplers. There should be no problems running on 10 foot (and larger) diameter curves with the couplers in the delayed or coupled position.

Remove the original coupler from the pedestal and retain the screw and washer. Remove or cut off the wire centering spring, note the screw is rather difficult to access.

Trim off the side walls (ridges) of the shank of the #789 draft gear box shank. Drill a 1/4" hole through the smaller hole in the shank as illustrated.

Assemble the coupler and slip it over the pedestal so it rests on the ribs. Set a washer of 1/4" interior diameter over the pedestal onto the coupler box shank. Secure with the original screw and washer. Tighten the screw enough so the assembly is firmly in place. The coupler opening will keep it from pivoting.

Invert the locomotive and check the coupler height with one of our appropriate coupler height gauges (#880 "G" scale or #829 #1 scale) or use another car with a properly mounted Kadee coupler.

Make sure the couple is as level as possible. If the coupler is too low check to be sure it's setting on the ribs of the pedestal properly. To tilt the coupler up a little bit you can place a very thin shim under the rear of the shank so it sets on the rib.

