

1.

Cut the spru in half with a hacksaw. Snip the remaining spru tight back with a strong pair of pliers.



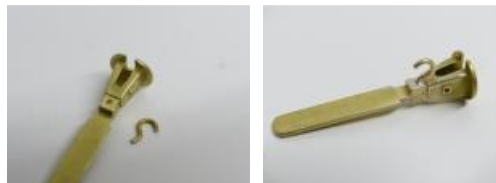
2.

With a sharp small file, clean up the flash that is left.



3.

If fitting the 'hook', drill a 1.6mm hole in the spot marked on the top of the coupling. Bend up a hook from the brass rod and solder or glue it into place.



4.

If fitting the 'drawbar', drill a 1.6mm hole through the coupling in the dimples on the sides of the coupling. Cut a short length of the brass wire, position the drawbar into place and fit the rod. Peen, solder or glue the rod in place. If you intend to remove the drawbar, you can leave this rod loose or even over length for the convenience of removal.



5.

There are a set of dots marked on the underside of the long flat bar. Choose the dot that best fits your engine. Drill a hole that suits the bolt you have. Cut the flat bar to the correct length and bolt the coupling onto your engine.



6.

These couplings will couple to themselves, but they are not really intended for this. They are more for a functional decorative purposes on your engine. The reason for this, is that it is impossible to be all things to all men given the huge range of couplings on the market. We have tried to give you the best looking coupling with the most functionality and ease of construction. Leaving the 'hook' off would give the very best look to your model, but would lose the ability to chain couple, ideal for people that only run smoke box first. The drawbar, if not fitted, could be used as decoration on your foot plate.

If you wanted to use these couplings on rolling stock, you could fit only the hook onto your engine. On the rolling stock side, fit the hook and drawbar. Then connect up via a short chain. In this form, you would get the very best look when not in use, and 100% function when in use without the 'faff' of trying to couple drawbar pins.

