



HO Scale Coupler Height Gauge

HG87



PROTOTYPE COUPLERS

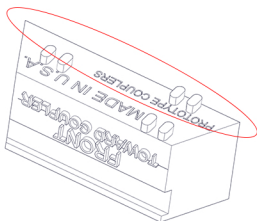
HG87 Contains: one HO Scale Resin Height Gauge

This tool is used to as a go/no-go type gauge to quickly and accurately check the coupler height on all Sergent Style couplers.

This gauge is designed to give the end user height limits based on the prototypical limits of 32.5" to 34.5" If the knuckle of the coupler slips between the grooves on the gauge you are good to go. If the knuckle falls outside of the groove you will need to adjust the car further to get a good alignment.

HG87 Assembly:

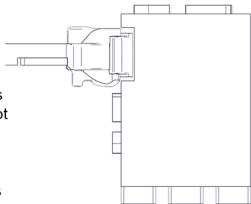
First flip the gauge upside down so that the rail guides are facing up. Proceed to examine the area outlined in red for any lip or flashing. Any flashing or lip should be removed so that the bottom of the gauge is flush and even. Be careful not to remove the rail guides themselves while removing any flash.



Using the Height Gauge:

NOTE: The gauge is insulated and can be used on a powered track.

You can either place the gauge on the track using the rail guides or directly on the track without using the rail guide slots. If you wish to use the guides, align the slots on the bottom of the gauge with the rails on the track. Then press down until they lock in. This is designed to be a tight fit. If you prefer you can just place the gauge on the rail without using the slots by moving the gauge off center so that the slots do not clamp to the rail. The rail should still be touching the flat bottom of the gauge.



Roll a car up to the grooved side of the gauge. This is the side marked "FRONT TOWARD COUPLER".

Make sure the knuckle is open on the coupler you are testing. If the knuckle slides into the groove in the gauge, it passes the check and is in prototypical height limits.

If too high add shim(s) of appropriate thickness between coupler gear box and the mounting surface to lower the coupler.

If too low, add shim(s) between truck and body bolster or cut out a space in the mounting surface for the coupler gear box to raise the coupler.

On a Type E coupler the height is less of a concern and you can most likely get away with good enough. Tightlock couplers (Type H, Type F, Spear) are not, and need to pass the gauge test to operate effectively.