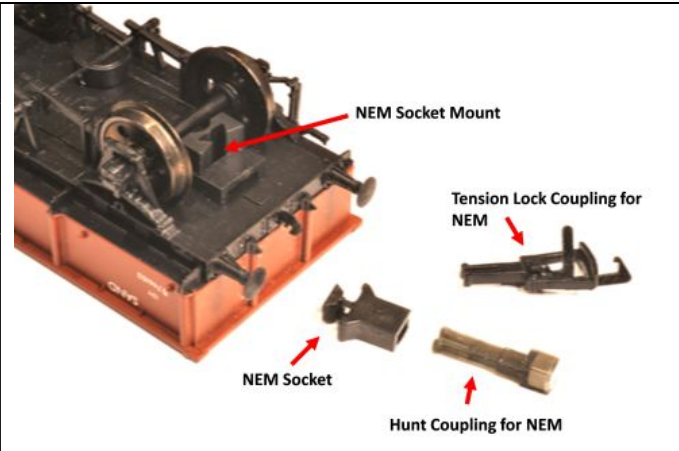
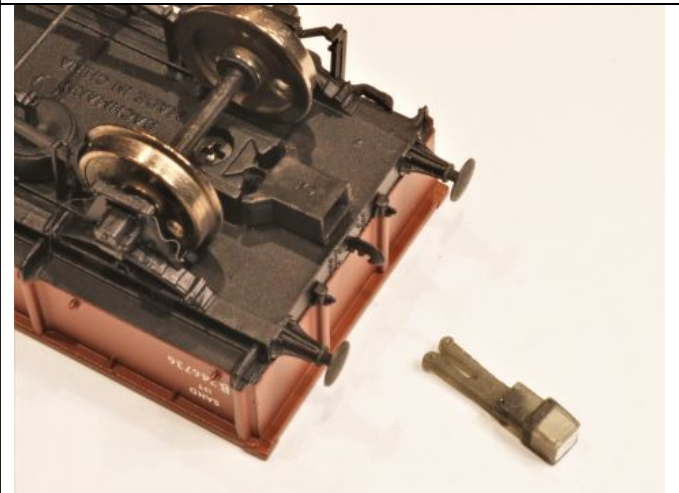






Hunt Couplings Fitting Guide



Coupling Fitting – OO Gauge NEM Pocket Types		
1	Carefully pull the existing (e.g. tension lock) coupling out of the NEM pocket	
2	Select your preferred type of Hunt Coupling for NEM pocket, suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.	
3	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.	
4	<p>Carefully push the Hunt Coupling into the NEM pocket until it clicks into place.</p> <p>Note: with the very large variety of rolling stock available from many different manufacturers, there are often small differences in the tolerance of the size of NEM pockets; therefore on occasions you may find your Hunt Coupling is a slightly tight or loose fit into the NEM pocket. If this happens please read 5 and 6 below:</p>	
5	<p>If the Hunt Coupling is very tight, you should not force the coupling into the pocket; first check there is nothing between the tabs of the coupling, and gently rub the top and bottom surfaces of the coupling between finger and thumb.</p> <p>If it is still very tight then gently rub the bottom surface of the coupling bar with fine emery paper and try again.</p>	
6	<p>If the Hunt Coupling is loose in the NEM pocket then it can be secured with a very small dab of a suitable adhesive such as:-</p> <ul style="list-style-type: none"> - a hot melt glue - PVA glue - a latex type glue <p>Used sparingly, the above types of glue should allow the coupling to be carefully removed again.</p> <p>** DO NOT USE Superglue **</p>	

Coupling Fitting – OO Gauge Clip Type		
1	Carefully pull the existing coupling out of the Clip Socket.	
2	Carefully remove the clip socket cover plate.	
3	Select your preferred type of Clip-Type Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.	
4	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.	
5	Place the mounting hole end of the Clip type Hunt Coupling onto the stub on the mounting.	
6	Clip the mounting plate back into place to secure the coupling.	

Coupling Fitting – OO Gauge Screw Type Couplings		
1	Carefully remove the small securing screw holding the existing coupling.	
2	Select your preferred type of Screw-Type Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.	
3	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.	
4	Place the Screw-type Hunt Coupling onto the stubs on the mounting.	
5	Replace the small securing screw to attach the coupling in-place, do-not over-tighten.	

Coupling Fitting – OO Gauge Hornby Pullman Coaches

1	Carefully pull the existing coupling out of its mounting socket.
2	Confirm you have the correct Pullman Clip-Type Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.
3	Ensure the Hunt Coupling is the right way up, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.
4	Carefully push the Pullman Clip-Type Hunt Coupling into the mounting socket.
5	If necessary the small securing screw can be adjusted to ensure the new Hunt Coupling is secure.



Coupling Fitting – OO Gauge Centreset-shank type

1	Carefully remove the small securing screw holding the existing coupling and withdraw the coupling through the headstock slot.
2	Confirm you have the correct type of Hunt Coupling suitable for your model and your layout, if in doubt please contact West Hill Wagon Works for advice.
3	Ensure the Hunt Coupling is shiny-side upwards, most Hunt Couplings also have a small character or symbol on the coupling top face to aid identification, please see the applicable Hunt Couplings GUIDE.
4	Place the mounting hole end of the Centreset type Hunt Coupling onto the stub on the mounting.
5	Replace the small securing screw to attach the coupling in-place, do-not over-tighten.



Coupling Fitting – OO Gauge Class 91 & Mk4 Original Tooling (non-NEM)

1 Undo the small screw that attaches each original underfloor end section housing the coupling, keep the screw safe.



2 With reference to the pictures, the original coupling D must be removed from the bogie using a snips, a small razor-saw or knife (please take great care). The end of the bogie can be dressed with a small file if necessary.







3 Clip the Hunt Coupling for Mk4 / Class 91 (original tooling) onto the round boss on the bogie ensuring the coupling is the right way up.


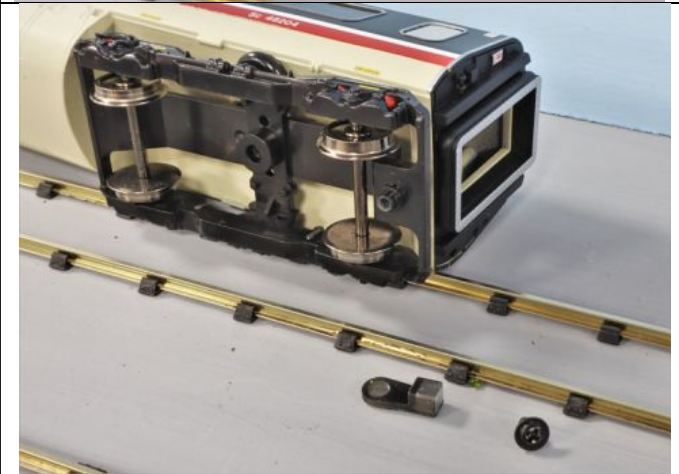



4 Place the original underfloor end section onto the end of the bogie and secure with the original screw.



Coupling Fitting – OO Gauge Riveted Type for Hornby / Triang

1	Using a pair of fine cutters gently crimp the bottom edge of the brass rivet.	
2	This should allow the rivet to be pushed upwards and out of the hole, releasing the original coupling and leaving a clean undamaged hole.	
3	Once the rivet is removed, ensure there are no burrs on the edge of the rivet hole. If necessary a 2.5mm drill bit can be carefully turned in the hole by hand to ensure it is clear.	
4	Align the spigot of the Hunt Coupling for Hornby/Triang Riveted Socket to the underside of the hole and push firmly into place ensuring the two spigots engage with the slots in the coupling	

Coupling Fitting – OO Gauge Hornby APT Class 370 incl. Development Coach		
1	<p>Carefully remove the original coupling securing screw, remove the coupling and retain the screw.</p>	
2	<p>Fit the Hunt Coupling for Hornby APT (reference- 4WH0300620) ensuring the coupling is the right way up. (see picture for reference) and re-fit the securing screw (not too tight)</p> <p>Note the longest couplings in the pack are for the NDM (Motor Car).</p> <p>The medium length couplings are for the TBF Coach.</p>	
3	<p>The same process applies for the shortest couplings for fitting to the Development Coach Sc48204</p>	
4	<p>Note, these short couplings are to allow the operation of the Development Coach within the APT rake.</p> <p>If you wish to operate the Development Coach coupled to other rolling stock such as a Test Coach or Locomotive, please see the special coupling pack- 4WH0300621 or The special NEM socket adaptor reference- 4WH0300104</p>	

Coupling Fitting – OO Gauge Bachmann Voyager Class 220/221

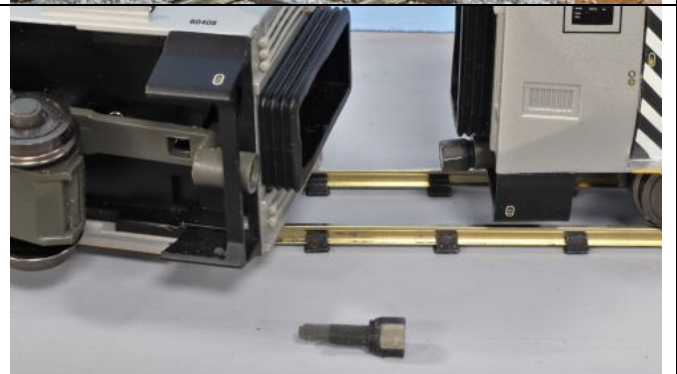
1 Remove the original coupling bar.









2 Select the correct Hunt Couplings for Bachmann Voyager pack (reference- 4WH0300626)










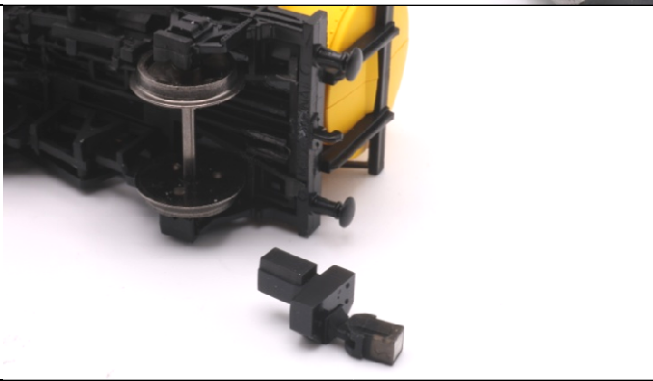
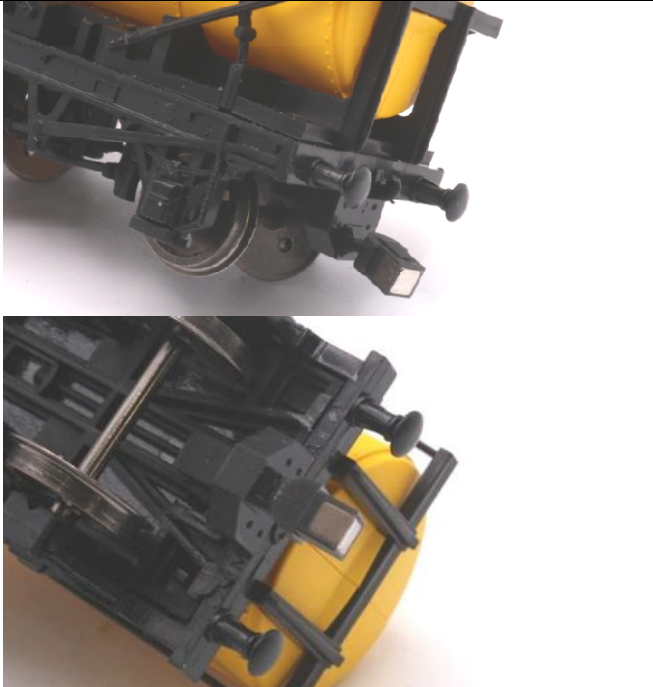
3 Carefully insert the coupling into each socket



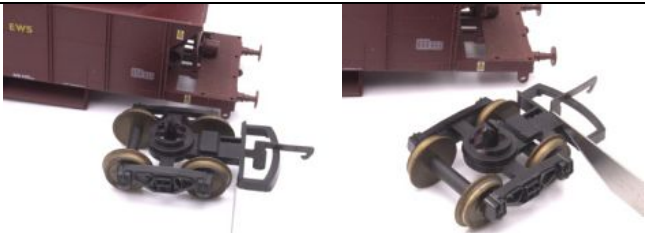

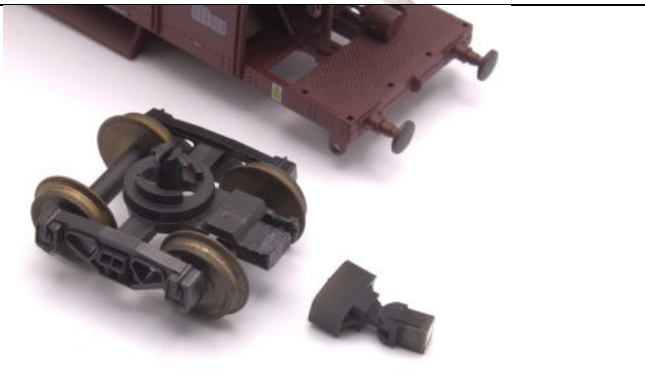


Coupling Fitting – OO Gauge Hornby Bogie Coaches with Moulded Type Couplings (MC1/MC2)

<p>1</p>	<p>Unclip the bogie, remove the coupling hook and carefully cut off the original tension lock coupling loop as shown in the pictures. Carefully cut away the old coupling hook mounting.</p> <p>*** Always cut downwards onto a cutting mat ***</p>	
<p>2</p>	<p>You should be left with the bogie looking like this, make sure there are no burrs</p>	
<p>3</p>	<p>Select the correct Hunt Couplings,</p> <ul style="list-style-type: none"> - MC1 Close for Hornby Coaches with Moulded Couplings (reference- 4WH0300667) <p>or</p> <ul style="list-style-type: none"> - MC2 Intermediate for Hornby Coaches with Moulded Couplings (reference- 4WH0300668) 	
<p>4</p>	<p>Trial fit the coupling onto the end of the bogie.</p> <p>Ensure that the C or I marking on the coupling is facing uppermost.</p>	
<p>5</p>	<p>Once you are happy with the fit of the coupling then remove, apply a small amount of glue to the top and bottom of the bogie faces then slide the coupling into place.</p> <p>Ensure that the coupling is level and central to the bogie</p>	
<p>6</p>	<p>Allow to dry, then re-clip the bogie back into place under the coach.</p>	

Coupling Fitting – OO Gauge Hornby 2-Axle Wagons with Flat Wagon Ends and Moulded Type Couplings (MC3)		
1	<p>Carefully cut off the original tension lock coupling loop flush with the end of the wagon as shown in the pictures. Carefully cut away the old coupling hook mounting.</p> <p>*** Always cut downwards onto a cutting mat ***</p>	
2	<p>You should be left with the wagon looking like this, make sure there are no burrs</p>	
3	<p>Select the correct Hunt Couplings,</p> <p>- MC3 Close for Hornby Wagons with Flat Ends and Moulded Couplings (reference- 4WH0300669)</p>	
4	<p>Trial fit the coupling onto the end of the wagon.</p> <p>Ensure that the C marking on the coupling is facing uppermost.</p> <p>Once you are happy with the fit of the coupling then remove, apply a small amount of glue then slide the coupling into place with the two lugs behind the flat end of the wagon underframe.</p> <p>Ensure that the coupling is level and central to the wagon</p>	
5	<p>Allow to dry.</p>	

Coupling Fitting – OO Gauge Hornby Short Wheelbase 2-Axle Wagons with Moulded Type Couplings (MC4)		
1	<p>Carefully cut off the original tension lock coupling loop flush with the end of the wagon as shown in the pictures. Carefully cut away the old coupling hook mounting.</p> <p>*** Always cut downwards onto a cutting mat ***</p>	
2	<p>You should be left with the wagon looking like this, make sure there are no burrs</p>	
3	<p>Select the correct Hunt Couplings,</p> <p>- MC4 Close for Hornby Wagons with Flat Ends and Moulded Couplings (reference- 4WH0300670)</p>	
4	<p>Trial fit the coupling onto the end of the wagon.</p> <p>Ensure that the C marking on the coupling is facing uppermost.</p> <p>Once you are happy with the fit of the coupling then remove, apply a small amount of glue then align the coupling centrally and in line with the end of the wagon underframe.</p>	
5	<p>Allow to dry.</p>	

Coupling Fitting – OO Gauge Hornby Class 37/47 Locomotives with Moulded Type Couplings (MC5/MC6)		
<p>1</p>	<p>Remove the bogie from the locomotive and carefully cut off the original tension lock coupling loop flush with the end of the bogie as shown in the pictures. Carefully cut away the old coupling hook mounting.</p> <p>*** Always cut downwards onto a cutting mat ***</p>	
<p>2</p>	<p>If you are fitting the Couplings with Mini Ploughs (MC6) then an additional 2mm will need to be cut from the end of the bogie frame as shown.</p> <p><i>Note that the MC5 couplings without Mini Ploughs will still fit if you remove the additional 2mm of bogie frame.</i></p>	
<p>3</p>	<p>Select the correct Hunt Couplings,</p> <ul style="list-style-type: none"> - MC5 Close for Hornby Class 37 / 47 Locomotives with Moulded Couplings (reference- 4WH0300671) or - MC6 Mini Ploughs with Close Coupling for Hornby Class 37 / 47 Locomotives with Moulded Couplings (reference- 4WH0300672) 	
<p>4</p>	<p>Make sure there are no burrs and trial fit the coupling onto the end of the bogie, the coupling clips up from underneath.</p> <p>Ensure that the C marking on the coupling is facing uppermost.</p> <p>Once you are happy with the fit of the coupling then remove, apply a small amount of glue then clip into place.</p>	
<p>5</p>	<p>Allow to dry.</p>	
<p>6</p>	<p>You may wish to paint the Mini Ploughs to match your model; apply a light coat of primer first before painting with either acrylic or enamel colours</p>	

Coupling Fitting – OO Gauge Lima Seacow Wagons with Moulded Type Couplings (MC8)		
<p>1</p>	<p>Unclip the bogie, remove the coupling hook and carefully cut off the original tension lock coupling loop as shown in the pictures. Cut flush with the back of the old coupling loop.</p> <p>*** Always cut downwards onto a cutting mat ***</p>	
<p>2</p>	<p>You should be left with the bogie looking like this, make sure there are no burrs on the coupling mount.</p>	
<p>3</p>	<p>Select the correct Hunt Couplings, - MC8 Pivoting Intermediate for Lima Wagons (e.g. Sea Cow) - reference- 4WH0300674</p> <p>Trial fit the coupling onto the end of the bogie.</p> <p>Ensure that the ■ marking on the coupling head is facing uppermost.</p> <p>The number 8 will be on the underside of the coupling when fitted.</p>	
<p>4</p>	<p>Once you are happy with the fit of the coupling then remove, apply a small amount of glue to the coupling mount faces then slide the coupling into place.</p> <p>Ensure that the coupling is fully pushed onto the coupling mount and is level.</p>	
<p>5</p>	<p>Allow to dry, then re-clip the bogie back into place under the wagon.</p>	

Coupling Fitting – OO Gauge Lima Coaches with Moulded Type Couplings (MC9 & MC10)

<p>1</p>	<p>Unclip the bogie, remove the coupling hook and carefully cut off the original tension lock coupling loop as shown in the picture.</p> <p>Align the cut to leave at least 2.5mm but no more than 3.5mm of the existing coupling mount.</p> <p>*** Always cut downwards onto a cutting mat ***</p>	
<p>2</p>	<p>Carefully cut away the old coupling hook mounting as shown in the picture to leave the top of the coupling mount flat.</p> <p>You should be left with the bogie looking like this, make sure there are no burrs on the coupling mount.</p>	
<p>3</p>	<p>Select the correct Hunt Couplings,</p> <ul style="list-style-type: none"> - MC9 Close for Lima Coaches with Moulded Couplings (reference- 4WH0300675) <p>or</p> <ul style="list-style-type: none"> - MC10 Intermediate for Lima Coaches with Moulded Couplings (reference- 4WH0300676) 	
<p>4</p>	<p>Trial fit the coupling onto the end of the bogie.</p> <p>Ensure that the C or I marking on the coupling is facing uppermost. The number 9 or number 10 will be on the underside of the coupling when fitted.</p>	
<p>5</p>	<p>Once you are happy with the fit of the coupling then remove, apply a small amount of glue to the top and bottom of the bogie faces then slide the coupling into place.</p> <p>Ensure that the coupling is fully onto the coupling mount and level.</p>	
<p>6</p>	<p>Allow to dry, then re-clip the bogie back into place under the coach.</p>	

Coupling Fitting – N Gauge & OO9 Gauge NEM 355 Pocket Type Couplings

1 Carefully pull-out the original coupling from the NEM socket



3 Ensure the coupling is the right way up, Hunt Couplings have any type markings or buckeye representation detail on the top face.



4 Click the Hunt Coupling for NEM sockets into the socket, do not force it.



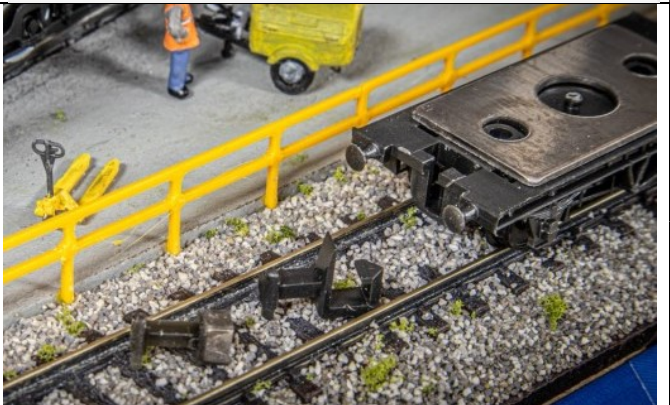
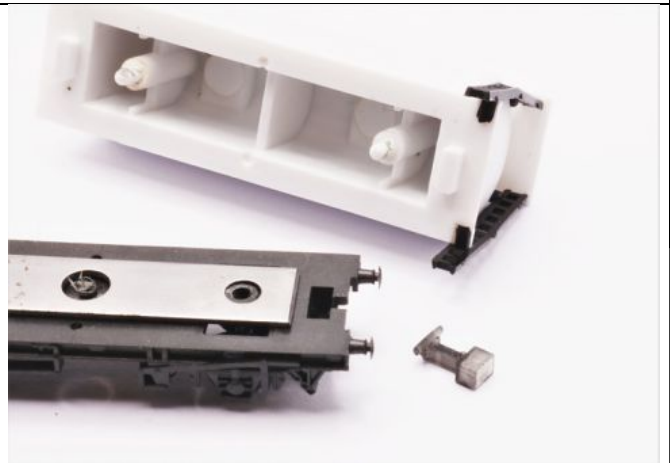
Coupling Fitting – N Gauge Graham Farish Voyager Class 220/221


1	Remove each coupling bar from the sockets then carefully remove the screw holding each original coupling socket.
2	Withdraw the coupling socket and retain the screw.
3	Slide the Hunt Coupling for Graham Farish Voyager (reference- 2WH0300308) into place.
4	Re-fit the securing screw (not too tight)



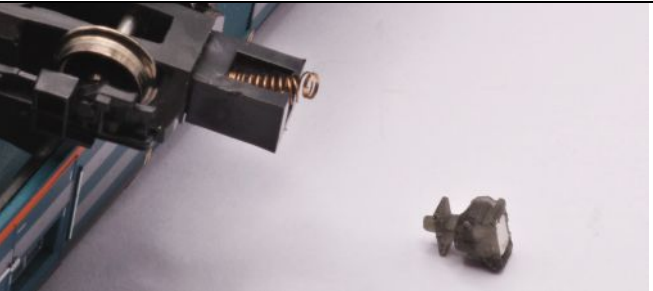
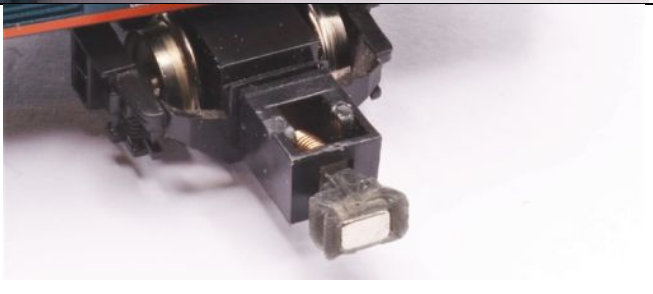




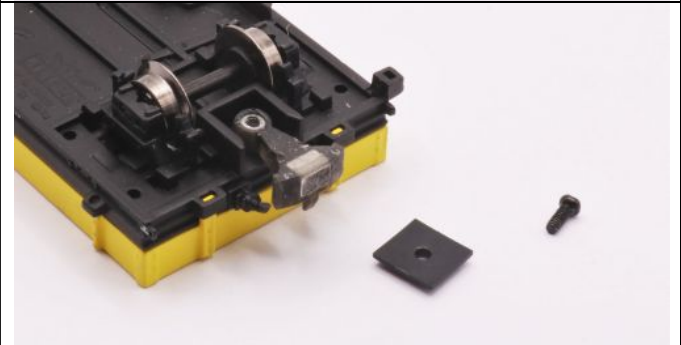
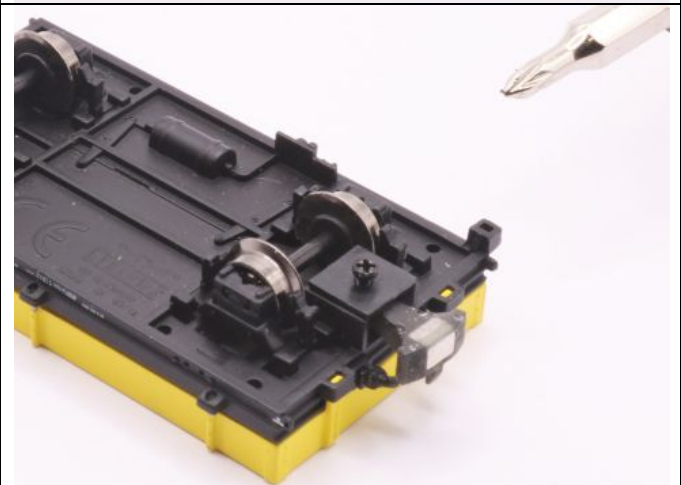
Coupling Fitting – N Gauge Peco Wagon Kit Type

1	Carefully remove the wagon body to reveal the headstock coupling slot.
2	As necessary lift out the original coupling.
3	Slot in the Hunt Coupling ensuring the retaining lugs are uppermost
4	Re-fit the wagon body.



Coupling Fitting – N Gauge Dapol Megafret Wagons		
1	Carefully un-clip the intermediate coupling bar from each wagon underframe	
2	Clip one Hunt coupling onto each wagon underframe ensuring the smooth face of the coupling is uppermost against the underframe surface	
3	Fit the outer end of wagon couplings as per the NEM Pocket Type guide above	

Coupling Fitting – N Gauge Spring Pocket Type, e.g as fitted Graham Farish locomotives, wagons, coaches and HST		
1	The spring pocket type couplings are removed / inserted by gently compressing the coupling then rotating the coupling through 90 degrees and sliding out of the pocket downwards	
2	Great care needs to be taken not to lose the spring. There are a couple of tips that can help:- <ul style="list-style-type: none"> • Work over a white bowl or tray. • Grip the spring pocket top and bottom gently between finger and thumb to help stop the spring from flying out. • Very gently turn the coupling through 90 degrees, do not force. • Withdraw the coupling slowly out of the pocket, gently moving away so the spring extends slowly. 	
3	When re-fitting ensure the spring is located over the little pip at the back of the socket. Gently align the little pip on the back of the coupling with the spring. Ensure the coupling is aligned at 90 degrees.	
4	Slowly push the coupling into the spring and compress the spring until the tabs on the back of the coupling can slot up into the pocket.	
5	Slide the coupling up and when the spring is in-line, then rotate the coupling through 90 degrees so it is retained. Ensure the coupling is the right way up, Hunt Couplings have any type markings or buckeye representation detail on the top face. Check the spring / coupling operation.	

Coupling Fitting – OO9 Gauge Lilliput Screw socket Type		
1	Using a fine cross-head screwdriver remove the pocket retaining screw. Take care not to lose the screw, it's small.	
2	Lift away the pocket retaining plate.	
3	Lift the original coupling off the mounting boss.	
4	Fit the Hunt Coupling for Liliput Screw socket onto the boss, ensuring the coupling is the right way up.	
5	Re-fit the retaining plate and fit the screw.	

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