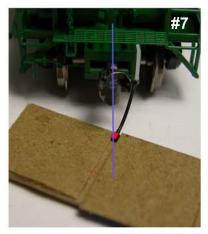
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Step #4 - First you will need a spacer 1/16 thick. This is to set the height of the air hose from the rail head assuming that you have RP25 wheel sets on your trucks. If not you will have to adjust the height of the spacer as needed to compensate for flange height difference. I used three pieces of cardboard from a cereal box glued together with two extra piece as a stop to help hold air hose in place while the glue sets. You don't want it to be less than 1/16"or the hose may hit the rails at the turn outs and crossings. Now with the car right side up, coupler facing you, place the spacer underneath the coupler. Grab the air hose with the tweezers so that the red dot is facing up. Very important that the colored dot is facing up so they will couple properly. Place a small drop of gel glue on the cut end. You don't need a lot. Carefully glue it to the end of the pipe. The magnet should rest in the groove of the spacer in line with the center of the coupler box - see photo # 7,8. After it has been glued to the car make sure that the glue has set before moving the car then add more with a tooth pick to fill in any gaps and to make the joint stronger. Let the glue set thoroughly before coupling for the first time, then paint the metal pipe to match the car. Use a black sharpie to cover the red dot and magnet. Let sharpie dry for 3 or 4 minutes before coupling.







This is one example on how to run the pipe leading to the air hose on freight cars. On locomotives and extra long cars the pipe will need to be run differently. It must end up in the center of the coupler shank. If this is your first time installing these air hoses I recommend installing them on some cars first. They are a little easier to do.

The above air hoses were tested on Athearn AC4400 and SD40-2 locomotives and many different cars on a 24"radius S curve with Kadee # 5 and # 158 couplers. On sharper curves on long locomotives / cars the air hose may uncouple at above suggested placement, some adjusting may be needed.

