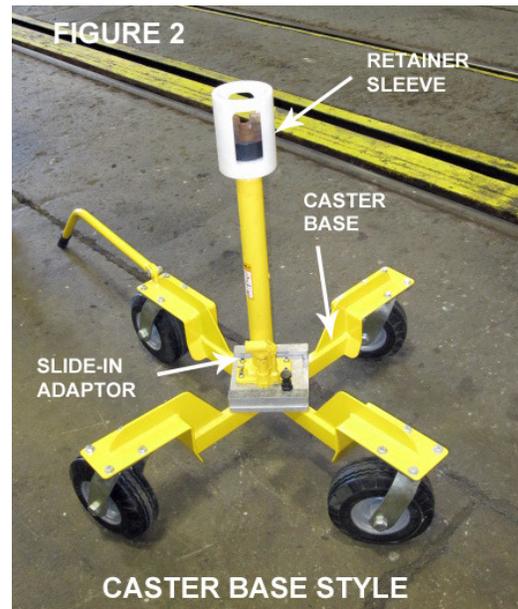
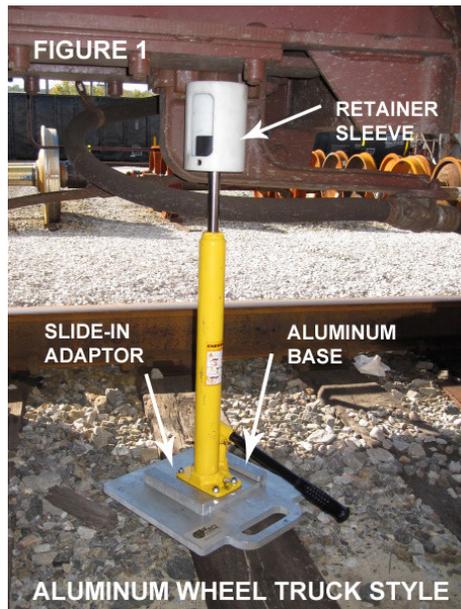


INSTRUCTIONS FOR USE



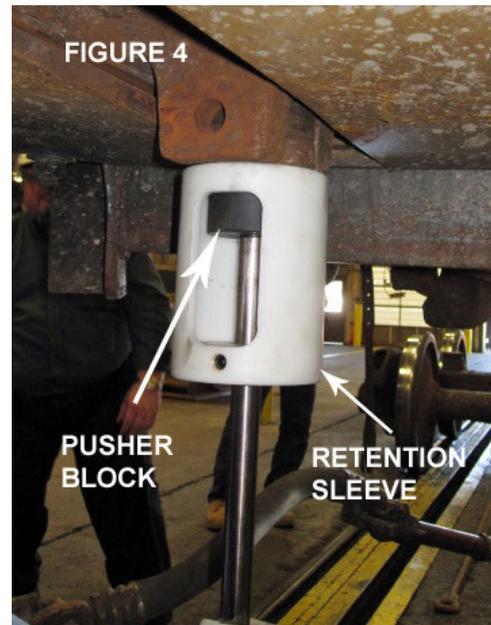
DESCRIPTION:

These fixtures are used to remove or install F-Pins on any style coupler or draft gear assembly. They may also be used to jack the coupler for shim application. The Wheel Truck version is designed for portability for use on line-of-road. The shop version is designed to move around facility floors to install pins in jacked equipment. The jacking assembly slides into a quick release mechanism on both the Aluminum Wheel Truck and Shop Caster bases.

WARNING: Ensure car(s) or locomotive(s) is/are properly secured with hand brakes and/or chocks before attempting to perform knuckle replacement

WARNING: Ensure Blue Flag protection is before fouling any track or performing any type of repairs.

1. Inspect the base and jack assembly for defects. The pin retention sleeve must be in place and sliding freely on the piston rod. If the jack is leaking more than a few drops of hydraulic fluid, it must be removed from service and repaired as necessary. The locking mechanism must in place in the base and working properly.
2. Move the base and jack assembly to the freight car requiring pin removal and position it under the draft arm (Figure 3).
3. Close the jack release valve and begin jacking. Continue jacking until the pusher block contacts the pin retainer plate. Make sure the block is centered on the pin (Figure 4).
4. Remove the retaining pin or bolt and slide the pin retention sleeve up until it contacts the draft arm (Figure 4).
5. Slowly turn the release valve to allow the pin and retainer to drop out of the coupler. If the pin is stuck, stop lowering the jack and move the coupler until the pin drops. (Figure 1 or 2).
6. As the pin lowers, continue moving the retainer upward until it is fully engaged with the pin (Figure 3 or 4).
7. Remove the coupler when the pin is clear of the draft arm.



F-PIN INSTALLATION INSTRUCTIONS:

1. Close the release valve and begin jacking the pin and pin retainer plate back into position (Figure 3 or 4).
2. If the pin becomes stuck, move the coupler until the pin starts to move again. Do not continue jacking if the pin becomes stuck in the draft arm or coupler.
3. Keep jacking until the pin and retainer are fully engaged in the draft gear. The retention sleeve will automatically retract as the pin is pushed into position (Figure 4).
4. When the pin is fully engaged, slide the retention sleeve out of the way and insert the pin retaining pin or bolt. Do not remove the fixture until the pin or bolt is fully engaged. .
5. Turn the release mechanism to lower the jack. Inspect the fixture for defects, and place it into its normal place of storage (Figure 1 or 2).

SAFETY PRECAUTIONS:

WARNINGS: Noncompliance could cause injury to employees

CAUTIONS: Noncompliance could cause damage to equipment

NOTES: Pertinent information

1. **WARNING:** Wear personal protective as required.
2. **WARNING:** Exceeding the rated weight capacity of this fixture could cause failure.
CAUTION: Never continue jacking if the pin becomes stuck. Continued jacking on a stuck pin could damage the fixture.
3. **WARNING:** Keep your hands and feet out from under the F-Pin and pin retaining plates during handling.