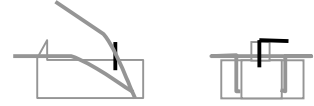


## End tipper instructions addendum

There can be a problem with the coupler loops failing to drop back down after uncoupling because there is nothing to stop them going 'over the top'. This is mainly the case when magnetically operated 'Greenwich' couplers are used. A simple modification removes this problem.

### *If using wire loop couplers.*

Drill a 0.5mm diameter hole about 1mm deep into the top of each coupler just in front of the pivot point. Bend a 6mm length of 0.5mm wire into an L shape and glue into the hole with the shorter arm across the width of the truck so it prevents the coupler loop lifting too far.



### *If using 'Greenwich' couplers*

Drill a 0.5mm diameter hole in the rear edge of the coupler about 1mm deep at about 45° aligned end to end with the chassis. Glue a 6mm length of wire into this hole so it is engaged onto the transverse frame which supports the skip. This restricts the upward movement of the coupler loop.

