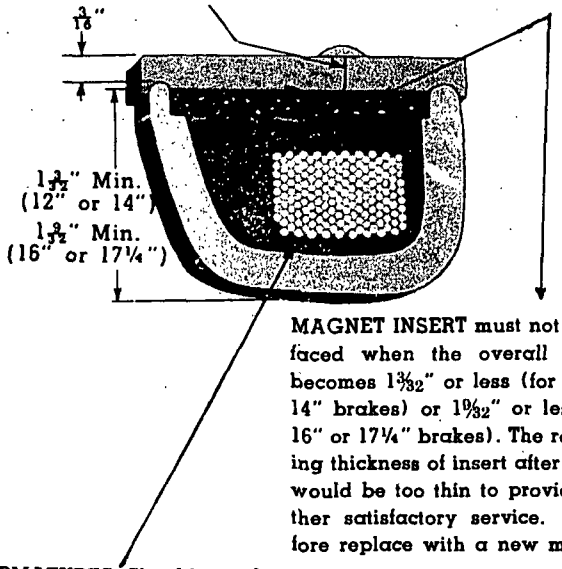
AIR GAP (Brass Strip). Its purpose is to remove excess magnetism from the armature and magnet when current is shut off, thus preventing drag between these parts.



MAGNET INSERT must not be refaced when the overall height becomes 1 3/32" or less (for 12" or 14" brakes) or 1 9/32" or less (for 16" or 17¼" brakes). The remaining thickness of insert after facing would be too thin to provide further satisfactory service. Therefore replace with a new magnet.

ARMATURES Should not be refaced in field service, unless, the proper equipment is available for holding the armature segments securely in place while machining in order to insure true surfaces.

Fig. 27

MAGNET AND ARMATURE RELATION

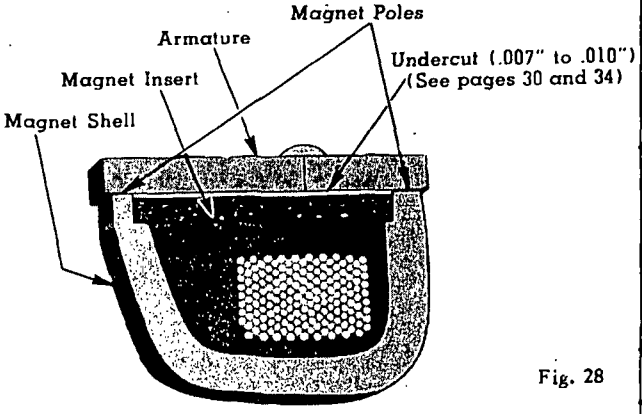


Fig. 28

NEW BRAKES: Armature in contact with magnet poles—not in contact with magnet insert, due to undercut.

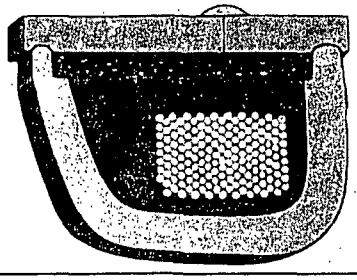


Fig. 29

AFTER FEW MILES: Magnet poles have grooved into armature allowing contact with magnet insert.

NOTE: Armature is in contact, both with magnet poles and insert.

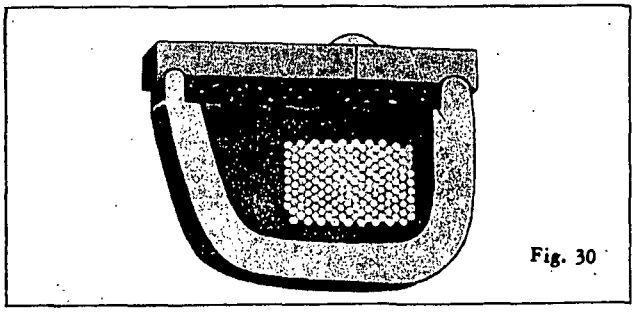


Fig. 30

AFTER MANY THOUSAND MILES: Note deeper grooves in armature and worn insert. Armature is still in contact, both with magnet poles and insert.

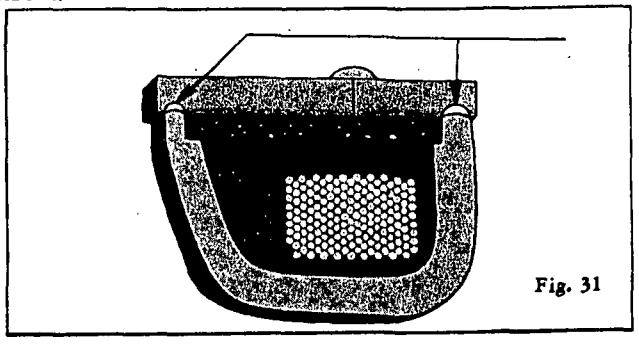


Fig. 31

NOTE—NO CONTACT: Grease or a glazed surface retards insert wear, also reduces brake applying force, resulting in reduced brake efficiency. This condition can be corrected by refacing magnet as shown on page *19*

MEASURING ARMATURE DEPRESSION DRUM AND ARMATURE ASSEMBLY ON WHEEL

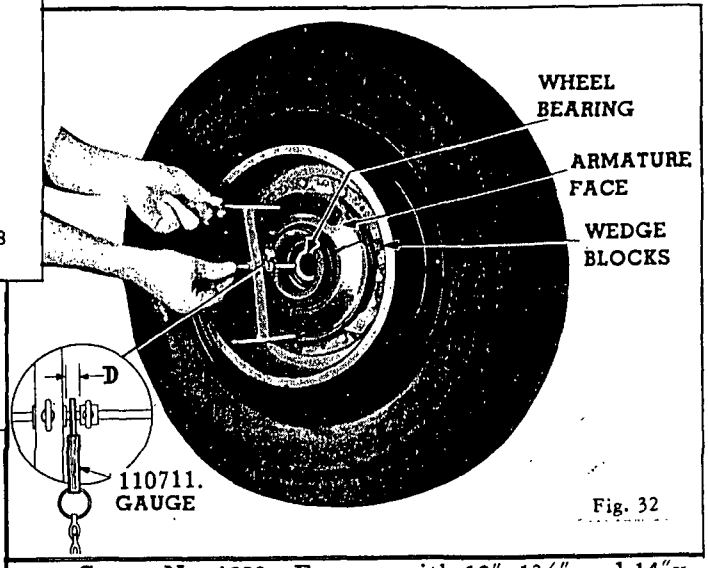


Fig. 32

Gauge No. 4680—For use with 12"x1¾" and 14"x 2" Brakes.

Gauge No. 4812—For use with 16"x2½" and 17¼"x3"-4"-5" Brakes.

The armature segments should contact the magnet and be depressed approximately 5/32" when the drum and hub are mounted in running position. This depression can be determined before the drum is placed on axle by the use of armature gauge as shown above. The gauge may be purchased from Service Department.