SERVICE ON ALL RUBBER TYPE COUPLING CABLES

If cable plugs develop short circuits or broken wires, Warner Electric Brake Mfg. Co. will mould new ends for a nominal charge.

The cable is shortened about 8" for each new plug. If present cable uses all the slack it may be too short if new ends are made.

Cables covered with grease will not bond to new ends and therefore cannot be repaired.

BRAKE LINING SPECIFICATIONS

12x1¾ Standard lining (low friction) 3/16" thick, Kit No. BLN-15.

12x1¾ High friction lining 3/16" thick, Kit No. BLN-16.

14x2 Standard lining (low friction) ¼" thick, Kit No. BLN-19.

14x2 High friction lining ¼" thick, Kit No. BLN-20.

16x2½ Standard lining, ¼" thick, Kit No. BLN-7.

16x2½ Same as standard lining except 1/32" thicker (eliminating 1/32 shim) to be used with worn drums only, Kit No. BLN-H7.

17¼x3 Standard lining, ⅜" thick, Kit No. BLN-8.
17¼x4 Standard lining, ⅜" thick, Kit No. BLN-9.
17¼x5 Standard lining, ⅜" thick, Kit No. BLN-10.

The above kits include standard lining and rivets for 2 brakes only.

INSTRUCTIONS FOR USING BAND GAUGES

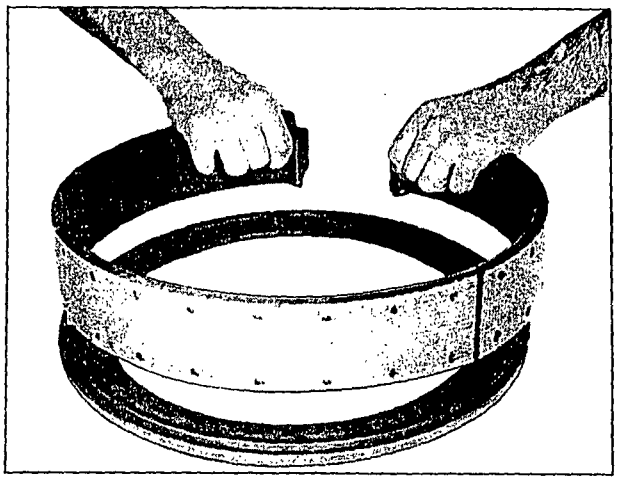


Fig. 25

Band Gauge No. 4740—Used with 12x1¾ Brakes.
Band Gauge No. 4843—Used with 14x2 Brakes.
Band Gauge No. 4698—Used with 16x2½, 17¼x3, 17¼x4, 17¼x5 Brakes.

To get the best performance out of a full wrap brake, it is necessary that the band be round. Check all bands for roundness when service work is done or the band is relined.

When band is correct, it should contact the gauge snugly over its entire circumference with a light tension holding it in place.

Bands which are out of round or have flat spots when checked on gauge should be corrected. This can be done by placing band on a wood top bench or block and striking band with a ball peen hammer where necessary. Care should be taken to avoid damaging rivet holes.

An out of round band can cause a weak brake to "grab". If the leading end (toe end) of the band is bent away from the band gauge, the brake will be strong or "grabby". When bent in toward the center the brake will be weak.

The band gauge may be used to check the clearance between the relined band and the drum. This can be done by placing the band assembly on the band gauge and fitting band (on gauge) into the drum. Where the diameter of the drum is found to be more than 1/16 of an inch larger than overall diameter of band assembly (on band gauge) it is suggested that shim stock be used under lining.

CAUTION: When replacing band on backing plate, do not spring bands out farther than necessary.

At the factory the bands are carefully fitted to a gauge before the assembly is made on the backing plate.

All shipments of separate bands are carefully packed so when they arrive at their destination they will be round and ready for installation.

ACTION OF ARMATURE ON MAGNET

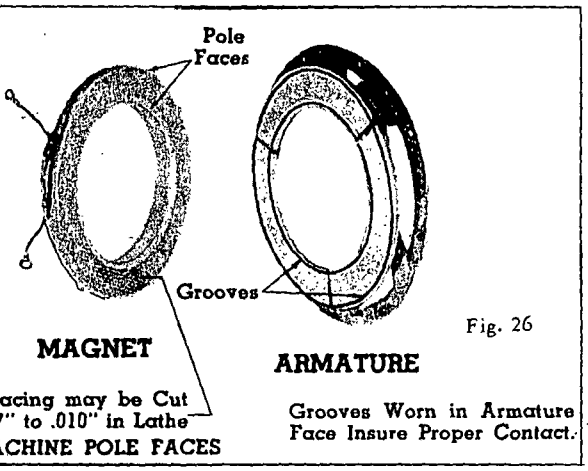


Fig. 26

Check armature depression after facing magnet. (See page 17.)

Old armature will work with an undercut magnet, if pole faces on undercut magnet have not been machined.

A new armature may be used with an old magnet, but, a new magnet MUST NOT be used with an old armature.

MEASUREMENTS TO DETERMINE WHETHER ARMATURE AND MAGNET ARE WORN TOO MUCH TO BE SERVICED.

See top left, next page.

Warner Electric Brake Mfg. Co. will reface armatures and magnets, if they are not worn under the dimensions shown on illustration.

NOTE: When refaced magnets and armatures are used, spacers will probably be required under the armature mounting ring in order to provide the proper armature depression. See page 17 for armature depression.