

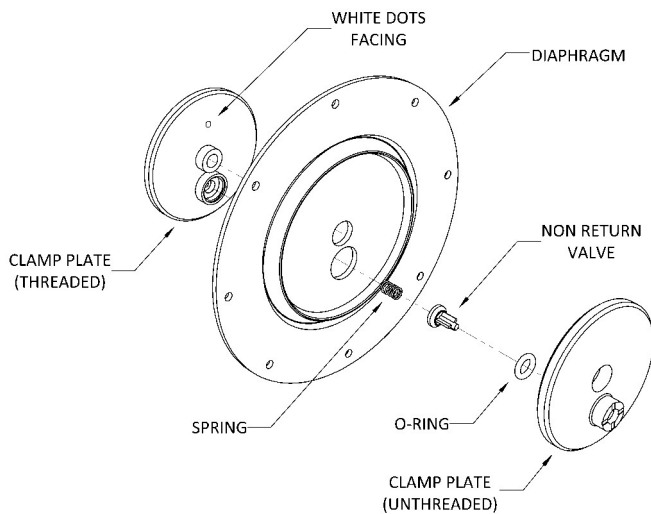
PNR 1A - Vacuum Brake Kit

Assembly Instructions

PLEASE READ THIS INSTRUCTION LEAFLET IN IT'S ENTIRETY BEFORE ATTEMPTING TO ASSEMBLE & USE THIS PRODUCT

STEP 1

IMPORTANT: Ensure that the X on the diaphragm and white dot the mating clamp are assembled facing each other.



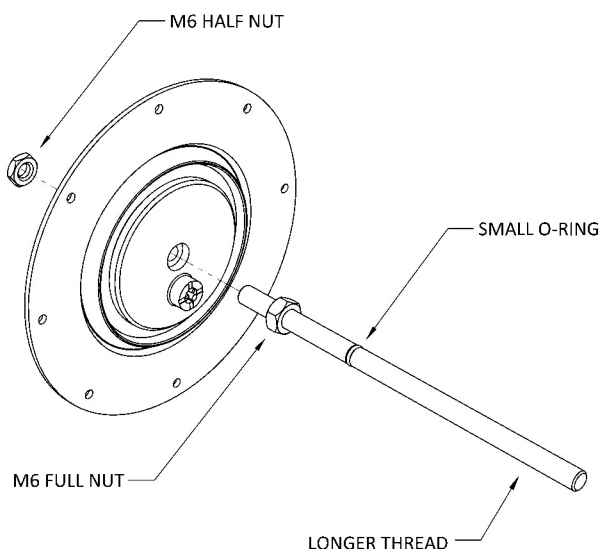
Apply a small amount of petroleum jelly or silicone grease into the off centre hole in the unthreaded clamp plate (without a white dot), then insert the red o-ring.

With the X and white dots facing each other, rest the threaded clamp plate on a flat surface and place the diaphragm down over the spigots. Take care not to damage the small upstanding lips around the diaphragm holes.

Next, place the small spring in the off-centre hole in the large spigot and balance the non-return valve on top of the spring in the orientation shown. Position the unthreaded clamp plate over the assembly, directly aligning the non return valve into the counter bore.

STEP 2

IMPORTANT: Do not clamp over or mark red o-ring.



With the shorter thread and small o-ring protruding, clamp the piston rod using a vice or a chuck, either with soft jaws or with suitable card protection.

Screw on the M6 full nut onto the shorter thread as far as it will go, then tighten with a spanner.

In the orientation shown, screw on the diaphragm (after applying a small amount of thread lock to the internal threads) assemble and tighten as much as possible by hand. Screw on the M6 half nut on the remaining thread and tighten with a spanner.

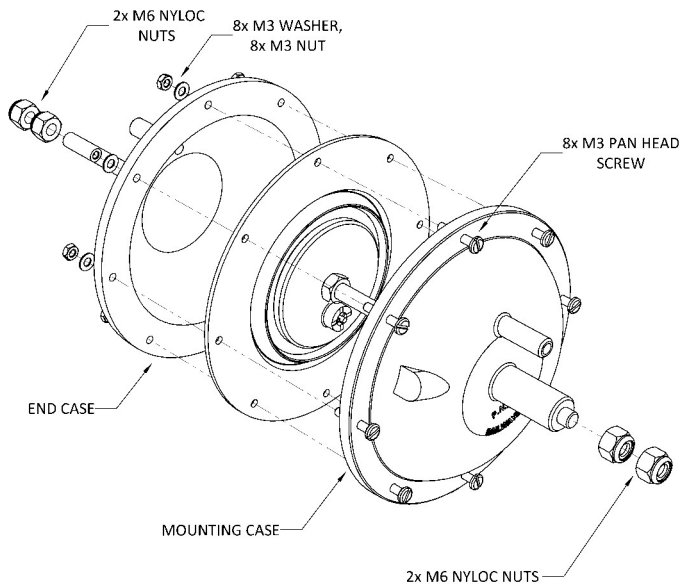


Railways

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STEP 3



A small amount of petroleum jelly or silicone grease may be applied around the red o-ring attached to the piston rod.

After removing the piston rod from the vice or chuck, carefully enter the long threaded end into the mounting case, ensuring that the outlet pipe is not in alignment with the valve. Then feed all eight M3 pan head screws through the case and diaphragm.

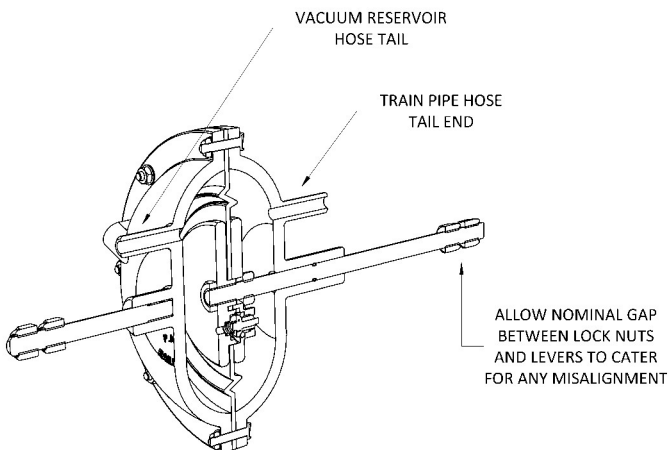
Position the end casing over the screws in the desired orientation for the outlet pipe. Place a washer and nut on each protruding thread and tighten. Do not over tighten, just enough to create a seal.

Mount on the vehicle by putting on a suitable suspension point. Please note the bearings must be free to rotate.

Use the two remaining M6 nyloc nuts to couple the threaded shaft to your brake linkage.

STEP 4

IMPORTANT: All brake system components should be well maintained and tested frequently, especially before each run.

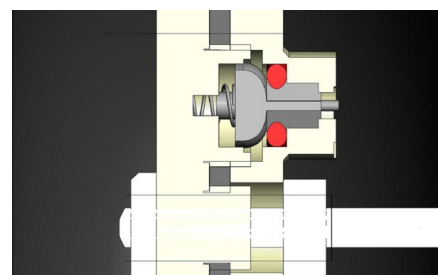


(FINAL ASSEMBLY) - IMPORTANT

Ensure when installed that the piston rod comes fully forward when brakes are in the off position. This will allow the non-return valve to evacuate the reservoir and maintain the vacuum.

Should the piston rod not come fully forward in normal use, a light spring may help return the rod to the forward position.

Pipe the closed end of the actuator to the reservoir, then pipe the piston rod end to the train pipe and test.



Above image shows valve open in forward position.