

PNR 12H - Vacuum Brake Refurbishment Kit

To Suit (PNR-1A & PNR-2D)

Assembly Instructions

STEP 1

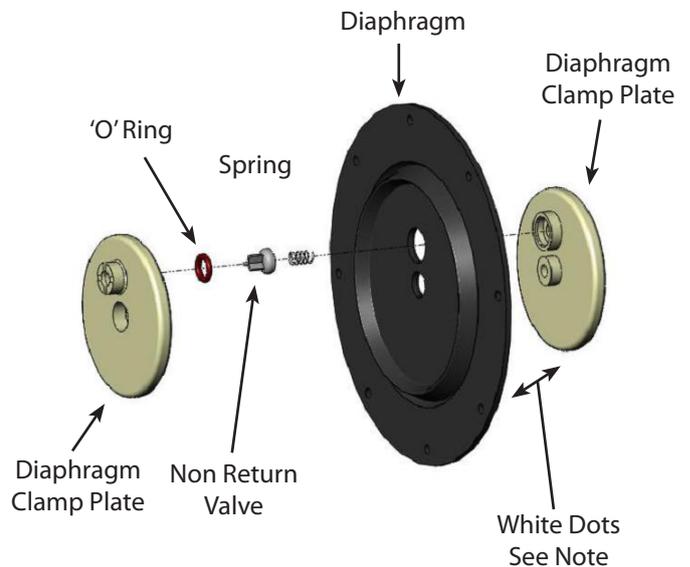
Disassemble the brake kit down to component level but please remember to retain the end casings, nuts, washers and screws as these are not included in the refurb kit - These parts are highlighted green in the diagrams.

Once disassembled apply a small amount of Vaseline or silicone grease into the deep counter bore in the unthreaded diaphragm clamp plate (The one without the white dot), then push in the large 'O' ring.

Place the threaded diaphragm plate on a surface with the spigots facing up. Place the black diaphragm with the white dot facing down over the spigots taking care not to damage the small upstanding lips on the diaphragm.

Now place the small spring in the centre hole in the large spigot and balance the small non-return valve on top of the spring with the spigot located in the spring and the three legs and tapered seat facing up.

STEP 1



Important Note: Ensure that the white dots on the diaphragm and the mating clamp plate are assembled facing each other and are at this position.

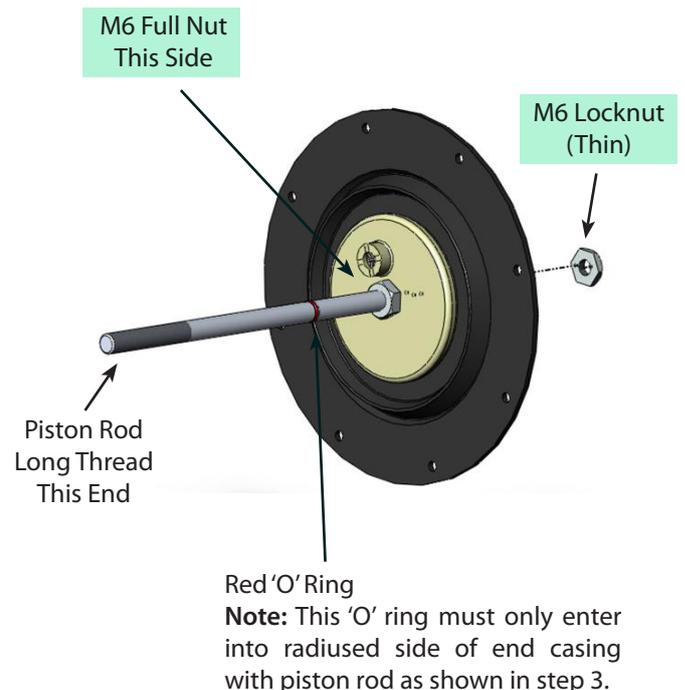
STEP 2

Grip the shaft at the long threaded end in a vice with clean soft jaws or a chuck with suitable card or protection around the shaft, please do not go near or mark 'O' ring.

Screw M6 full nut as far as it will go and tighten with a spanner.

Screw on the diaphragm assembly as tight as possible using your bare hands. Please note the non-return valve and the tip should face the red 'O' ring side of the shaft and the threaded clamp plate should have just a small amount of thread showing. Now screw on the 6mm half nut and tighten with spanner.

STEP 2



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Note: A small amount of Vaseline or silicone grease can be applied around the 'O' ring.

Carefully enter the long thread end into the end casing with the piston rod hole from the radiused side (inside), lining up the holes with the diaphragm, and feed the screws through the casing and diaphragm.

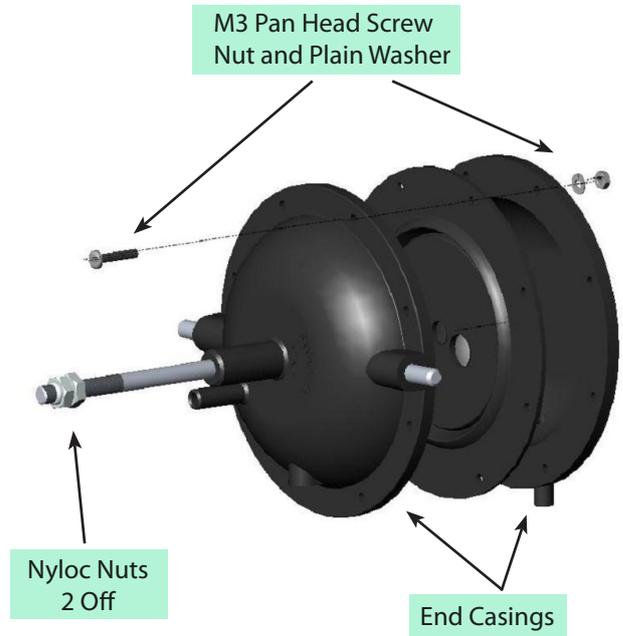
Place the end casing over the screws in appropriate orientation for outlet pipe, place the washers on the protruding threads and nut up. Do not over tighten just enough to create a seal.

Re-mount on the vehicle as before

Note: The bearings must be free to rotate.

You should have two 6mm nyloc nuts left for coupling the threaded shaft to your brake linkage.

STEP 3



Please Note: Image above shows Trunnion mounted version

STEP 4

FINAL ASSEMBLY

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

IMPORTANT

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

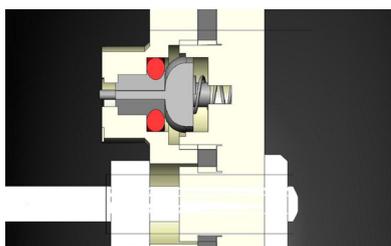
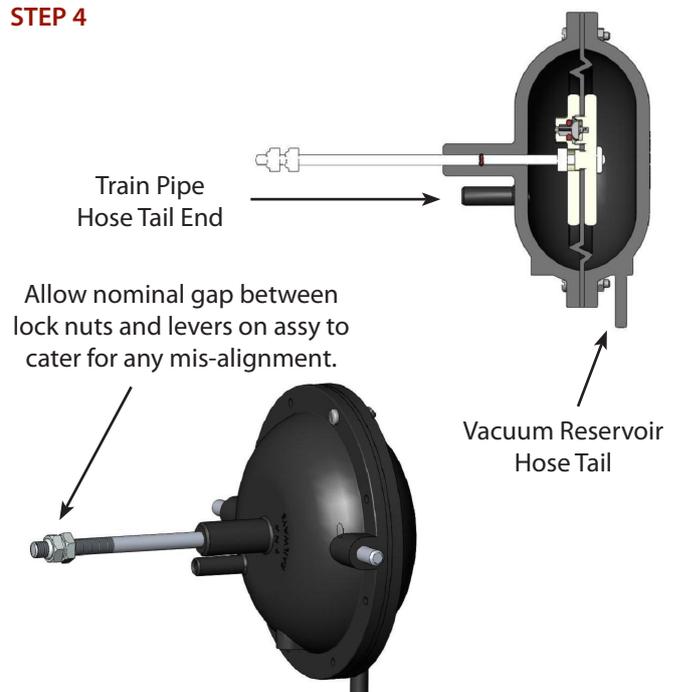


Diagram shows valve open in forward position

STEP 4



Allow nominal gap between lock nuts and levers on assy to cater for any mis-alignment.

Please Note: Image above shows Trunnion mounted version