

**FIELD REPAIR - LEVER LOCK CONVERSION
ROTARY FRONT R-460 RAILGEAR
FORD F-450/550**

SAFETY PRECAUTIONS

If any installation problems are encountered, please call G&B Specialties for technical assistance before continuing with the installation process.



- Failure to heed to any of the following warnings could result in severe bodily injury and/or equipment damage.
- Read and understand this manual completely before attempting installation of the equipment.
- Installation instructions provided below only address the Rafna Industries railgear equipment. Applicable railway company procedures and policies must be adhered to.
- Before performing any work under the vehicle or railgear, ensure the engine is turned off and the parking brake is set.
- Do not start the vehicle with the power steering hoses disconnected. Reconnect all hoses and secure the power steering cooler if the vehicle is started.
- Ensure all removed components are given to the vehicle owner after the installation of the railgear. These components must be re-installed if the railgear is removed from the vehicle.
- Always disconnect the vehicle's battery when welding on the vehicle or railgear in order to protect the vehicle's electrical system.

RAFNA R-460 FRONT RAILGEAR LEVER LOCK CONVERSION PROCEDURE

The following outlines the procedure to convert the front railgear lock from cable or pull rod activation to lever activation. This procedure applies to the RAFNA R-460 front railgear unit only.

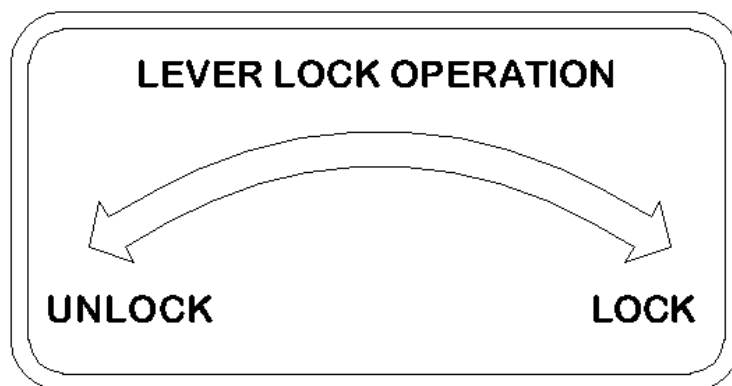
All required parts, hardware and components required for this conversion will be supplied with the conversion field repair kit.

KIT: K-H46RXFIELD002

PART NUMBER	DESCRIPTION	QTY.
R-23105A	CLEVIS ASSY	1
R-23100-1	PULL ROD	1
R-20101	LOCK PIN	1
R-23107	SPRING	1
R-23104A	PIVOT BLOCK	1
P-00029B	LEVER	1
R-20208A	CLEVIS CLIP	1
R-24012	OPERATION DECAL	1
R-24013	HANDLE	1
R-23108	INSULATING WASHER	2
R-990KIT-332	HEX JAM NUT, 3/8" UNC, GR.8	2
	FLAT WASHER, 1/2", TYPE-B, GR.8	2
	FLAT WASHER, 1/4", TYPE-A, GR.8	1
	NYLOCK HEX JAM, 1/4" UNC, GR.8	1
	SLOTTED HEX NUT, 1/2" UNC, GR.8	1
	COTTER PIN, 1/8" X 1"	1

1. Bench assemble the new lower pull rod as shown (Figure 1)
2. Remove the existing pull cable or pull rod from the vehicle.
3. Remove all remaining lock components; spring, lock pin, pull rod, hardware etc..and discard. None of the existing components will be reused.
4. Do not remove the lock cam from the vehicle. This conversion will work with the existing lock cam.
5. Drill or grind the existing hole in the guide tab to approx 11/16" diameter (Figure 2)
6. If converting from cable lock, it will be necessary to remove the cable support tab from the lock bar as shown (Figure 2)

7. Insert new lock pin into pin support (Figure 3)
8. Insert the threaded end of lower pull rod assembly, from step 2, thru the hole in the guide tab, then thread on the jam nut as shown. The Jam nut should be threaded to the bottom of threads on the pull rod assy (Figure 3)
9. Place new spring between the back face of the lock pin and the front face of the guide tab. The pull rod assembly and jam nut should be inside the spring (Figure 4)
10. Thread the pull rod all the way into the lock pin and tighten the jam nut against the lock pin (Figure 4)
11. Locate and weld in position the pivot block assembly. The top surface of the pivot block should be level with the top surface of the lock bar mounting plate (Figure 5)
12. Assemble the lever to the pivot block as shown. (The lever will need to be bent to suit during installation) (Figure 6)
13. Assemble the lever to the clevis on the pull rod as shown (Figure 6)
14. Test to ensure the lever lock is functioning properly and operating smoothly and that the full travel of the lever does not interfere with any components on the vehicle.
15. Visually inspect and verify that that the lock pin fully retracts inside of the pin support housing when the lever is actuated to its full travel for the unlock position.
16. Visually inspect and verify that that the lock pin fully extends thru the pin support when the lever is actuated to its full travel for the lock position.
17. If necessary, relocate the front railgear controls to a close proximity to the front lever lock to allow for a one-man operation of the railgear unit.



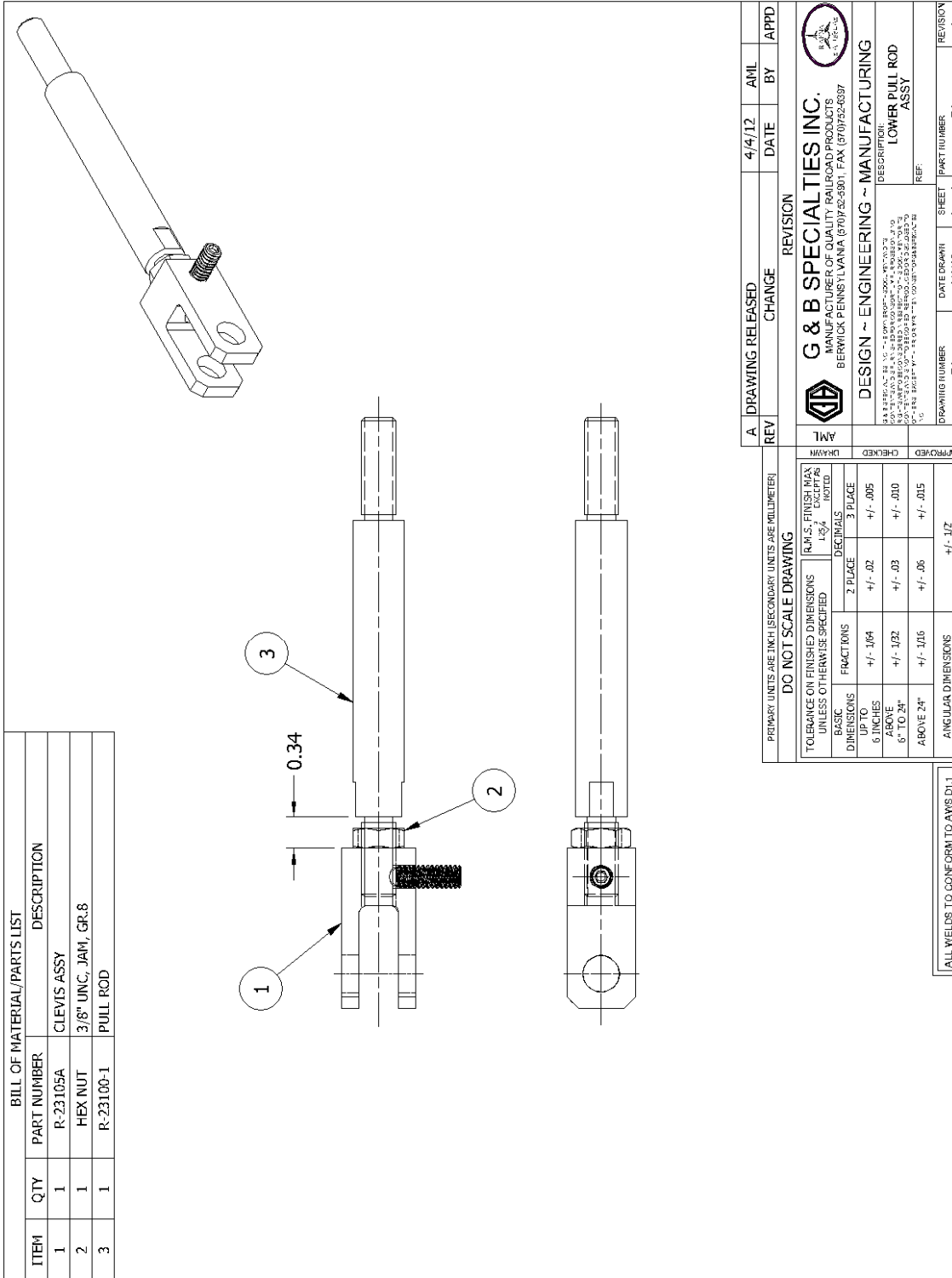


Figure 1

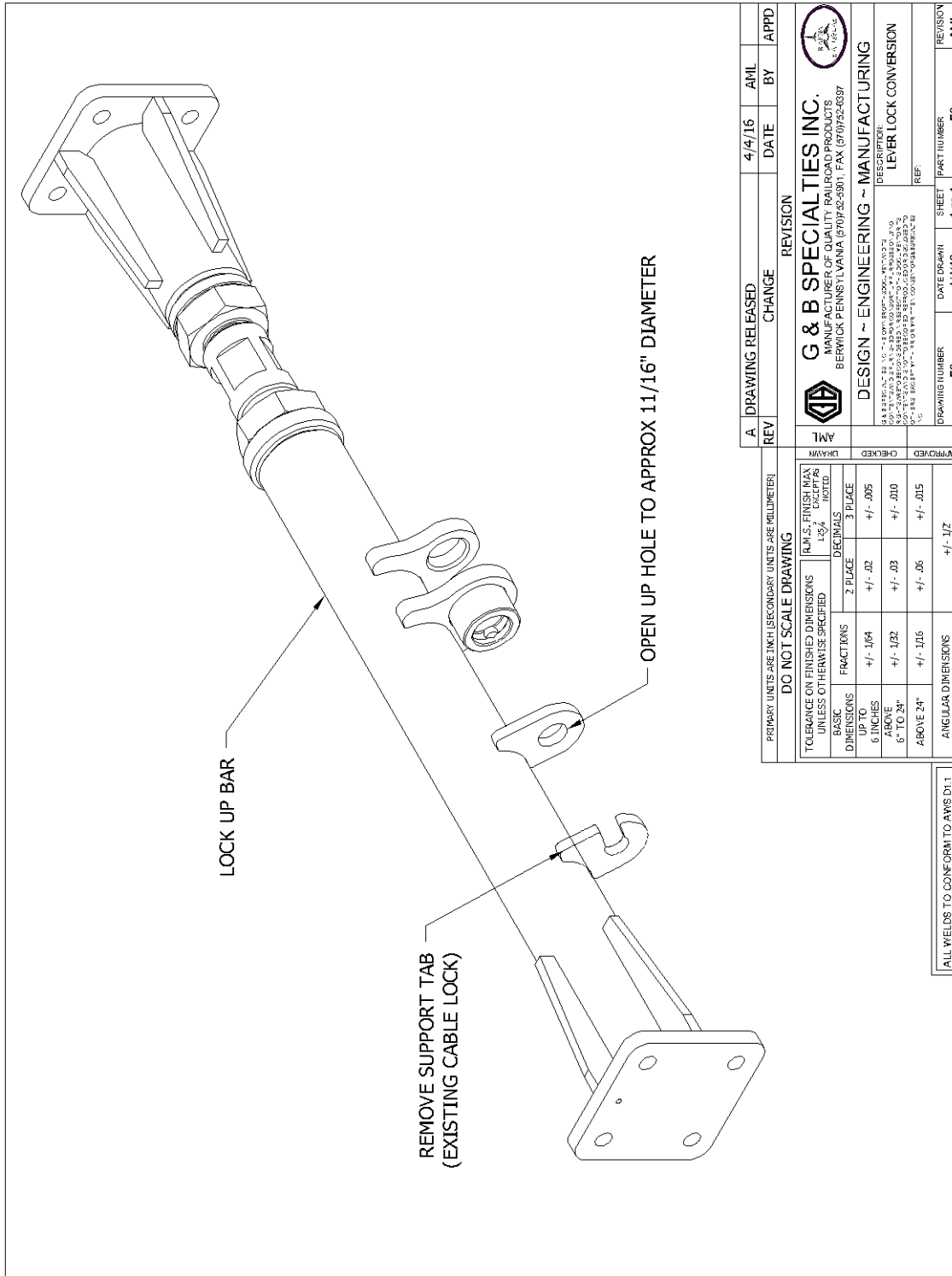


Figure 2

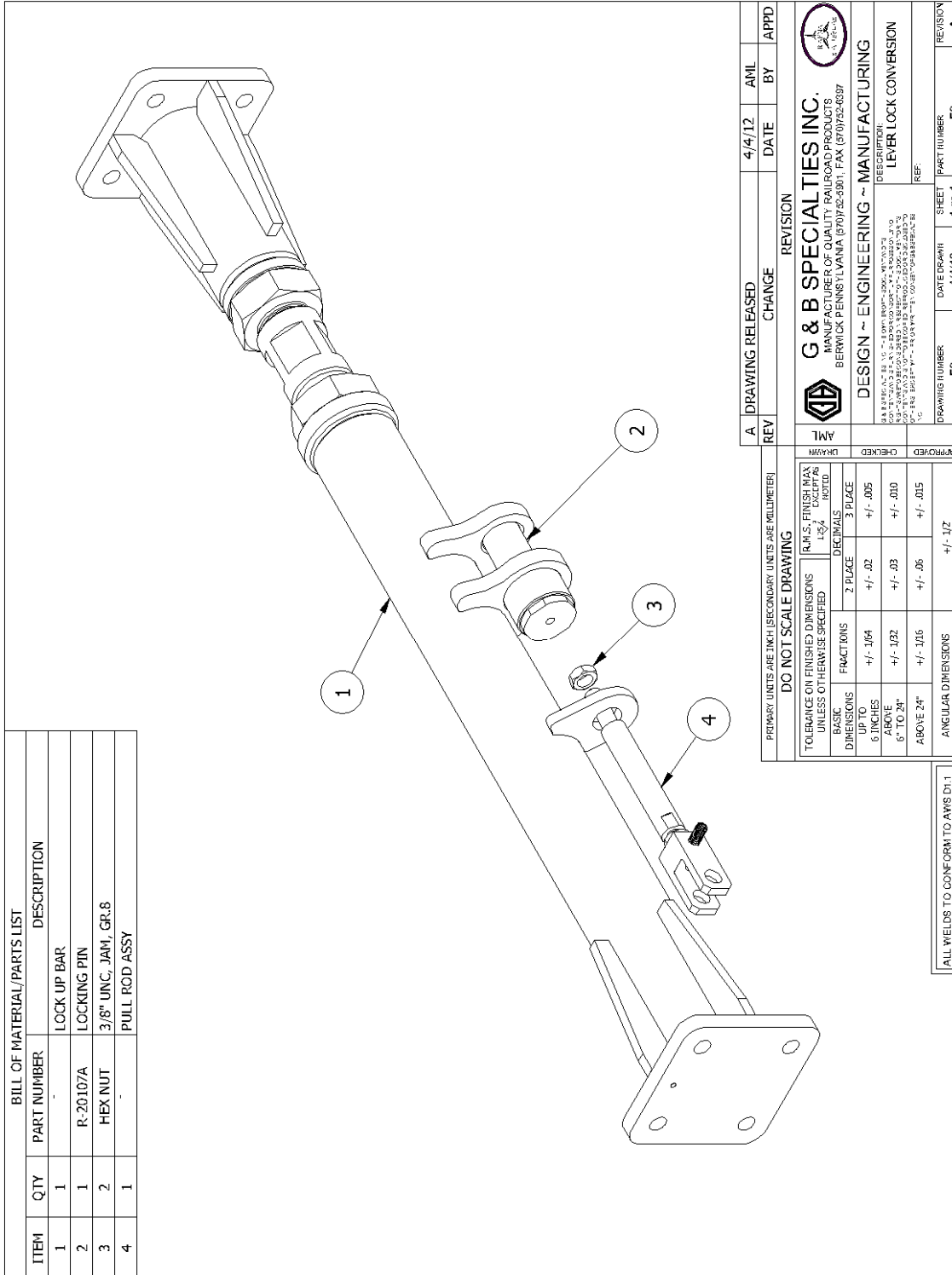


Figure 3

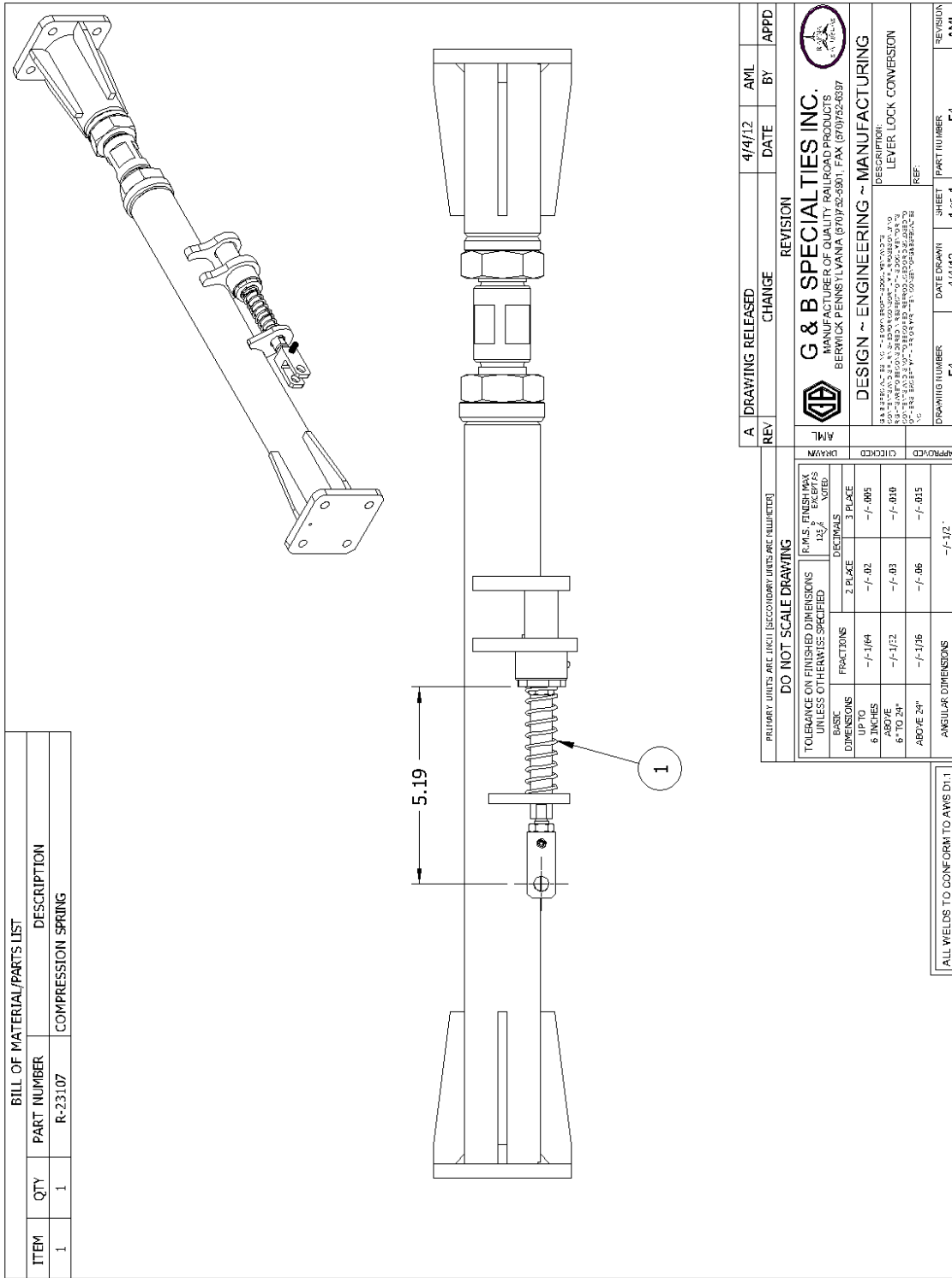


Figure 4

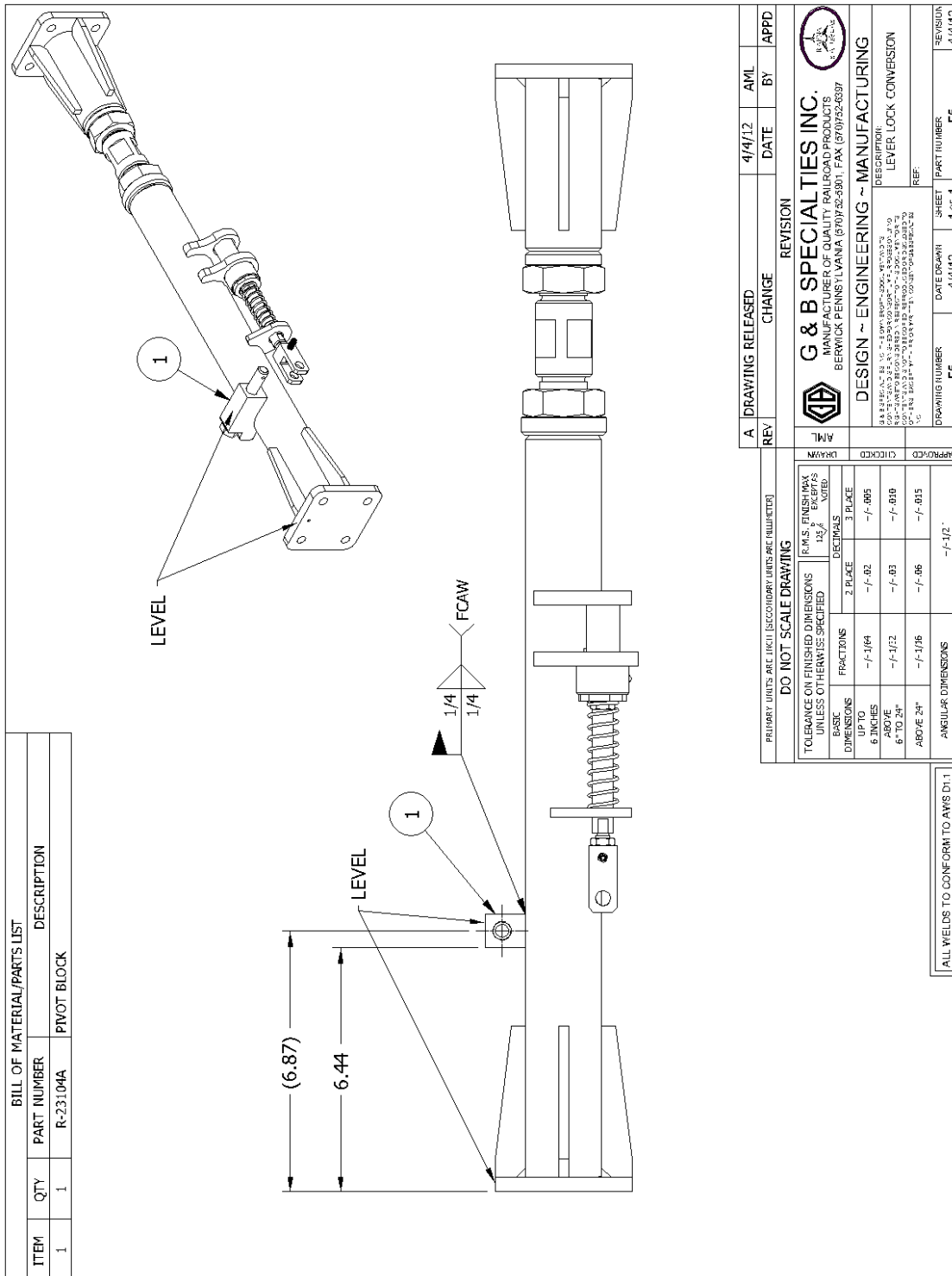


Figure 5

G&B Specialties Inc. 535 West 3rd Street, Berwick, PA, USA Tel: (570) 752-5901 Fax: (570) 752-6397
US Field Service: 570-441-6988; CAN Field Service 570-854-0482; www.rafna.com

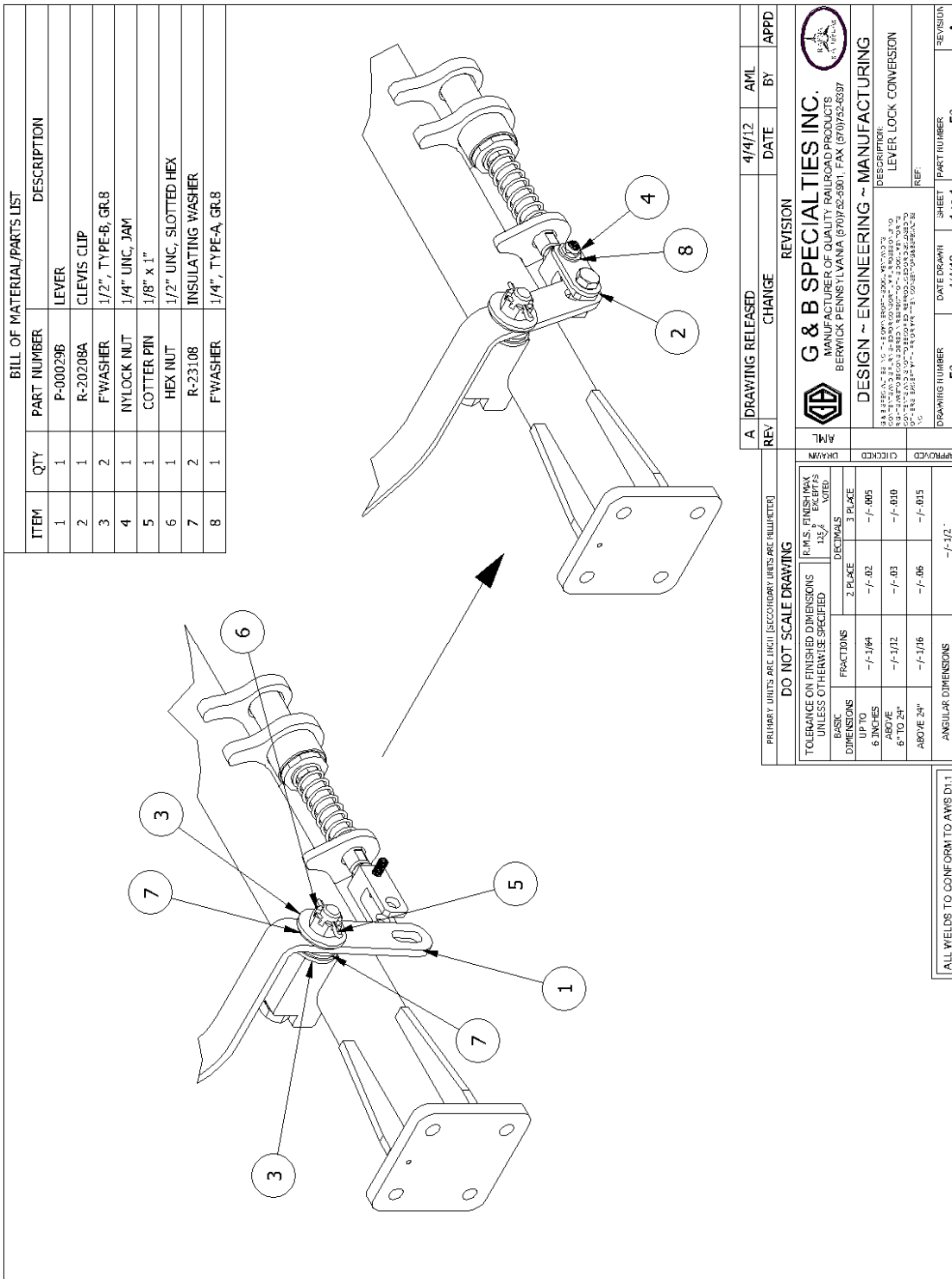


Figure 6