

**TECHNICAL SERVICE BULLETIN  
RAFNA RAILGEAR**

**ISSUE DATE:** April 21, 2008

**TSB NUMBER:** TSB177

**HAZARD / URGENCY RATING**

	<b>DANGER - Physical harm is possible if TSB is not observed or followed</b>
X	<b>WARNING - Equipment damage is possible if TSB is not observed or followed</b>
X	<b>CAUTION - Essential issue affecting operation, service, parts or installation</b>
	<b>INFORMATIONAL - Advisory which may be of interest</b>

**APPLICABLE EQUIPMENT:**

G&B Specialties R-450 Rotating Rear Railgear installed on Ford F450/F550 Chassis Cab Trucks

**SUMMARY:**

In certain situations, excess dirt and debris can accumulate on rear axle lock-up plate assembly. This may cause rear lock-up pins to become inoperable. Applying excess force to the the push/pull lock-up cable under this circumstance may cause the cable to bend and/or break.

**IMPACT:**

If the rear lock-up is frozen with the gear stowed in the up or road position it may not be possible to deploy the gear to the down or track position. If the rear lock-up is frozen with the gear deployed in the down or rail position it may not be possible to retract the gear to the up or road position causing undue stress on the rear railgear possibly causing damage and/or breakage to railgear components.

**ACTION:**

Remove push-pull lock-up cable from vehicle and rear lock-up plate assembly. Remove rear lock-up assembly from the lock-up mounting frame. Reinstall rear lock-up assembly upside down. Install rod actuated rear lock-up (K-R45XXRX4836) per manual MIO-R45XXRX4836FIELD. Adjust rear lock-up pin engagement as outlined below.

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**Rear Lockup Adjustment Procedure:**

The rear railgear should be fully retracted to the up or road position. The rear lock-up assembly should be installed upside down and adjusted to the bottom of the adjustment slots as shown. Lower railgear until the lock angle on the rear axle touches the rear locking pins. Measure pin/lock angle engagement.

**To adjust lock pin/lock angle engagement:**

1. Loosen the four 3/8" horizontal adjustment bolts that secure the lock-up plate to the lock-up support.
2. Adjust the lock-up plate in or out accordingly so that the contact surface of the lock angle and the top surface of the pin have a contact length of 3/4" to 7/8". Tighten but do not torque the four 3/8" fasteners.
3. Ensure that the lock system has been properly adjusted and repeat the above steps as necessary. Operate railgear to ensure that there are no interferences between lock-up assembly and rear axle.
4. Drill (2) two 13/32" holes thru the lock-up plate assembly and lock-up support as shown. Assemble with 3/8" x 1.50" Gr.8 Bolt, Flat washers and Nylock Nuts.
5. Torque the 3/8" fasteners to 40 ft-lbs dry. Torque the 1/2" fasteners to 100 ft-lbs dry. Do not over torque.

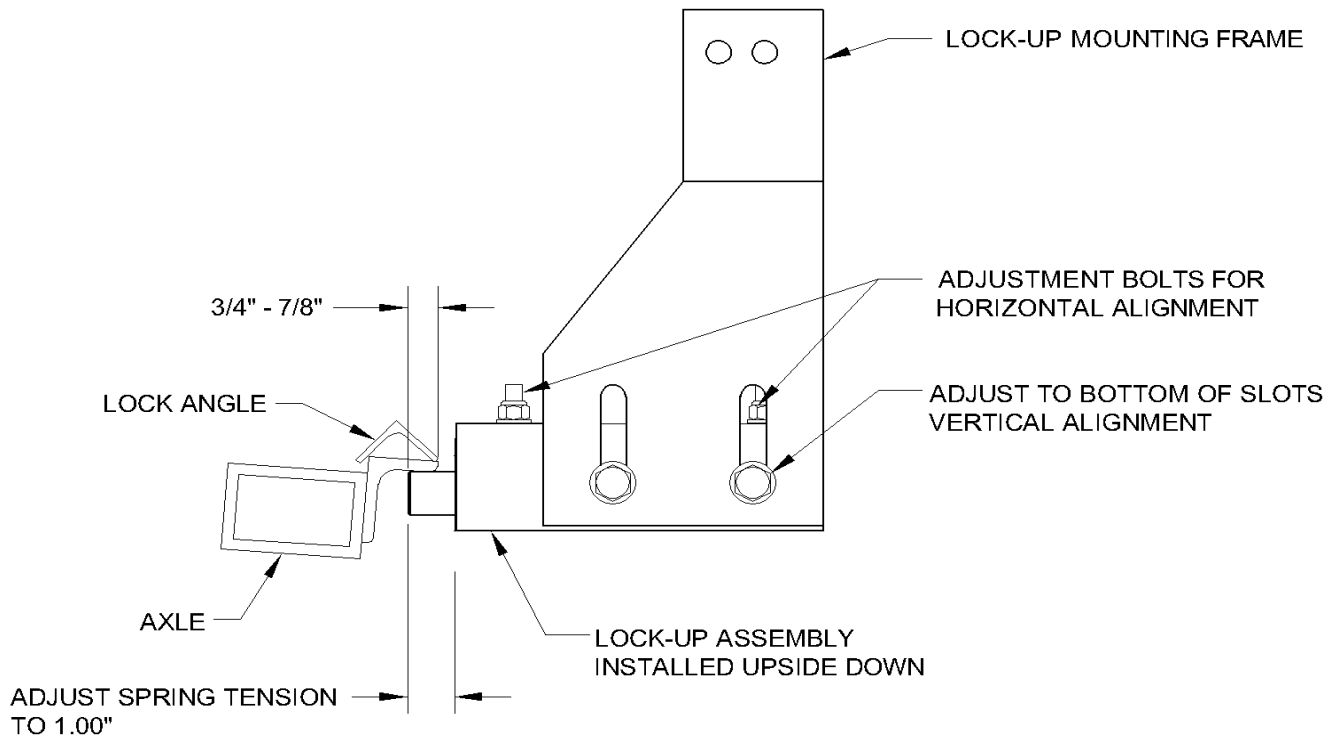
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