

INSTALLATION OF R-1100/1130 REAR AIR LOCK KIT

INSTALLATION SAFETY PRECAUTIONS

If any installation problems are encountered, please call G&B Specialties, Inc. 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 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.
- 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.
- Railway Company rules governing rail travel must be observed at all times.
- Never operate the vehicle if the Gross Vehicle Weight Rating (GVWR), Gross Axle Weight Rating Front or Rear (GAWR), or the wheel or tire load ratings are exceeded.

INSTALLATION OF REAR AIR LOCKUP

The following procedure details the installation of the rear air lock kit. The hardware required for this installation is listed in the table below.

Table 1: K-R11RXVX002

PART NUMBER	DESCRIPTION	QTY
R-11146	PIN PLATE	2
R-11147	GUIDE ROD	4
R-11148	TIE PLATE	2
R-26026	LOCKUP PIN	4
R-13144	AIR LOCKUP CYLINDER	2
-	1/2" HEX JAM NUT	12
-	3/8" NYLOCK NUT	4
-	3/8" TYPE-A FLAT WASHER	4
-	5/16" HELICAL SPRING LOCK WASHER	4
-	5/16" - 24 UNF JAM NUT	4

1. Fasten the two lockup pins (Item 4, Fig. 1) to the pin plate (Item 1, Fig. 1) using two 3/8" flat washers and two 3/8" nylock nuts (Items 7 & 8, Fig. 1) as shown in figure 1.
2. Thread the guide rods (Item 2, Fig. 1) into one 1/2" jam nut (Item 6, Fig.1) until there is 1/2" of thread sticking out. Thread the guide rods into the drilled holes, making sure only 1/2" of thread is in the holes, as shown in figure 1.
3. Fasten the tie plate (Item 3, Fig. 1) to the air cylinder (Item 5, Fig. 1) as shown in figure 1.
4. Fully extend the air cylinder and fasten the rod end of the cylinder to the pin plate using two 5/16" lock washers and two 5/16" jam nuts (Items 9 & 10, Fig. 1) as shown in figure 1.
5. Place the pin plate onto the guide rods and thread two 1/2" hex jam nuts (Item 6, Fig. 1) onto the guide rods as shown in figure 1.
6. Push the assembly down the guide rods until the pin plate hits the lower link arm spacers and fasten the tie plate with the two remaining jam nuts and tighten the 1/2" jam nuts.
7. Make sure that the cylinder rod end does not contact the arm when assembled. Adjust the pin plate on the cylinder rod end if there is contact.
8. Repeat same procedure for the opposite side.
9. Plumb the air cylinders using the correct fittings and valves.

10. Cover any part of the air hoses that contact sharp edges on the vehicle with wire loom.
11. Run the railgear up and down, making sure the pin plate contacts the link arm spacers when the lockup is engaged in the lock position.

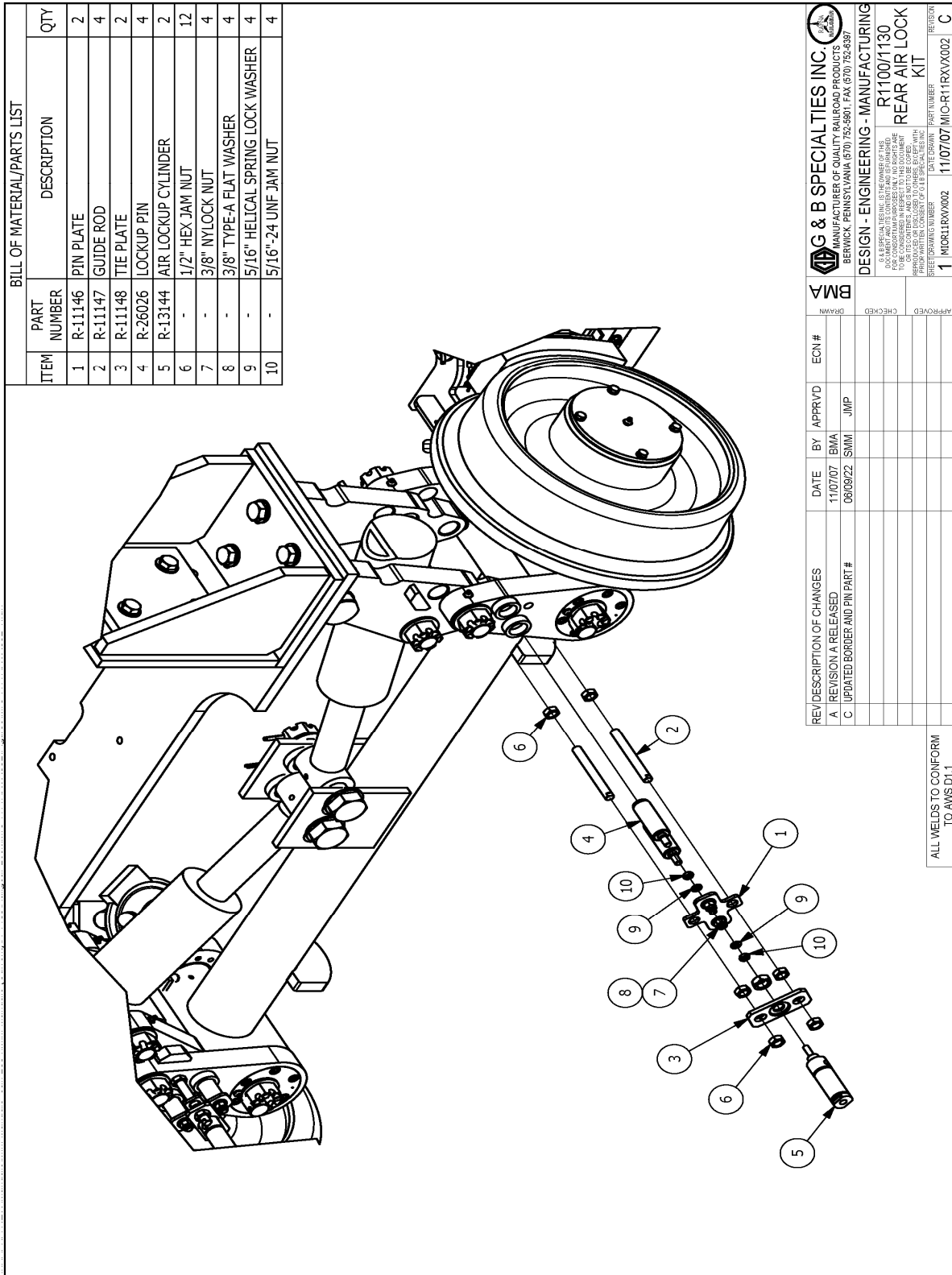


Fig 1