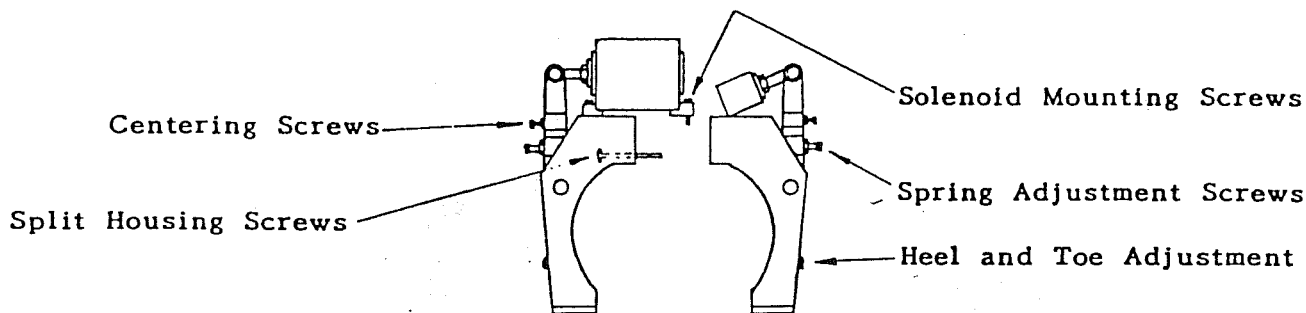


HOLLISTER-WHITNEY D.C. BRAKE
MOUNTING AND ADJUSTMENT PROCEDURE



For simplicity in replacement HOLLISTER-WHITNEY furnishes brakes in split arrangement as shown above. (Solid housings furnished on original machines.)

To assure full shoe contact, these brakes are designed with a heel and toe pivot adjustment.

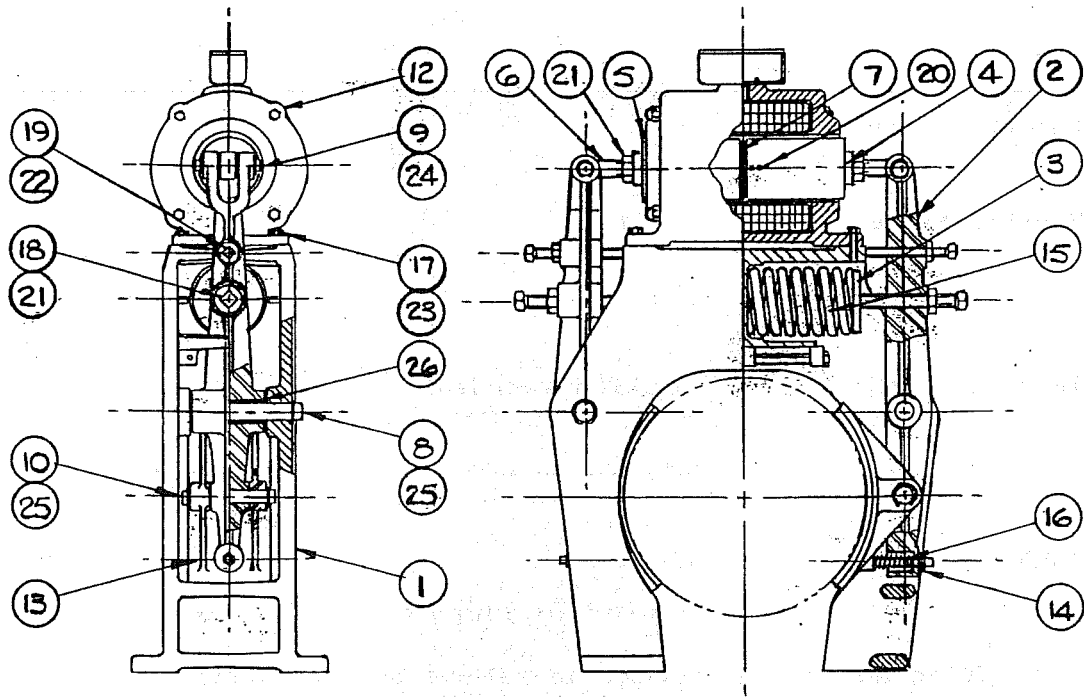
BRAKE MOUNTING (Field Replacement)

Machine base must be fitted with pads to support and align brake with the brake drum.

- 1.) Loosen spring adjustment screws to relieve spring tension.
- 2.) Remove split housing screws and two (2) solenoid mounting screws to separate housing, as illustrated.
- 3.) Position brake on drum and reassemble.
- 4.) Apply slight pressure by adjusting spring adjustment screws one (1) or two (2) turns. Shift the brake so the solenoid plungers protrude equal distances from the solenoid housing. Make sure the centering screws do not touch housing.
- 5.) Scribe location of mounting holes on pads, remove brake, drill and tap mounting holes and replace brake. Bolt brake to machine pads, rechecking alignment. Make sure the solenoid plungers protrude equally from the solenoid housing.
- 6.) Adjust spring adjustment screws approximately six (6) turns for A.C. motors, or three (3) turns for D.C. variable voltage motors.

BRAKE ADJUSTMENT

- 7.) Energize and de-energize solenoid to determine that each plunger moves an equal distance, meeting in center with equal amounts protruding from housing. Adjust spring adjustment screws to assure this centering.
- 8.) Make sure there is approximately $1/32$ " between each centering screw and the housing when the solenoid is energized (i.e. plungers make contact). **IMPORTANT: DO NOT** use centering screws as stops to limit the travel of either plunger.
- 9.) Turn heel and toe adjustment bolt, with solenoid energized, to adjust top and bottom of shoes to get equal drum clearance. Clearance between shoes and drum may be increased or decreased by adjusting plunger eye bolts (by rotating plungers) equally on each plunger. Re-adjust centering screws so they are spaced properly to the housing (as described in #8).
- 10.) Run car to determine overall brake performance. Spring tension may have to be varied to obtain harder or softer stops and can only be determined by specific job conditions.



NO.	DESCRIPTION	QTY	#125-18 (18")	#125-20 (20")
1	HOUSING	1	125-26	125-26
2	LEVER	2	125-3	125-3
3	CAP-SPRING	2	90-5	90-5
4	PLUNGER	1	120-6	120-6
5	PLUNGER	1	120-7	120-7
6	EYEBOLT	2	90-8	100-8
7	RING-PLUNGER	1	90-11	90-11
8	PIN-LEVER	2	125-12	125-12
9	PIN-PLUNGER	2	90-13	90-13
10	PIN-SHOE	2	125-14	125-14
11				
12	SOLENOID ASSEMBLY	1	120-28	120-28
13	SHOE ASSEMBLY	2	125-29-18	125-29-20
14	NUT-NYLON	2	90-30	90-30
15	SPRING-LEVER	2	400-34	400-34
16	SPRING-SHOE	2	400-19+400-40	400-19+400-40
17	SCREW-HEX HEAD CAP	4	3/8"NC x 1 1/2"	3/8"NC x 1 1/2"
18	SCREW-SQUARE HEAD SET	2	5/8"NC x 4 1/2"	5/8"NC x 4 1/2"
19	SCREW-SQUARE HEAD SET	2	1/2"NC x 5"	1/2"NC x 5"
20	SCREW-DRIVE	1	90-31	90-31
21	NUT-JAM	4	5/8" NC	5/8" NC
22	NUT-JAM	2	1/2" NC	1/2" NC
23	WASHER-STANDARD	4	3/8"	3/8"
24	RING-TRUARC	4	90-32	90-32
25	RING-TRUARC	8	90-33	90-33
26	BUSHING-LEVER	8	90-44	90-44