

WELDED YOKE

REPLACEMENT UNITS



Do It Right
REPLACE



Like with Like



C30L3
Model Shown

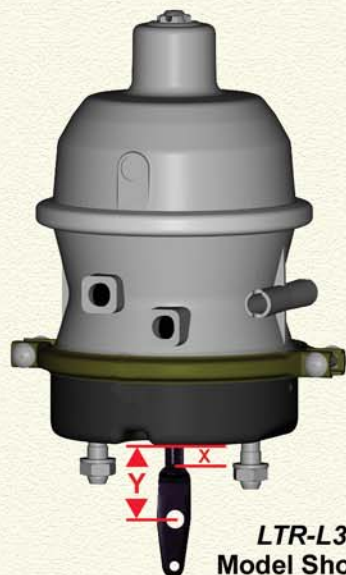


MGM Brakes

Form No. 5064

Welded Yoke Replacement Units

More and more vehicles are being manufactured today with 3-Inch *Long Stroke* spring brakes and service chambers having the yoke “welded” to the service push-rod. Because the yoke is permanently attached to the push-rod, it is virtually impossible to remove and re-use it. Therefore, if replacement of an original-equipment “welded yoke” combination/tandem unit is required, it is recommended that a replacement with a welded yoke be used. MGM Brakes offers a variety of **Welded Yoke Replacement Units** to ensure your vehicle maintains its original braking performance.



LTR-L3
Model Shown

KEY BENEFITS

- Exact production replacement—“Like for Like”
- Reduces chamber replacement time
- No push-rod cutting required
- Save money—no need to buy separate, expensive yoke
- Retains exact chamber to slack adjuster factory set-up

Units manufactured with a “welded yoke” have a preset ‘Y’ dimension of 2.25 inches (measured from the bottom of the non-pressure chamber–NPC–to the centerline of the yoke pin).

Because the ‘Y’ dimension is relatively short, the corresponding ‘X’ dimension will also be short, at approximately 3/4 to 1-inch (measured from the bottom of the NPC to the end of the push-rod). Consequently, if a replacement unit with a ‘universal’ all-threaded cut-to-fit push-rod is used, the ‘stack-up’ of the yoke and jam nut could exceed the ‘X’ dimension by approximately 1/8-inch. In some cases, this could prevent the unit from achieving zero-stroke. Also, if the push-rod opening in the NPC is large enough, the jam nut may protrude into the NPC and damage the protective stone shield.

Spring brakes and service chambers must fully retract to zero-stroke in order to completely release the foundation brakes so the lining no longer contacts the drum, and to allow the automatic slack adjusters to properly operate and adjust the stroke.

Spring brakes and service chambers must fully retract to zero-stroke in order to completely release the foundation brakes so the lining no longer contacts the drum, and to allow the automatic slack adjusters to properly operate and adjust the stroke.

TYPE	P/N Series	Model	Size	Stroke	Part Number
Service Chamber	1617	CS16LH	16	2.50"	1617901
	1621	CS20L2.5	20	2.50"	1621901
	1428	C24L3	24	3.00"	1428901
	1431	C30L3	30	3.00"	1431901
LTR Combination	3828	LTR2430L3	2430	3.00"	3828951
	3832	LTR3030L3	3030	3.00"	3832951
TR Combination	3224	TR2430LP3	2430	3.00"	3224951
	3225	TR2430LP3T	2430	3.00"	3225951
	3226	TR2430LP3HD	2430	3.00"	3226951

TYPE	P/N Series	Model	Size	Stroke	Part Number
TR Combination	3227	TR2430LP3THD	2430	3.00"	3227951
	3523	TR2430LP3TS	2430	3.00"	3523951
	3527	TR2430LP3TSHD	2430	3.00"	3527951
	3230	TR3030LP3	3030	3.00"	3230951
	3231	TR3030LP3T	3030	3.00"	3231951
	3232	TR3030LP3HD	3030	3.00"	3232951
	3233	TR3030LP3THD	3030	3.00"	3233951
	3534	TR3030LP3TSHD	3030	3.00"	3534951
	3535	TR3030LP3TS	3030	3.00"	3535951

NOTE: Product information and specifications subject to change without notice.

A Leader in Truck & Bus Safety—Worldwide.



50 Years of Leadership

www.MGMBrakes.com

Available from:

