Clutch and Brake Air Cylinder

The purpose of this cylinder is to release the brake and engage the clutch when air is applied. Air from the electric air valve comes in at the 3/8" inlet port of the cover plate #1 and exerts pressure against the piston #3. This forces the piston shaft downward against the clevis #50. Pin #49 links the clevis to the bell crank #48. Through suitable linkages and pull rod assembly, the spring loaded brake is released and the clutch is engaged. When air is exhausted from the cylinder, the spring action of the brake, through the bell crank linkage, forces the piston back upward, releasing the clutch and engaging the brake.

In removing the cylinder from the unit, the electric air valve inlet pipe must be removed. Set screw #6 , must be loosened and the entire cylinder unscrewed until all the threads are out. Because the snap ring offers considerable resistance it may be necessary to pry up, but be sure to do this evenly under both sides of the cylinder so as not to bend the shaft.

In putting air cylinder back into service, be sure that the clevis is lined up properly before inserting the piston shaft. The cylinder is screwed down all the way so that it is flush against the machined edge of the transmission case.

Enough travel has been built into this cylinder, so that full wear of both the clutch and the brake discs is obtainable.

*Solenoid Air Valve

This is a normally closed solenoid operated valve used to actuate the clutch and brake air cylinder. It should operate satisfactorily for millions of cycles without failure. However, should you experience trouble, the valve can be readily removed for servicing by taking off the top cover, disconnecting wiring and uncoupling conduit from solenoid housing. Then disconnect the inlet and outlet air piping.

NOTE:

U.S.I. CLEARING recommends the installation and use of the Dual Valve option. (See Page 5-6)

This option can easily be installed on all new or existing equipment as a safeguard against a valve failure.

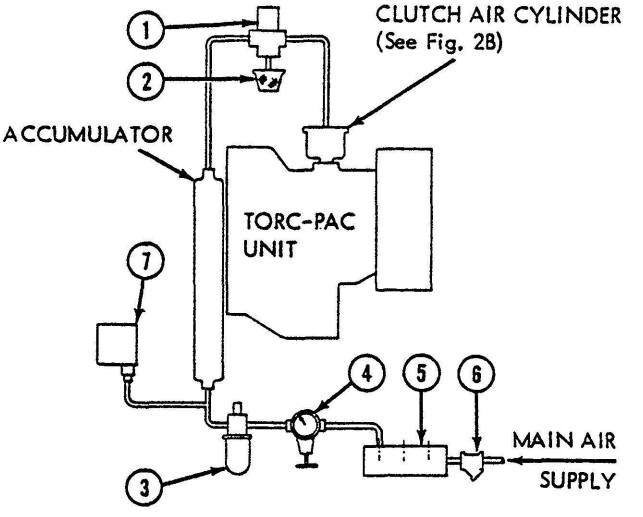

Figure 2D
Torc-Pac Air Piping

PARTS LIST

1. Solenoid Oper. Air Valve* or Dual Operating Valve
2. Muffler
3. Lubricator
4. Regulator
5. Manifold
6. Strainer
7. Pressure Switch

*Indicates Part Subject To Wear.

Recommended To Be Kept In Stock By Customer.

When Ordering Parts, Include Your Press Serial No. and This Drawing No. R8202