



268 AIRPORT RD RESERVE, LA. 70084 (985) 536-3994

AIR TECH BRAKE INSTALLATION SINGLE LEVER #BR120

BAND INSTALLATION

Block up the rear axle and remove the rear wheels from a/c and deflate tires. Remove the factory bolts from the wheel halves and reassemble using the Brake Drum and the Tri-Spacer as shown in drawing "B". The head of the bolts should be on the drum. Prior to installing the nylock nuts supplied with the brake kit it is advisable to run the nuts on the bolt threads several times to loosen the nylon ring in the nuts. This nylon is very stiff and the hex in the plastic wheels is not strong enough to prevent the nut from spinning in the wheel. Re-inflate the wheels to 20 PSI.

The kit is shipped with the Brake Band and the Support Collar loosely assembled. The assembly is marked RIGHT & LEFT this mark is located on the brake band. To avoid confusion work with one side at a time.

Remove the 3/16" bolt holding the axle stub in the main axle. This bolt will later be replaced with an AN3-15a (3/16" X 1-5/8") bolt and THIN locknut.

Remove the Brake Band from the Brake collar. Slide the Collar onto the main axle. Install the AN3-15a (3/16" X 1-5/8") bolt and THIN locknut to secure the axle stub in the main axle.

Install the wheel and brake drum assembly onto the axle. Position the collar so that the arm is pointing to the upper rear of the a/c at approx. a 45 degree angle (Drawing "A") and allow a 3/16" clearance gap between the arm and the drum (Drawing "B"). Once in position use the 1/4" hole in the collar as a guide and drill a 1/4" hole vertically into one side of the main axle, do not go all the way through the main axle. Insert the AN4-21a (1/4" X 2-1/8") bolt into the hole to secure the position of the collar and complete the hole by drilling from the bottom of the axle. Bolt the collar in place.

Re-assemble the brake band to the brake collar using four 5/16" washers between the band and the arm. This bolt should be tight, but should not crush the brake band.

Re-peat this step on the other side.

LEVER INSTALLATION

The lever is typically installed on the RIGHT side to allow operation of the brakes and the throttle simultaneously. The lever can be mounted on top of or below the Axle Strut tube. Loosely mount the Lever to the strut. Sit in the seat and locate the best position of the lever and clamp it in place.

CONDUIT & CABLE

Route the lengths of Conduit between the Conduit Adjuster on the Adjuster Mount Bracket and the Adjuster on the brake band. The short length (3') on the right side and the long length (6') on the left. The conduit should be routed with all smooth bends. Use the supplied Ty-Raps to secure the conduit to the axle.

Thread the unswedged end of the cable through the Dual Swivel Pin, Conduit Adjuster, Conduit, the Adjuster on the band and through the Swivel Pin on the band. The cable should go through the Pin make a small loop and then back into and through the pin again. Drawing "C" shows this step.

At this time the cable should have NO slack, the bands should be against the drums and the allen screws should be just barely snug in the pins.

ADJUSTMENT

Be sure that the swedged end of the cable is "seated" into the recessed hole in the pin.

Using a "spacer", position the lever one third closed. Use a ty-rap or tape to hold the lever in that position.

Pull the cable tight at the brake band end while holding the band tight against the drum. This step is easier using a Vise-Grip pliers.

Tighten the allen set screw.

Remove the spacer.

Squeeze the handle and the brakes should be completely engaged before the handle comes into contact with the axle strut. If not, there are two ways to tighten the cable.

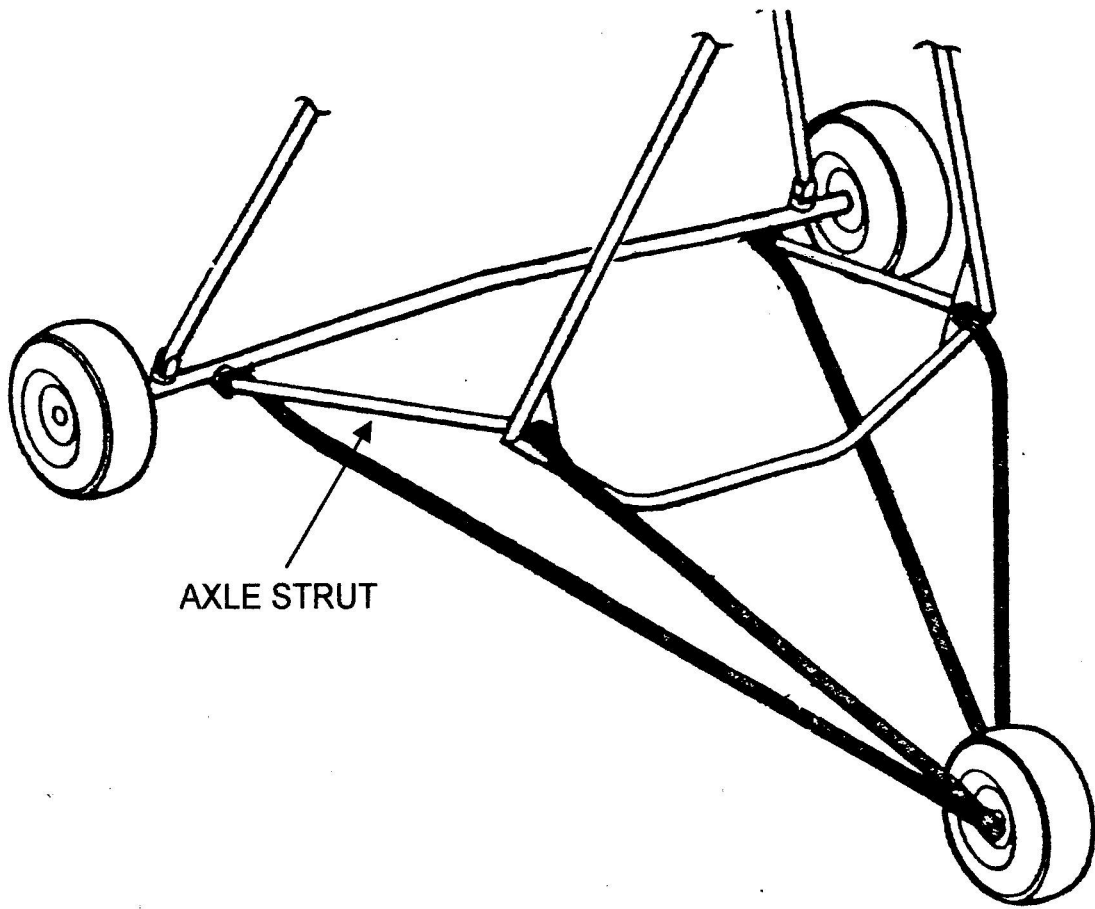
1. Loosen the allen screw and pull the cable tighter.
2. Re-adjust the adjusters on the lever

A squeaking noise from the brakes is not a problem.

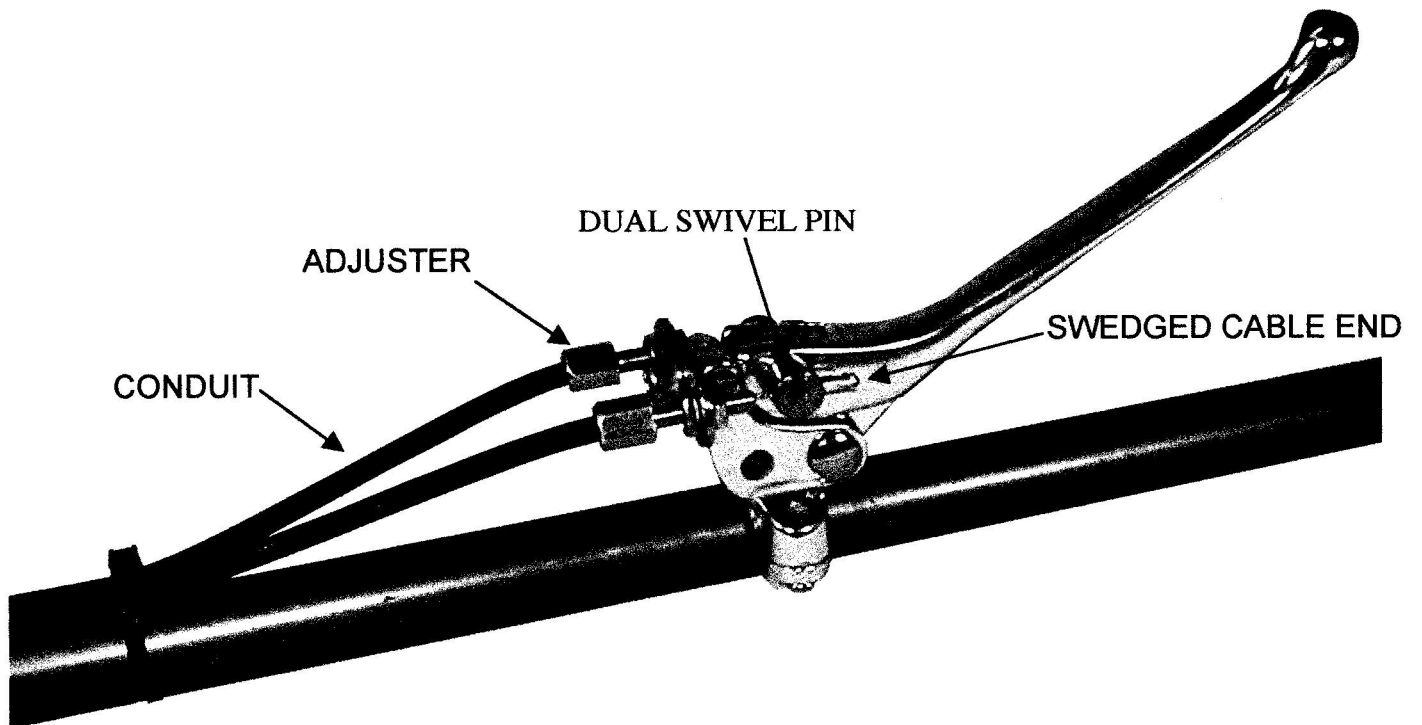
Good Luck and happy STOPPING!!!

Questions????? Call 985-536-3994

LEVER MOUNT



AXLE STRUT



ADJUSTER

DUAL SWIVEL PIN

SWEDGED CABLE END

CONDUIT

