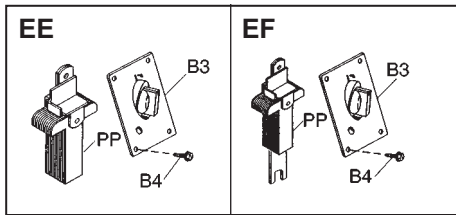


Service Instructions for Manual Release Kits Series 55,700 Standard Open Brakes



| Item No. | Description of Parts Included in Kits, EE or EF* | Qty. per Kit |
|--|--|--------------|
| PP | Plunger and link assembly | 1 |
| B3 | Manual release assembly (cover) | 1 |
| B4 | Mounting screws | 4 |
| Kit EE (5-55-5001-00) AC standard open brakes | | |
| Kit EF (5-55-5002-00) DC standard open brakes | | |
| *Kit to retrofit brakes without this manual release. | | |

Important

Please read these instructions carefully before servicing your Stearns brake. Failure to comply with these instructions could cause injury to personnel and/or damage to property if the brake is serviced or operated incorrectly. For definition of limited warranty/liability, contact Rexnord Industries, Inc., Stearns Division, 5150 S. International Dr., Cudahy Wisconsin 53110, (414) 272-1100.

Caution

1. Servicing shall be in compliance with applicable local safety codes including Occupational Safety and Health Act (OSHA). All wiring and electrical connections must comply with the National Electric Code (NEC) and local electric codes in effect.
2. To prevent an electrical hazard, disconnect power source before working on brake. If power disconnect point is out of sight, lock disconnect in the *off* position and tag to prevent accidental application of power.
3. Be careful when touching the exterior of an operating brake. Allow sufficient time for the brake to cool before disassembly. Surface may be hot enough to be painful or cause injury.
4. Do not operate brake with housing removed. All moving parts should be guarded.
5. After usage, the brake interior will contain burnt and degraded friction material dust. This dust must be removed before servicing or adjusting the brake.

DO NOT BLOW OFF DUST using an air hose. It is important to avoid dispersing dust into the air or inhaling it, as this may be dangerous to your health.

- a) Wear a filtered mask or a respirator while removing dust from the inside of a brake.
 - b) Use a vacuum cleaner or a soft brush to remove dust from the brake. When brushing, avoid causing the dust to become airborne. Collect the dust in a container, such as a bag, which can be sealed off.
6. Maintenance should be performed only by qualified personnel familiar with the construction and operation of the brake.
 7. For proper performance and operation, only genuine Stearns parts should be used for repairs and replacements.

Warning! Any mechanism or load held in position by the brake should be secured to prevent possible injury to personnel or damage to equipment before any disassembly of the brake is attempted or before the manual release knob or lever is operated on the brake.

Instructions

1. Remove housing (7) by unscrewing nuts from the four mounting studs (128) that protrude through the reducer flange.
2. Grasp the coupler brake and motor as a unit and pull free from the reducer.
3. Pull housing from the mounting studs (128). These studs are threaded into the C-face and should remain in place.
4. Remove the access cover (B2) by unscrewing the four mounting screws (B4). The kit manual release cover assembly (B3) is installed in its place. The indented arrow in the release cover (B3) shall face upwards as viewed in Figure 1. New mounting screws are provided in the kit.

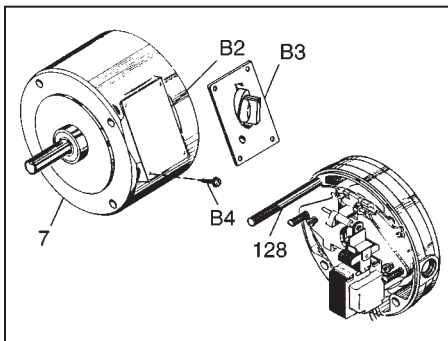


Figure 1

5. Refer to Figures 2 and 3 to replace the existing plunger and link assembly with the kit plunger and link assembly (PP). Insert screwdriver between support plate (126) and lever arm (17). Wedge apart and remove bearing pin (26), bearing (6), pivot pin (131) and solenoid lever (8). The plunger and link assembly is simultaneously removed from the solenoid frame.

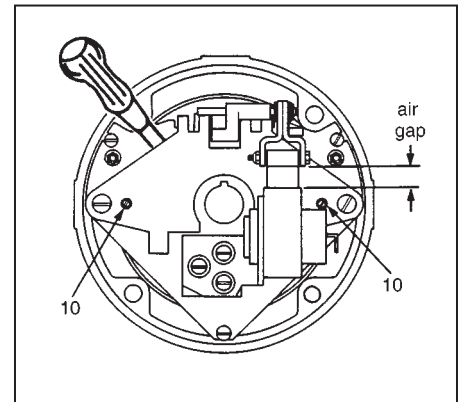


Figure 2

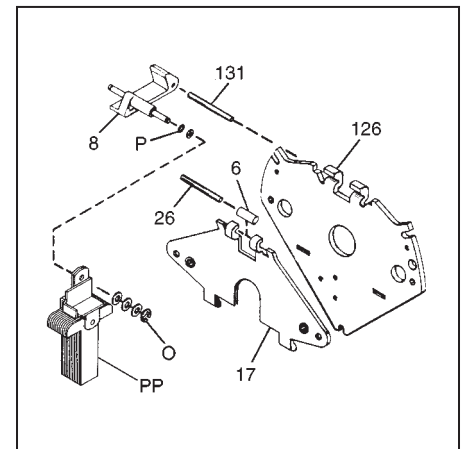


Figure 3

6. Remove the plunger and link assembly from the solenoid lever (8) by removing the retaining ring (O). Remove only the outboard spacers (P) necessary to slide the plunger and link assembly off the pin of the solenoid lever (8).
7. Install the new plunger and link assembly (PP) onto the pin of the solenoid lever (8). Reassemble the spacers (P) and the retaining ring (O).
8. Reassemble the linkage removed from Step 5 in reverse order, remove screwdriver. Check that the plunger and frame are aligned; realign frame if necessary.

9. Manually lift solenoid plunger to maximum travel. Depress and allow solenoid plunger to snap out several times. Measure solenoid air gap (see Figure 2) between mating surfaces of solenoid frame and solenoid plunger. (On vertically mounted brakes, it will be necessary to push solenoid plunger into solenoid frame to the point where spring pressure is felt, before measuring solenoid air gap.)

If solenoid air gap is less than or exceeds air gaps in Table, adjustment is recommended.

Table: Solenoid Air Gap Measurement

| Nominal Static Torque (lb-ft) | 55,700 |
|-------------------------------|--------|
| 1.5 and 3 | 13/32 |
| 6 | 1/2 |
| 10 | 1/2 |
| 15 | 9/16 |

10. The solenoid air gap may be decreased by turning both wear adjustment screws (10) equal amounts clockwise, approximately 1/8 turn, until appropriate solenoid gap is attained. To increase gap, turn screws counterclockwise equal amounts.
11. Replace housing, housing nuts, and its lock washers in reverse order of Step 1.
12. **Caution!** Do not run motor with brake in manual release position. It is intended only for emergency manual movement of the driven load, not as a substitute for full electrical release.

NOTE: For complete instructions, with troubleshooting, request sheet applicable to the series of brake that you have.