

APPLICATION

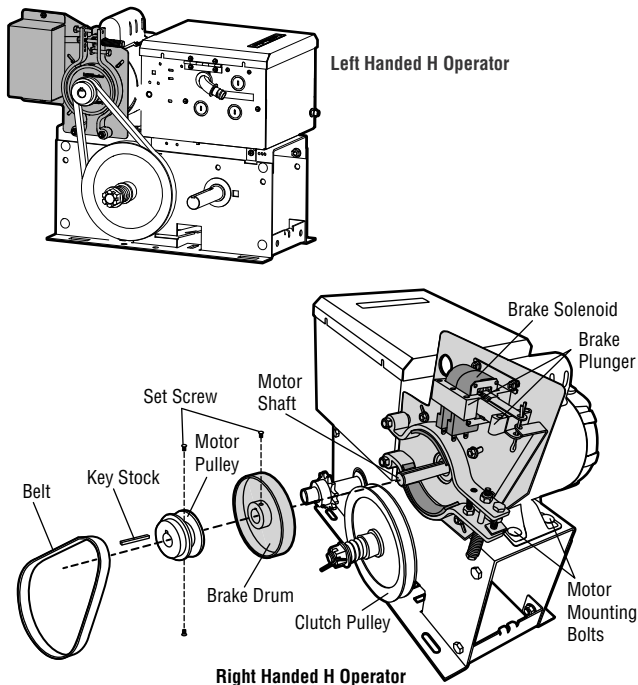
This wiring modification is available for models T, J and H (for 1 Phase, 3 Phase and 575V Logic 5.0 operators).

This brake kit will either replace an existing brake or add a brake to an operator that does not have a brake (1/3 or 1/2 HP). This design may differ from a caliper style brake being replaced.

If a brake is being replaced, many of the kit components and wiring may be reused from the existing operator (wiring harness, conduit, etc.).

INSTALLATION

1. Disconnect power to operator.
2. Remove the belt and motor pulley from the motor shaft.
3. If Brake Kit is being used to replace an existing brake, the original brake assembly must be removed, including the square brake hub. A small gear puller makes removal of the hub easier. Smooth any burrs on the shaft with a file.
4. Refer to brake plate spacing guidelines on page 2 to assure belt/pulley alignment. Spacing is important to ensure the brake drum can be installed flush to the brake shoes.
5. Install brake assembly onto motor and hand tighten with the 4 nuts provided.
6. Install brake drum on the motor shaft. Activate brake plunger if necessary for easier install. Insert key stock and set screw to lock brake drum in place. Once the brake drum is installed and centered, tighten the 4 brake assembly nuts. Ensure the drum is not installed too far into the assembly making contact with the assembly plate; this will cause the drum to rub while it spins, creating noise and possible premature wear/failure.
7. Install motor pulley on motor shaft. The clutch pulley and motor pulley must be aligned in the same plane. If necessary, loosen the motor mounting bolts to assist with alignment and re-tighten.
8. Install the belt and secure the set screws into the motor pulley.



⚠️ WARNING

To prevent possible **SERIOUS INJURY** or **DEATH**, disconnect electric power to operator **BEFORE** installing.

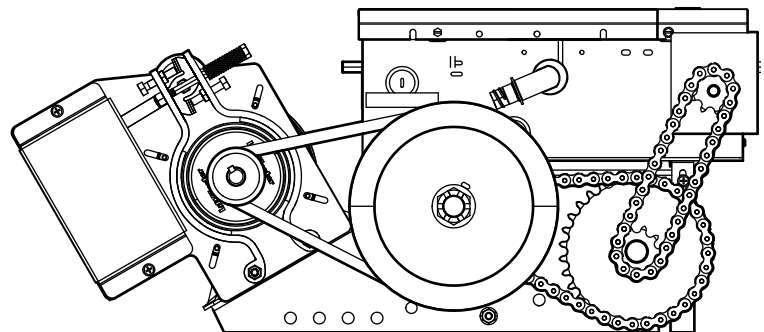
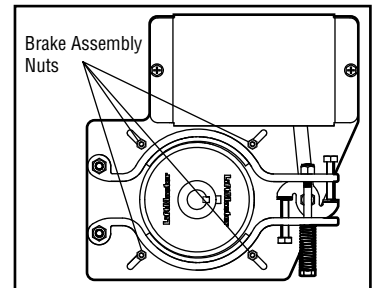
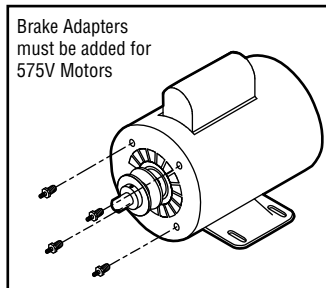
ALL installations and electrical connections **MUST** be made by a trained door systems technician.



WARNING: This product can expose you to chemicals including lead, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

CARTON INVENTORY

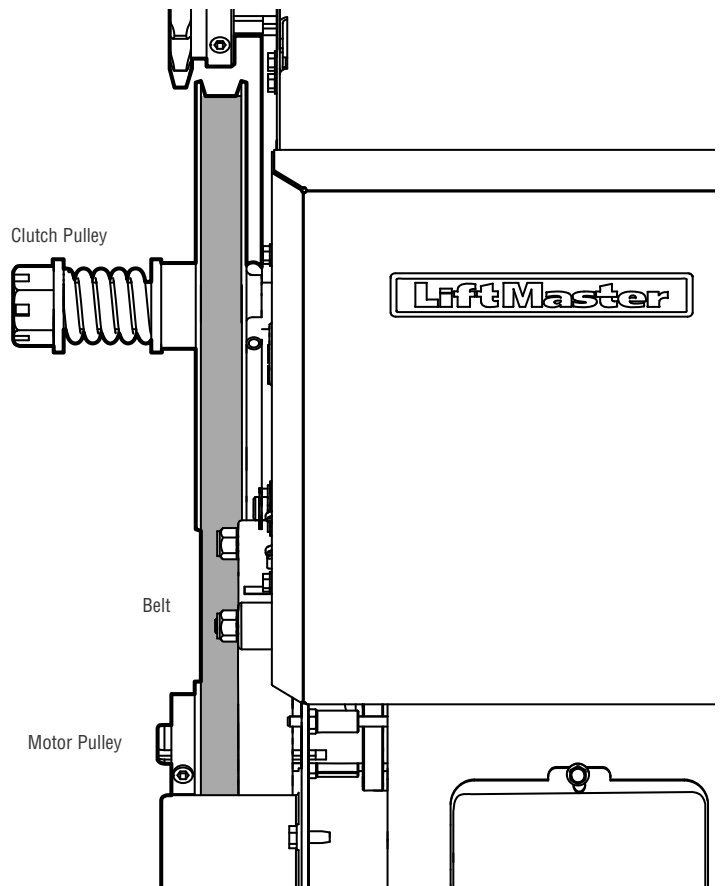
DESCRIPTION	QTY
Instructions.....	1
Solenoid Brake Assembly.....	1
Brake Release Cable Kit.....	1
Brake Drum.....	1
Cable Sleeve.....	1
Thread locker.....	1
Wire Harness Assembly Kit.....	1
Wire Harness Conduit.....	1
Cable Tie.....	2
Flatwasher #10.....	4



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BRAKE PLATE SPACING REQUIREMENTS

Install the brake assembly, using #10 flatwashers where necessary (included, see Figure 2), to ensure it is properly seated on the motor and the belt is straight between the motor and clutch pulley.



AO SMITH / REGAL BELOIT MOTORS (STANDARD LOGIC 5.0 MOTOR FOR BELT DRIVEN OPERATORS)

There are four threaded thru-bolts that protrude on the shaft side of the motor and are fastened with existing hex nuts #8-32. Add one spacer and one flange nut #8-32 to each thru-bolt (Figure 1).

BALDOR (TEFC) MOTORS (STANDARD LOGIC 5.0 MOTOR FOR DAMP ENVIRONMENT OPERATORS)

There are four threaded thru-bolts that protrude on the shaft side of the motor and are fastened with existing hex nuts #10-32. Add one spacer, one flatwasher #10 and one flange nut #10-32 to each thru-bolt (Figure 2).

FIGURE 1

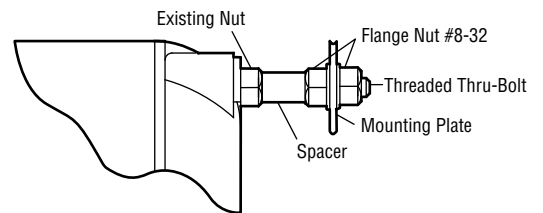
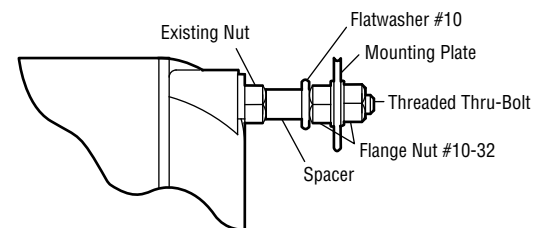


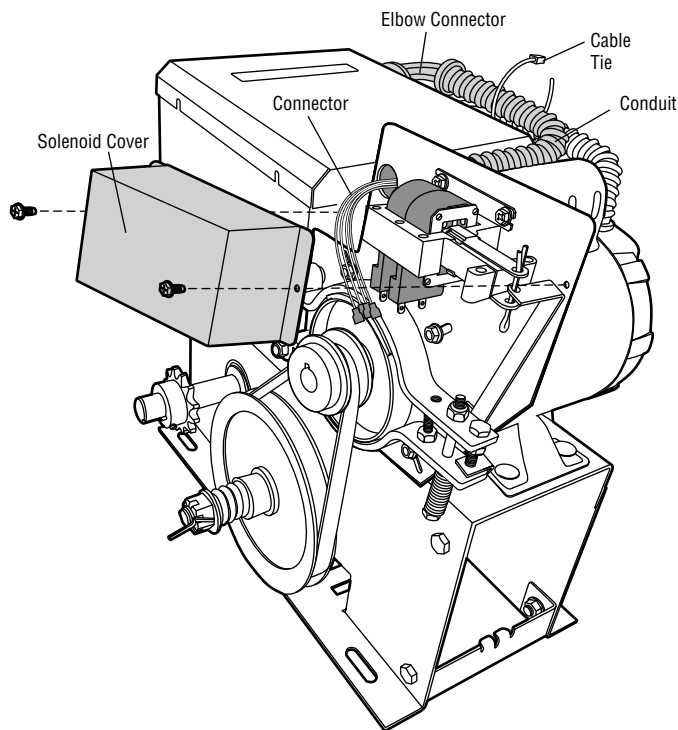
FIGURE 2



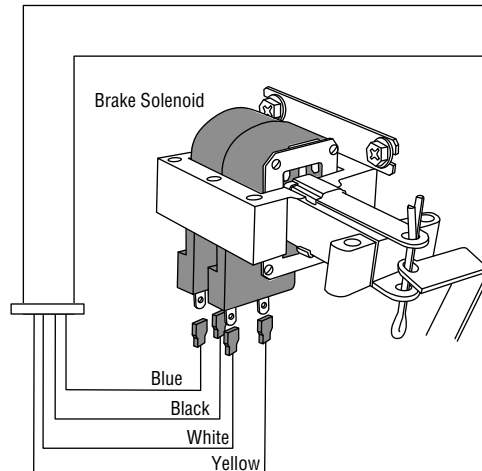
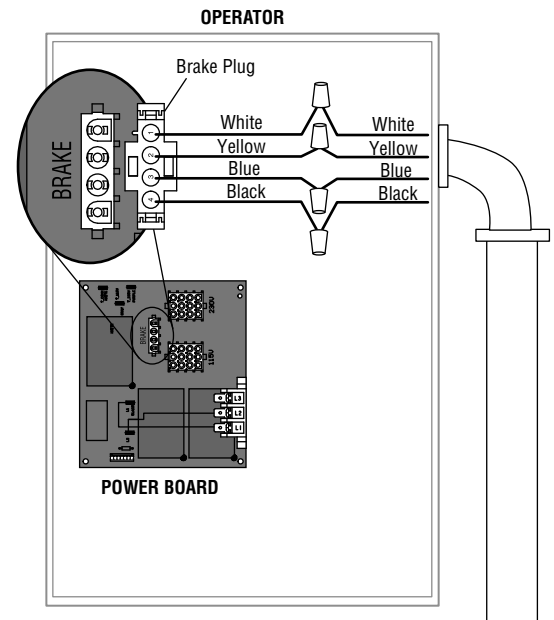
WIRING

Before removing solenoid wiring, take note of existing wiring connections. The wiring for the new solenoid will be identical. If the brake is being replaced, you may reuse existing wiring/conduit and skip Steps 3-10.

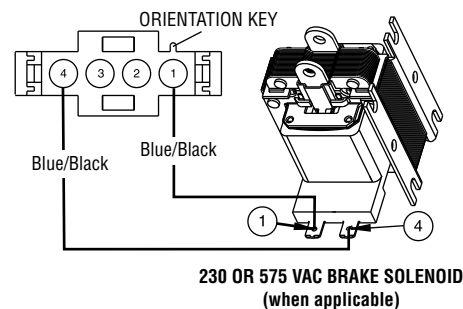
1. Remove brake solenoid cover to expose the terminals. Connect the solenoid wires as shown. Secure conduit connectors.
2. Run wires through the hole prior to putting the solenoid cover back on. Reinstall the brake solenoid cover, ensuring the bumper pad is engaged against the brake lever arm.
3. Run wires through the hole and insert through the conduit connector and through conduit.
4. Snap the connector into place on the brake assembly.
5. Remove knockout on operator where conduit will be attached.
6. Run the wires from the conduit through the knockout hole.
7. Secure elbow connector into the knockout hole on operator with threaded nut provided.
8. Using the wire nuts, connect wires from brake assembly to brake plug as follows:
Single Phase - Blue to blue, yellow to yellow, black to black, and white to white.
Three Phase and 575V - Blue with black stripe to blue with black stripe (not polarity sensitive).
9. Tape off all wire nuts with electrical tape (not provided) and secure the wires with a cable tie (provided).
10. Connect brake plug to brake connector (J10) on the power board.
11. Secure both conduits as needed with a cable tie (provided) so that conduit does not interfere with operation.



BRAKE SOLENOID TO CONNECTOR (Single Phase)



BRAKE SOLENOID TO CONNECTOR (Three Phase and 575V)



RELEASE CABLE INSTALLATION

FOR H MODEL OPERATORS ONLY

1. Locate the screw threads protruding through the brake mounting plate opposite the brake solenoid. Mount the new cable clamp to the thread that is second from the top and closest the motor. Secure in place with the #10 flange nut provided.
2. **For left handed operators:**
Locate the release cable, cable sleeving and (2) black spring clamps. Install the two spring clamps onto one end of the sleeving. Feed the release cable from the side without the spring into the sleeving.
For right handed operators:
Locate the release cable and cable sleeving. Feed the release cable from the side without the spring into the sleeving.
3. Take the release cable assembly and feed the release cable and sleeving through the cable clamp installed in step 1. Once you get to the brake release lever, feed only the release cable through the eyelet. Secure in place by installing a flatwasher #8 and a 1/16" cable stop sleeve. Secure cable stop sleeve in place by crimping down on it with pliers (Figure 3).
4. **For left handed operators:**
Locate the frame spacer that has the release chain going through it. Take the end of the cable sleeving with the two spring clamps and slide it down into the notch in the center of the bracket (be sure that one spring clamp is on each side of bracket). Release the clamps and slide the sleeving until at least 3" (7.6 cm) protrudes out past the bracket. Secure in place by sliding the clamps as tight to the bracket as possible (Figure 4).
For right handed operators:
Locate the second silver p-clip, identical to the p-clip used in step one. Mount the clip as shown in figure Figure 3 using the provided bolt and nut.
5. Pull release chain and release cable so that both are taut, being careful not to engage either of the two. Connect the two together using the key ring on the end of the spring.

TEST BRAKE RELEASE

After the installation is complete, pull the release chain to ensure the brake disengages. If the brake does not fully disengage, it can be adjusted by hooking the key ring further away from the operator. Move the key ring one chain link at a time, testing each time (Figure 5).

ADJUSTMENT

1. Install the solenoid cover. The brake lever will contact the bumper pad inside the cover.
2. Tighten both stop bolts (refer to image to the right) until the bolts come into slight contact with the lever. Secure the stop bolts in place by tightening the stop bolt nuts.
3. The spring bolt is pre-adjusted. Tighten or loosen the spring bolt to add or release brake force as needed.
4. Connect power to the operator. Run the operator and ensure the brake is working properly.
5. If the solenoid buzzes while running, loosen the spring bolt until the buzzing is no longer present. A buzzing solenoid will cause it to fail prematurely. Make any adjustment necessary.

RELEASE CABLE SLEEVE ROUTING

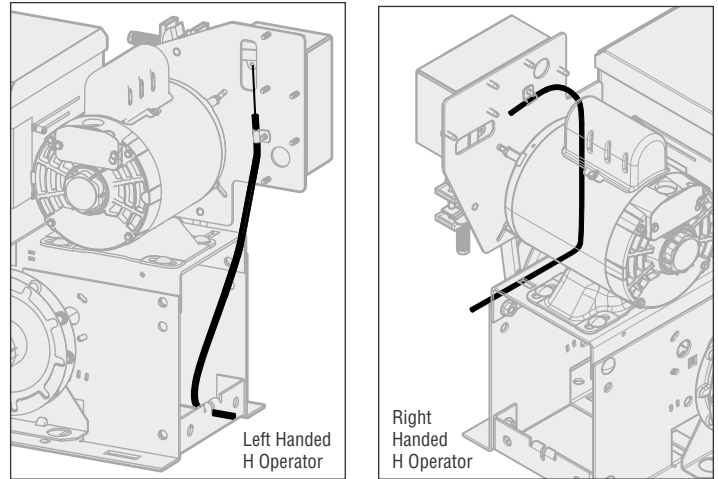


FIGURE 4

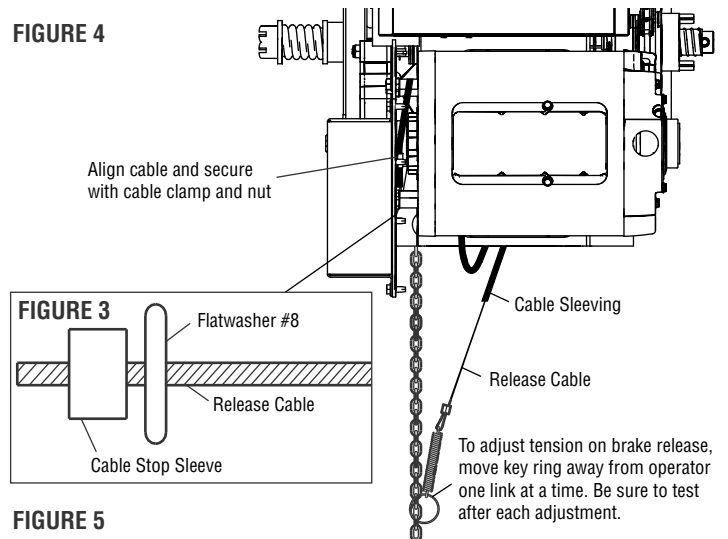


FIGURE 3

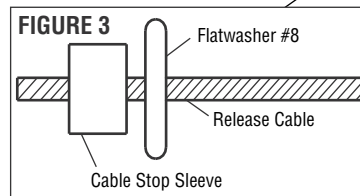
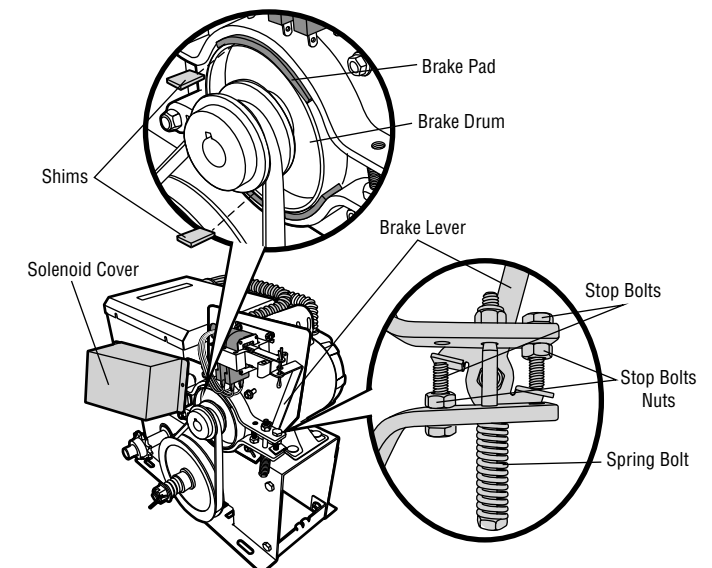
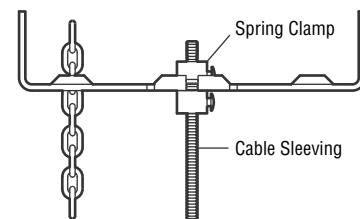


FIGURE 5



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- ✓ DESCRIPTION
- ✓ MODEL NUMBER