

American Friction Company

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BRAKE BLOCK GENERAL RELINING INSTRUCTIONS

(Applies To American Friction Brake Blocks)

(revised 08-17-09)

- 1) Make certain bands are clean and free from rust, grease, paint and primer.
- 2) Warped or sprung bands should be rolled or trued up.
- 3) Do not paint or prime inside surface of the band as this will reduce the “static” friction between the blocks and band and will hinder heat transfer.
- 4) If hard blocks are used, install them at the points of greatest wear, which will usually be at the dead end (No. 1 block and/or at 12:00-No. 3 or No. 4 block).
- 5) Install bolts and nuts in center of blocks first (do not tighten before outside bolts have been installed) and then install outside bolts and nuts last. Pull down (torque) inside bolts first then outside. In this way the block will conform to the radius of the band.
- 6) Tighten 3/8” bolts to 24-26 foot pounds of torque maximum! Tighten 5/16” bolts to 15 foot pounds of torque maximum! Over tightening will result in damage to the bolt only. American Friction blocks will not be damaged by over-torqueing. (Other manufacturer’s blocks may be damaged if this procedure is followed!)
- 7) After torqueing, “center punch” bolts at the point of nut and bolt contact. The nuts will almost certainly back-off due to vibration if this procedure is not followed. “Kep” nuts with star washers (attached are normally shipped because the industry is familiar with them and they are easy to install. We highly recommend asking for and using our “flange nylon lock nut”. It is the best nut we have found for this job but it does require “backing up” the screw head when installing due to the nylon locking feature.
- 8) Be sure both bands are equalized correctly after installation of bands over rims. If you have any concerns on exactly how to do this – contact us by phone or email for instructions.