

How to install the 5149320 Tailtwister Brake Wedge assembly.

I put this together mostly for my own purposes – as I don't do this often enough to remember exactly how to do it. I also could not find anything on the web with instructions – so perhaps others will find this information useful.

The 5149320 kit can be purchased from Hy-Gain from the following web site:

<http://www.hy-gain.com/Product.php?productid=5149320>

The cost at the time of publishing is \$40.82. This does include the new brake wedge that you will need. It is different than the older ones. The newer one is not as wide as shown in the picture below:



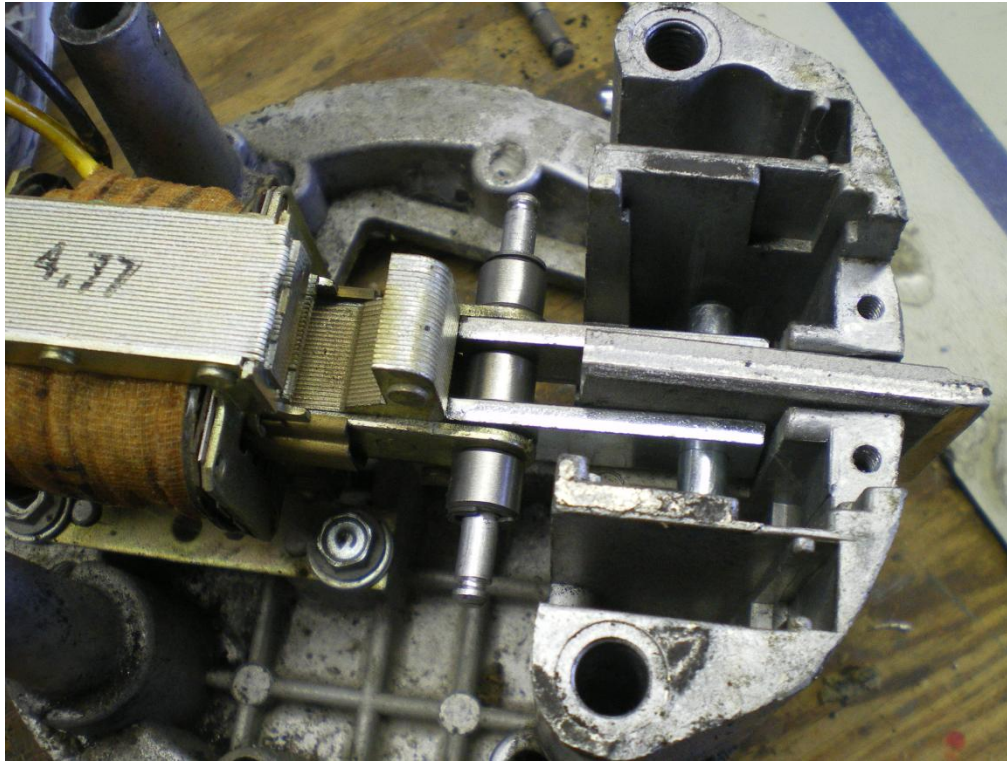
Note that the wedges have a top and bottom. If you slide the wedge into the bell housing groves – you can quickly figure out which side is the top. They really will only engage one way. If you put it in upside-down, your brake is not going to engage very well.

To install the kit – you will obviously need to have the bell housing removed. You will also want to get the terminal strip out of the way. You should be able to push the terminal strip inside the rotator with some creative finger work. This is a much better way to get it out of the way than removing the wires.

You will then need to unscrew the four bolts that hold the brake assembly to the top part of the rotator. You will need a big slot screwdriver for this.

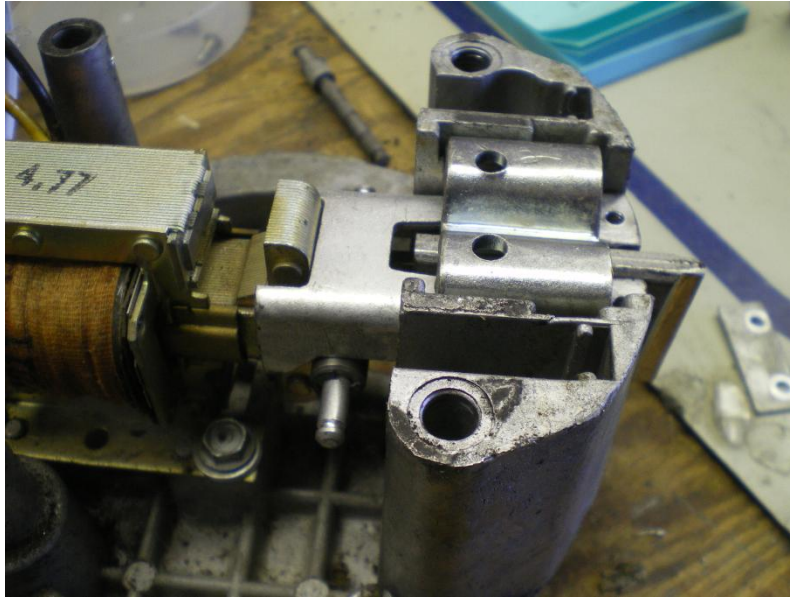
When you get it apart – you can remove the existing brake by undoing the two cir-clips.

The new brake will look like this as you install it:



You can see how the brake couples to the solenoid using the two shiny bars. Make sure you get those two bars inside the flange that comes from the solenoid – with one of the three spacers between them. Otherwise, the spacing will be off compared to the wedge. Two cir-clips hold the spacers onto the rod that goes through the solenoid flange. It might seem strange that nothing is holding the rod that goes through the brake in place – but after you install the rest of the assembly – it really won't have anywhere to go. Note that a small plate that sits on top of the wedge has been removed (with two screws).

The “retainer” assembly can now be put into place. Here is what it should look like when it is in place:



The two holes that are now on top of the retainer assembly each need a spring in them – which helps push the locking mechanism down when the brake is engaged. You can see them here:



The final step is to install the two springs on each side of the rod that goes through the solenoid flange. These are held in place with flat pieces of metal that slide down into a channel. You can clearly see the spring on the bottom side of the rod in the above photo.

That's pretty much it. As you assemble the rotator back together – make sure the two springs that are coming out of the hole on top of the retainer bracket do not get pinched. They should be seated down into the hole as you put it together. Make sure you test it before putting the bell housing back together. You only need to connect pins 1 and 2 to test the brake.

73 Tree N6TR

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