

GENERAL NOTES:

SEE DWG NO 301-0264 "EQUIPMENT EFFECTIVITY AND CONFIGURATION IDENTIFICATION" FOR CURRENT DASH NO, EFFECTIVITY AND QUANTITY REQ'D PER CAR

TORQUE BETWEEN 50 AND 55 FT. POUNDS

SPEED SENSOR INSTALLATION:

- ALIGN ϕ OF TOOTH WITH ϕ OF HOLE IN BRACKET.
- WITH NUT BACK ON THREADS, THREAD SENSOR INTO BRACKET UNTIL TIP TOUCHES TOOTH AT O.D.
- BACK OFF SENSOR BY $\frac{1}{2}$ TO $\frac{3}{4}$ TURN (180° TO 270°)
- LOCK SENSOR IN POSITION BY TIGHTENING LOCK NUT AGAINST BRACKET. TORQUE 15 FT. LB. CHECK GAP .017 TO .021 WITH AN OPTIMUM SETTING OF .018". RE-ADJUST IF NECESSARY.

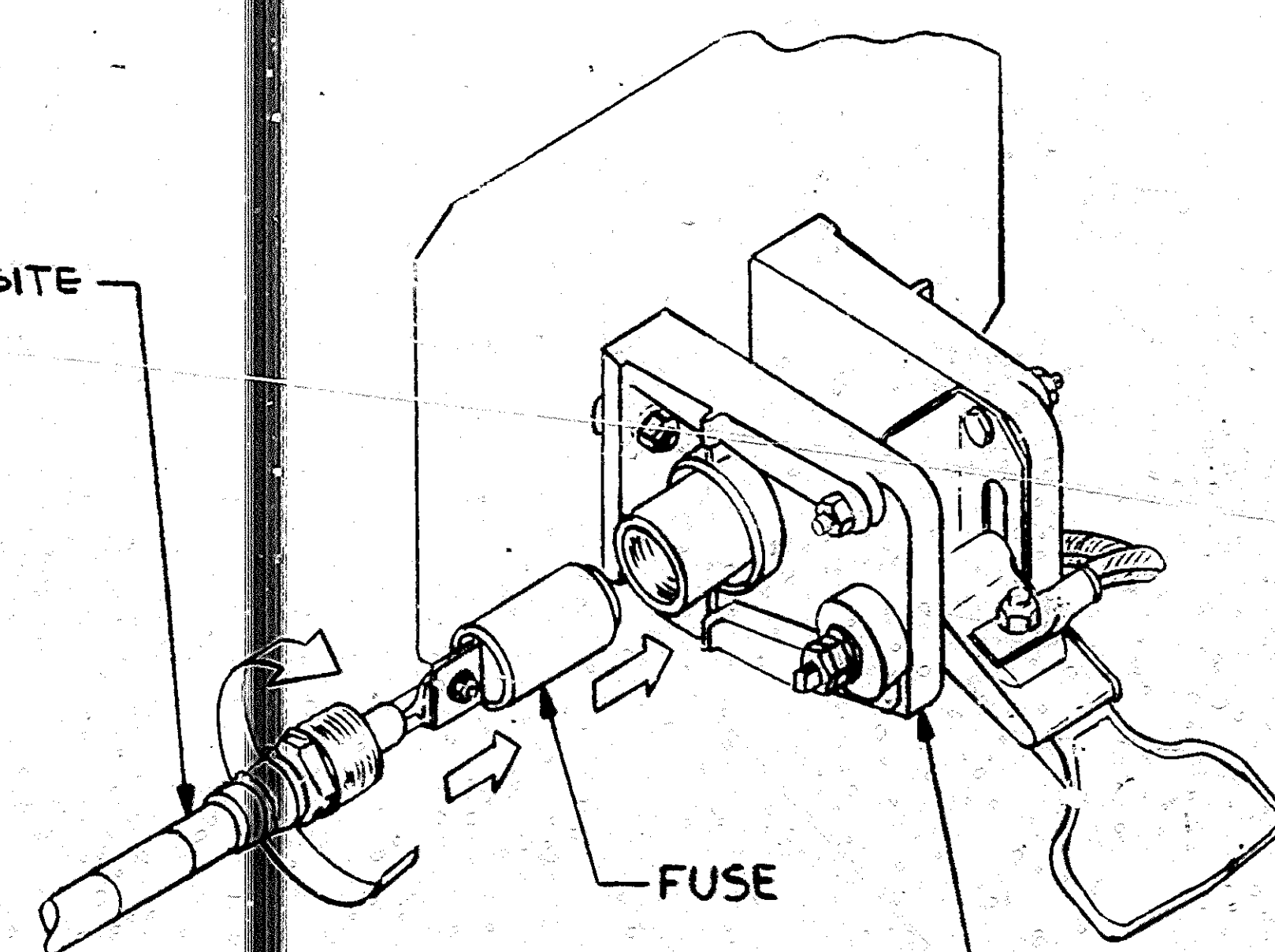
5. (DELETED) ©

GENERAL RAILWAY SIGNAL COMPANY SUPPLIES
(1) ONE EACH OF THE (A) FOUR TOTAL REQUIRED PER TRUCK.

301-0013-02
DISCONNECT BOX-
TRUCK HALF
(REF)

APPLY SAFETY WIRE TO SPEED SENSOR AT 18 TWISTS PER INCH.

P3
P4 OPPOSITE



301-0032-002 (REF)

AUXILIARY VIEW OF
R.H. CURRENT COLLECTOR

R. S. SHOWN
L. S. OPPOSITE

301-0032-002 CURRENT
COLLECTOR ASSY. R.H. Δ

301-0453-Δ TRUCK HARNESS INSTL (F END)
301-0453-Δ TRUCK HARNESS INSTL (R END)

"R" END

301-0013-02
DISCONNECT BOX-
TRUCK HALF
(REF)

① TRUCK ACCESSORY ASSY (F' END A' F' B' CAR)
(R' END A' F' B' CAR)
(F' END B CAR)
② TRUCK ACCESSORY ASSY (R' END B' CAR)

③ 8556S-HZ-7 HEX. NUT
(3) PLCS

④ 8562S-F7-63 W.A. SH
(8) PLCS

⑤ 8561S-S7 SELF LOCKING
(2) PLCS

.390 DIA HOLE
.397
.062
.190

DETAIL 1 © 4E
TYP 2 PLS

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