

**For those who have
better things to do than
replacing brakes.**



MagnaStop. Any other

It all starts and *stops* with a superior mechanical advantage.

MagnaStop performs longer with greater efficiency because of its unique *double-action ball bearing cam* and *simple linkage*. Conventional disc brakes rely on a complex system of levers and linkages which put excessive strain on the solenoid. And, as you know, solenoid and linkage failure are primary causes of brake failure.

The beauty of the cam.

It makes everything work smoother with less parts, less effort, in less distance. The double-action ball bearing cam generates increased torque with *only one pressure point* instead of the usual two, which significantly extends the life of the solenoid.

Adjustment is so easy.

The working parts are positioned *above* the friction disc where they belong. So when you remove the cover from a MagnaStop, the components are immediately visible and accessible for the one simple lining adjustment. That also means savings in maintenance and assembly time... and money.

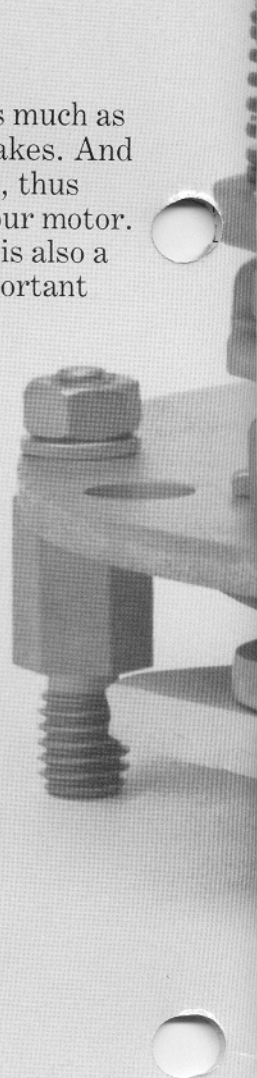
All that with half the weight.

A MagnaStop weighs only half as much as competitive conventional disc brakes. And it's 3/4" shorter in overall length, thus reducing the overhung load on your motor. The fact that it costs less to ship is also a plus, although it's your least important reason for needing it.

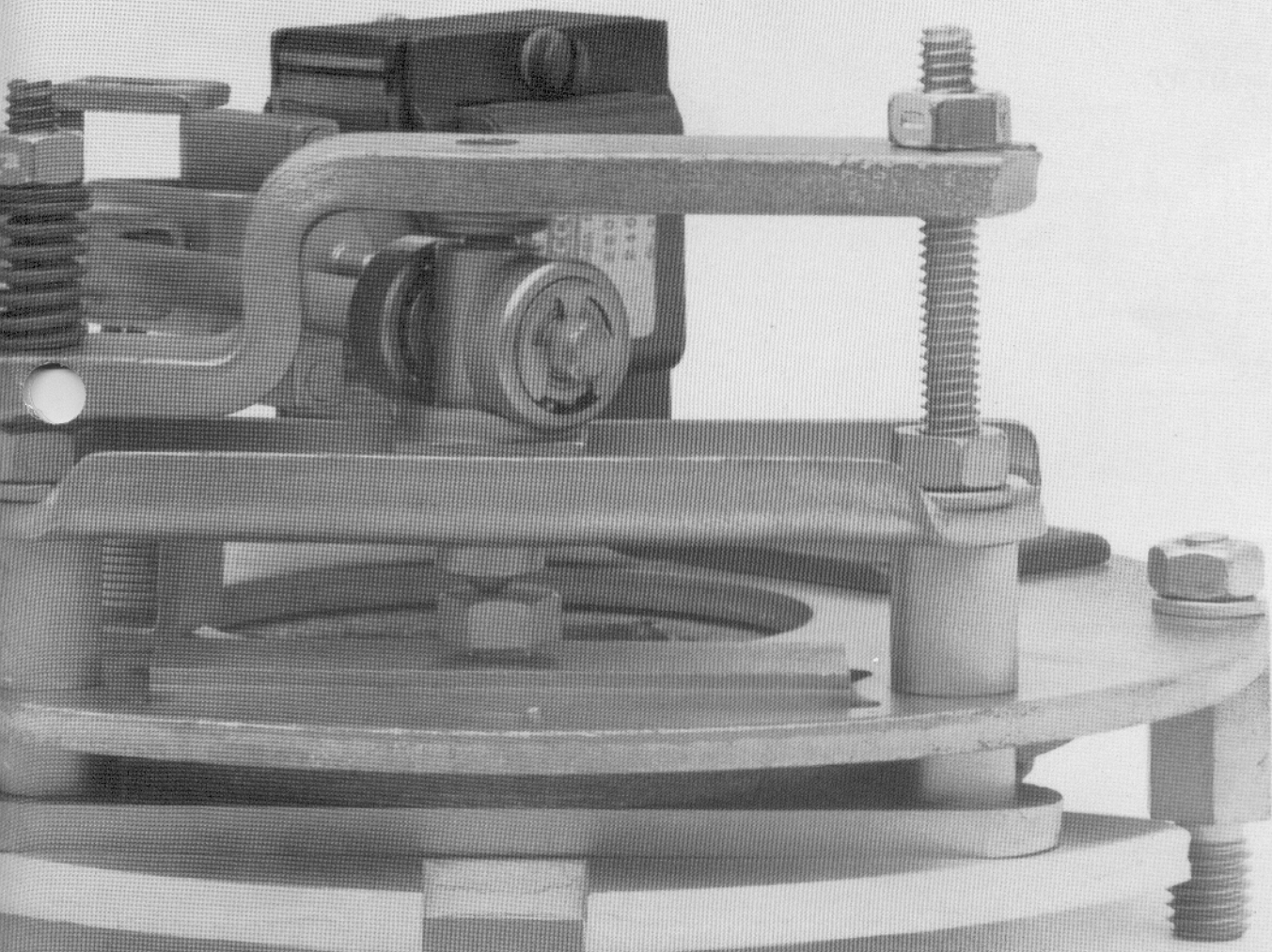
What does the best brake you can buy cost?

About the same or less than you've been paying for yesterday's answer. But when you discover that it *won't cost* you in frequent replacement and downtime, the savings really become impressive.

MagnaStop is available in standard and dust-tight/waterproof enclosures from 1½ lb. ft. to 20 lb. ft., C face, through 15 lb. ft. in double C face. In standard AC voltages.

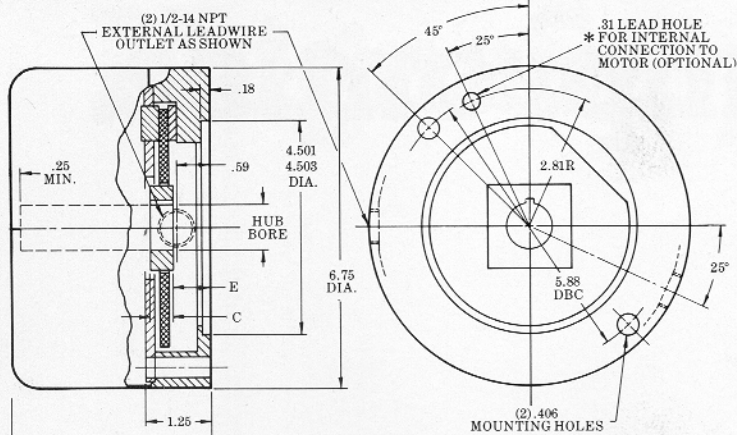


brake is a compromise.



Solenoid/Spring Set

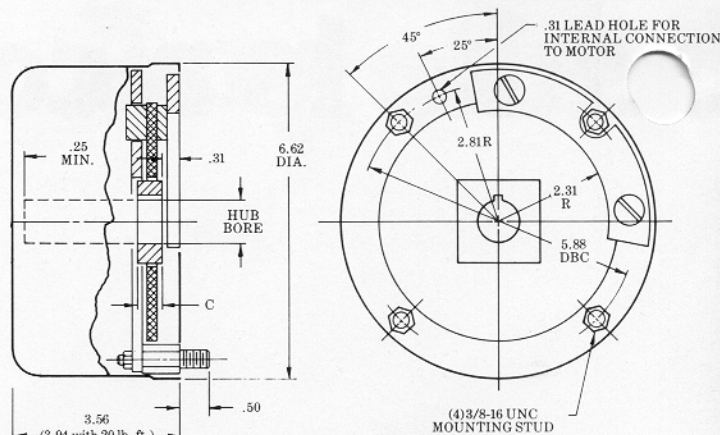
STANDARD & DTWP EXTERNAL CONNECTIONS*



NOTE: 3.00 CLEARANCE
REQUIRED TO
REMOVE HOUSING

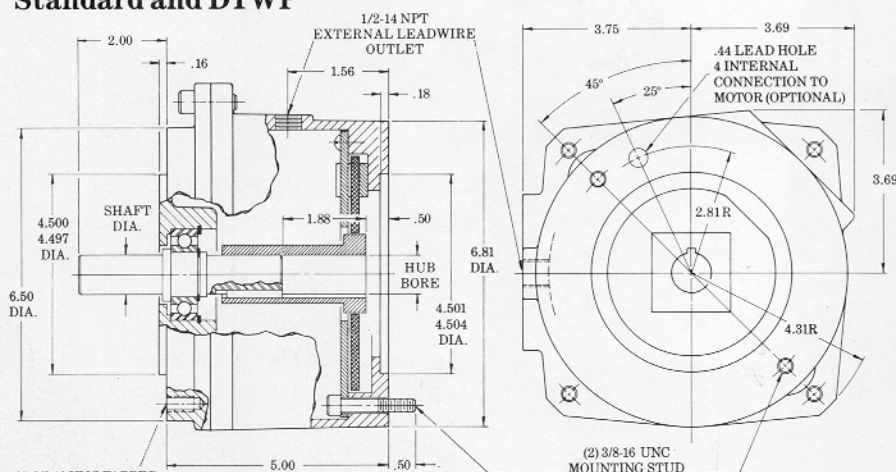
NEMA FRAME SIZES: 56C, 143TC-145TC,
AND 182C-184C.

STANDARD INTERNAL CONNECTIONS



NOTE: 3.56 CLEARANCE
REQUIRED TO
REMOVE HOUSING
(3.94 CLEARANCE
FOR 20 lb. ft.)

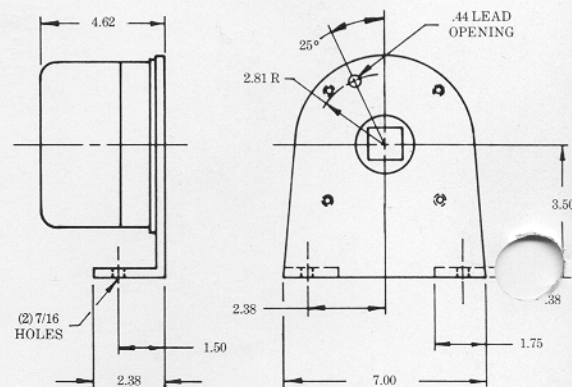
DOUBLE C FACE Standard and DTWP



(4) 3/8-16 UNC TAPPED
MOUNTING HOLES x .69 DEEP
EQUALLY SPACED ON 5.88 DBC
(AT 45 DEGREES)

ACCESS OPENING PROVIDED FOR TORQUE/WEAR ADJUSTMENT,
AIR GAP ADJUSTMENT AND BRAKE RELEASE.

FOOT MOUNTED



STANDARD & DTWP EXTERNAL						DOUBLE C		STANDARD INTERNAL			
Torque (lb.-ft.)	WK ² (lb.-ft. ²)	Net Weight (lb)		C	E	WK ² (lb.-ft. ²)	Net Weight (lb)	WK ² (lb.-ft. ²)	C	Net Weight (lb)	
		Motor Mount	Foot Mount							Motor Mount	Foot Mount
1.5-15	.006	7.0	12.0	.50	.68	.0078	11.0	.006	.50	5.75	10.75
20	.011	7.5	12.5	.75	.38	NA	NA	.011	.75	6.25	11.25

Note 1 One disc 1.5 lb. ft. through 15 lb. ft.; 2 discs on 20 lb. ft. model.
Note 3 Single phase.

Note 2 Thermal capacity (hp-sec/min) 1.5 through 6 lb. ft.-7; 10 through 20 lb. ft.-8.
Note 4 Double C Face Brake has max. 7/8 in. hub bore.

SHAFT DIA. +.0000 -.0005	HUB BORE +.001 -.000	KEYWAY
.500	.500	.12 X .06
.625	.625	.19 X .09
.750	.750	.19 X .09
.625	.875	.19 X .09
1.000	1.000	.25 X .12
1.125	1.125	.25 X .12

REULAND ELECTRIC

THE POWER DRIVE PEOPLE

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