

DIVERSIFIED METAL FABRICATORS



Installation and Parts & Service Manual RW-1013 & RW-1013HD



May 2015

NOTE:

Please refer to the serial numbers when ordering parts or
inquiring about warranty items.

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PREFACE

Message from DMF

Thank you for choosing DMF Railgear. We make every effort to provide quality, safe and rugged products for the railroad. We hope you'll find our gear to be satisfactory in every way. We take product support very seriously, so if you have any questions, please contact us.

Manuals, service bulletins and general information are available on our website listed below.

Contact:

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665 Pylant St. NE

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Atlanta, GA 30306

How to use this manual

Please read this manual carefully. If you are an operator, you need to concentrate on the operation & maintenance section. Installers and Up-fitters should become familiar with the entire manual, paying special attention to the "Installation Sheet" that corresponds to your specific chassis. The current installation sheets are found in 5.1.

If you are reading this to learn more about our railgear, you'll want to start with the section on Specifying a Truck, Operations and then look through the remaining material.

If you find anything missing, incorrect or unclear in this manual, please contact us. We are always trying to improve our manuals.

We reserve the right to update our manuals without notice. You can download a current manual at our website listed above.

1.0 GENERAL INFORMATION

1.0 General Information

- 1.1 General Description
- 1.2 Currently Approved Chassis
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1.1 General Description

DMF RW-1013 Railgear is designed for vehicles in the 6400 to 9900 GVWR range. It is applicable to many Pick-up Trucks, Cab & Chassis, and SUV's in this range. It is not intended for vehicles with dual rear wheels.

RW-1013 Railgear does not provide braking or drive power. Unlike most of our larger models, RW-1013 does not lift the steering axle. All vehicle tires are in contact with the rail. Many vehicles require alternate wheels and tires to properly track the rail. DMF provides Wheel Modification Kits for use on standard gage rail where necessary for supported chassis. These kits can include rims, wheel adapters, wheel spacers, steering stops, steering wheel locks and wheel hardware.

The railgear is hydraulically actuated and is over-center when in the rail position. This prevents a hydraulic leak from allowing the gear to collapse. In the highway position, the railgear prevented from falling from the highway position as a result of a hydraulic leak by hydraulic locking valves integrated into the actuator. The system includes a hand pump to allow the gear to be stowed in the case of an electrical or hydraulic failure.

RW-1013 Railgear incorporates independent rubber torsion suspensions to provide a smooth ride and rail guidance over uneven track surfaces. We offer both steel and rubber treaded guide wheels.

RW-1013HD is a variant intended for vehicles with GVWR of 9900 to 11,500 lbs. RW-1013 make use of a heavier torsion suspension and uses a cylinder in the rear in place of the rear rotary actuator.



Figure 1: '03 GM/Chevy C25HD w/ RW-1013 Installed

1.2 Currently Approved Chassis

1.2.1 Chevy/GM

'00-'08	C2500HD Pick-up (preferred to C2500)
'00-'08	C25HD Cab & Chassis
'00-'08	C3500 (Single Rear Wheels Only)
'00-'04	C2500
'00-'08	C2500 Suburban

1.2.2 Ford

'99-'04	F2/350 Pick-up (Single Rear Wheels only)
'99-'04	F350 Cab & Chassis (Single Rear Wheels only)
'05-'08	F2/350 Pick-up (Single Rear Wheels only)
'05-'08	F350 Cab & Chassis (Single Rear Wheels only)

1.2.3 Dodge

'98-'03	Durango* (4x4 recommended**)
'04-'08	Durango* (4x4 recommended**)
'97-'05	Dakota* (4x4 recommended**)
'05-'08	Dakota* (4x4 recommended**)

* Does not require a Wheel Modification Kit

** 4x2 models have marginal ground clearance

1.3 Specification Considerations

There are many things to consider when specifying a vehicle for use with railgear. Attention to these factors during specification will prevent confusion, delay and expense during the install. It also will often result in a better truck for the operator.

1.3.1 Rail Gage / Wheel Track

Probably the biggest factor determining the suitability of a chassis for use on the rail is the vehicle's track relative to the rail gage. Wheel track is defined as the center-to-center distance between the tires on the same axle on steering and single wheel rear axles. Full-sized Pickups and SUVs nearly always require a Wheel Modification Kit to narrow the vehicle track to fit on the rail. Some vehicles, like the '98-'03 Durango/Dakota are just right from the factory and do not require a Wheel Modification Kit. We provide Wheel Modification Kits as required for approved chassis for standard gage (56.5"). If you require a wide gage (or other) solution, please contact us.

1.3.2 Body Requirements

If a body is to be mounted, look at the body clearance diagram in the install section. Most chassis require replacement or modification of the factory front bumper. Occasionally modifications to the rear wheelhouse are required.

1.3.3 Rail Curvature

RW-1013 Railgear has excellent curvature performance due to the close spacing of the guide-wheels to the vehicle tires. All curves should be taken at reduced speed. Curves in excess of 18 degrees (<320' Radius) should be taken at a further reduced speed. We recommend Steel Wheels for customers with curves in excess of 24 degrees (<240' Radius). Customers with curvature under 120' Radius should contact us for curvature analysis and special instructions.

1.3.4 Rail Clearance

Any special clearance requirements such as third rail clearance, catenary clearance, and platform clearance should be investigated before ordering the chassis or railgear. Obtain a static and dynamic clearance envelope drawing for your rail. You need to know the limiting curvature for your rail.

1.3.5 Equipment

The weight, stability requirements and location of any additional truck equipment must be accounted for. This allows the suspension settings and alignment to be done more accurately. If equipment is to be added later, provide the installer with the weight and location to allow for proper set up. After any change in equipment or operating payload the vehicle should have the rail pressure checked and re-set prior to use.

1.3.6 Railgear Weight

The installed weight of the rail gear must be considered.

Typical installed weights are:

Front: 293 lbs Rear: 354 lbs (RW-1013)

1.3.7 Railgear Options

You need to know what options you require such as:

Rail Sweeps (typical)
In-Cab controls (typical)

Steel vs. Rubber Rail Wheels
Locking Valves

1.4 Questions Installers Should Ask

- What is this vehicle to be used for?
- What types of tires are required? Highway fronts, Mud & Snow on rear?
- Does the customer specify a particular brand of tires?
- Is any equipment to be added to the truck after railgear installation?
 - Where is it going and how much does it weigh?
- Are there any restrictions on the location of the switchbox in the cab?
- Is the installer responsible for exhaust modifications?
- Is the installer responsible for a spare tire carrier?

1.5 Chassis Spec Sheets

Please complete the following Chassis Spec Sheet and include with any orders.

1.6 Drawings and Illustrations

1.6.1 RW-1013 Chassis Spec Sheet

CHASSIS INFO

UPFITTER	
CHASSIS MAKE	
CHASSIS MODEL	
MODEL YEAR	
ENGINE&XMISSION	
CAB STYLE	
VIN NUMBER	
GVWR	
GAWR-F	
GAWR-R	
TIRE SIZE	
OPTIONS	

INSTALLATION OPTIONS

	YES	NO
SPECIAL FRONT TIRE TYPE		
SPECIAL REAR TIRE TYPE		
HITCH REQUIRED?		
AUTOMATIC OR MANUAL PINS		
STEEL OR RUBBER TREADS?		
STROBE?		
STEPS?		
BACKUP ALARM?		
GRAB HANDLES?		

APPLICATION REQUIREMENTS

END-USER	
SPEC NUMBER	
FOR USE ON WHICH RAILROAD OR TRANSIT?	
INTENDED USE	
ESTIMATED TYPICAL PAYLOAD	
ESTIMATED MAX PAYLOAD	
GAGE	
MIN REQUIRED CURVE RADIUS	
CLEARANCE REQUIREMENTS?	
MOUNTED EQUIPMENT	

PLEASE FILL-OUT THIS SHEET AS COMPLETELY AS POSSIBLE.

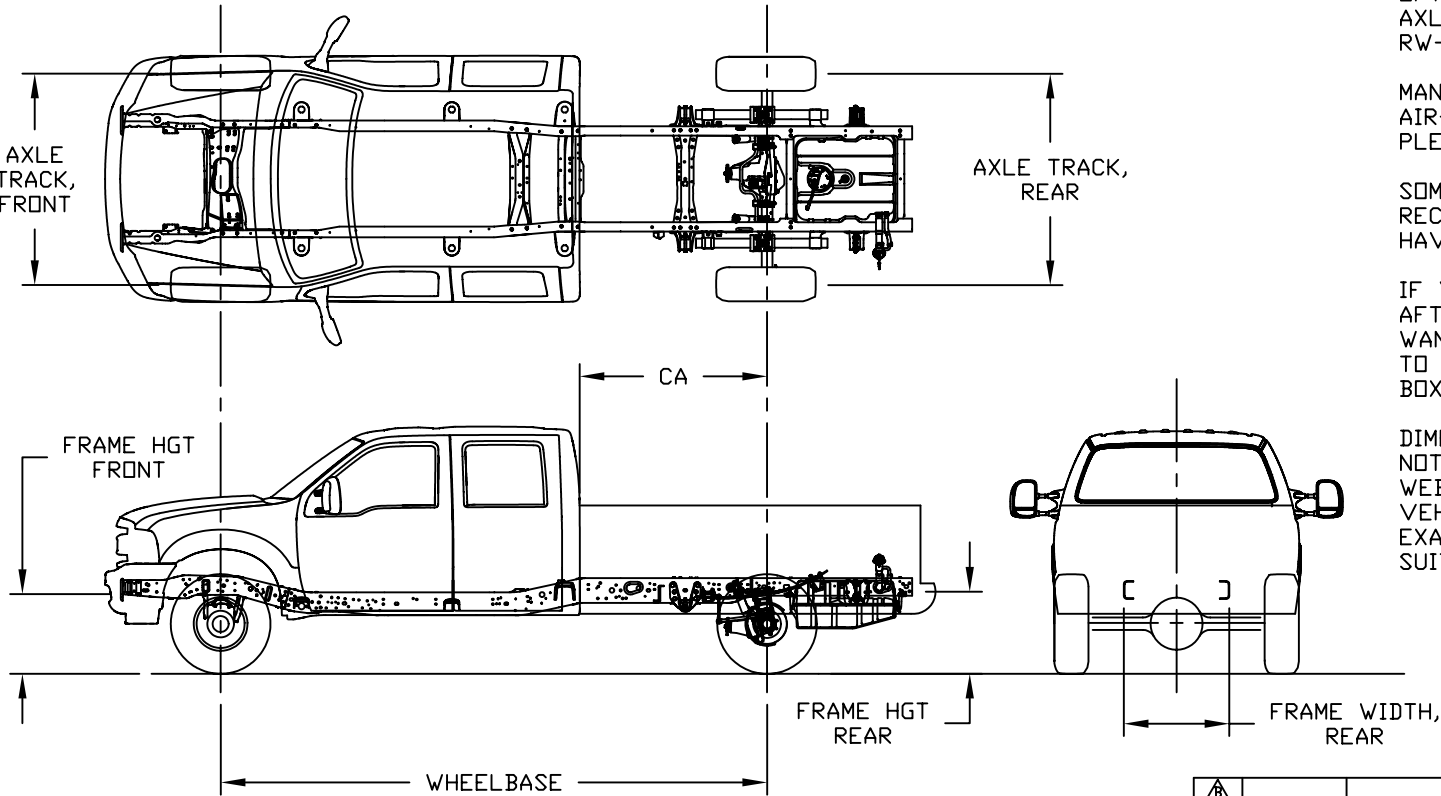
OPTIONS SUCH AS REAR FUEL TANKS AND REAR AXLE STEERING ARE NOT COMPATIBLE WITH RW-1013 RAILGEAR.

MANY OPTIONS SUCH AS SECONDARY AIR-CONDITIONERS CAN CAUSE PROBLEMS. PLEASE INCLUDE ANY UNUSUAL OPTIONS.

SOME APPLICATIONS PRECLUDE THE USE OF A RECIEVER HITCH, LET US KNOW IF YOU MUST HAVE ONE.

IF YOUR TRUCK IS GOING TO THE RADIO SHOP AFTER INSTALLATION LET US KNOW IF YOU WANT US TO LEAVE THE CONTROL BOX LOOSE TO ALLOW FOR EASIER RADIO INSTALLATION AND BOX LOCATION.

DIMENSIONS INDICATED ON THE DRAWING ARE NOT NECESSARY FOR VEHICLES LISTED ON OUR WEBSITE: WWW.DMFATLANTA.COM. IF YOUR VEHICLE IS NOT LISTED WE WILL HAVE TO EXAMINE A CHASSIS AND DECIDE IF IT IS SUITABLE.



REV		DATE	DESCRIPTION		BY	APP
TOLERANCES: (UNLESS SPECIFIED) COMMON SENSE PRACTICES FRACTIONAL: 1/32" FRACTIONAL: 1/16" .X .003 .XXX OR .XXXX .005 DRILL SIZES: .015 ANGULAR: 1° SURF FINISH: 125 MICRO THREADS: 2A AND 2B DIN 9134 (ISO 286)		RW-1013		TITLE: RW-1013 SPEC SHEET DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512		
DRAWN BY:	APPD BY:	DATE:	DRAWING NUMBER:		REV:	
WAK		12/08/04	1013 SPEC		#	

2.0 OPERATIONS

2.0 OPERATIONS

- 2.1 Familiarize yourself with the railgear
- 2.2 Operation on the Road
 - 2.2.1 Highway Locking System
 - 2.2.2 Reduced Turning Radius
 - 2.2.3 Clearances & Approach Angles
 - 2.2.4 Highway Speeds
- 2.3 Operation on the Rail
 - 2.3.1 Getting on the Rail
 - 2.3.2 On the Track
 - 2.3.3 Getting off the Rail
- 2.4 Attached Drawings
 - 2.4.1 501737 Emergency Pump Operations – Single Pump Manifold (2008 to present)
 - 2.4.2 Emergency Pump Operations – Dual Pump (pre 2008)

2.1 Familiarize yourself with the railgear

You should read the entire Operation section. You should know where the following item/parts are:

- Emergency Pump
- Emergency Pump Fittings
- Cab Switches
- Exterior/Bumper Switches
- Hydraulic Reservoir

2.2 Operation on the Road

If you operate a vehicle modified for on-track use, you need to keep in mind several factors:

2.2.1 Highway Locking System

DMF now offers a pilot-operated check valve locking system to restrain the railgear in the highway position. This system will reduce maintenance and improve reliability. The locking valves are integrated in to the rotary actuator on 2008 units and located on the lift port of the hydraulically tight rotary actuator on older systems.

The original pin-off system is still offered to those who require it. The pin-off system prevents hydraulic leak-down or a leaky connection or hose from allowing you gear to move from the stowed position. The operator should verify that the railgear is pinned off properly before driving on the road.

If you have a problem with your locking valves or pin-off system, chain or strap the gear in the stowed position in order to move the vehicle on the road. You should have the vehicle serviced as soon as possible.

2.2.2 Reduced Turning Radius

Vehicles with Wheel Modification Kits typically have reduced steering angles. Operator should familiarize themselves with the turning limitations.

Any noise occurring when the wheel is turned to the limit may indicate a problem with your steering stops. Have them checked if necessary.

2.2.3 Clearances & Approach Angles

The installation of railgear typically reduces the ground clearance & approach angle in the front and back. In some installations, the guide-wheels extend slightly beyond the corners of the front bumper.

2.2.4 Highway Speeds

Vehicles with Wheel Modification Kits should not exceed the wheel or tire ratings. Current wheel kits provided by DMF are rated for 70 or 65 mph. The operator is responsible for maintaining lug nut torque. Lug nut torque must be checked according to section 3.2 (Wheel Modification Kit – Inspection & Maintenance). Operators should have or have access to a torque wrench.

2.3 Operation on the Rail

2.3.1 Getting on the Rail

1. At the track crossing, drive past the track and then back the vehicle onto the rails, centering rear tires on the track.
2. Enable "Guidewheel Power Switch" in cab.
3. Engage the truck's parking brake to prevent the truck from rolling.
4. Retract and lock front and rear manual pin-offs. Electric pin-offs retract automatically (if equipped with pins).

Lower Rear Guidewheels first:

(Note: Front/Rear Guidewheels cannot be actuated simultaneously)

5. Raise or "top-out" rear railgear to free pins (if equipped with pins).
6. Using electric switch at rear bumper, lower Guidewheels within 2-3 inches of railhead.
7. Verify alignment with rail, move truck to adjust if necessary.
8. Using electric switch at rear bumper, deploy rear wheels fully and properly engage the rail. The Guidewheels are an over center design and do not require pin-offs in the rail position.

Engage Guidewheels:

(Note: Front/Rear Guidewheels cannot be actuated simultaneously)

9. Raise or "top-out" rear railgear to free pins (if equipped with pins).
10. Using electric switch at rear bumper, lower Guidewheels within 2-3 inches of railhead.
11. Verify alignment with rail, move truck to adjust if necessary.
12. Using electric switch at rear bumper, deploy rear wheels fully and properly engage the rail. The Guidewheels are an over-center design and do not require pin-offs in the rail position.
13. Double check all flanges to assure that they are properly engaged with the rail.
14. Engage steering wheel lock and verify its proper function.
15. Turn off "Guidewheel Power" switch in cab.
16. Drive back and forth to assure flange engagement.

2.3.2 On the Track

1. Recommendations given here are for welded rail in good condition. Jointed rail or rail in poor condition, require further reductions in speed and additional caution.
2. Do not exceed 40 MPH while on the track.
3. All railroad speed rules should be observed.
4. Operator is responsible for determining Safe speed.
5. Be aware that RW-1013 rail gear is typically insulated, and may not operate the crossing gate circuits unless it is equipped with a shunt kit. DMF can provide supplementary insulation kits if more stringent insulation methods are required.
6. Reduce speed at all crossings, curves, switches and frogs.
7. Spring frogs should be taken at walking speed or less. If a passenger is available, it is advisable to have someone monitor progress of guide-wheel through the spring frog.
8. Tight curves (>18deg or <320' R) should be taken at less than 15 mph.
9. Extremely tight curves should be taken at walking speed with a person monitoring guide-wheel progress and vehicle tire coverage.
10. Braking distance is increased on the track. Do not slide tires or guide-wheels on the tracks. Braking distance is further reduced in wet or icy conditions.
11. Monitor track condition and look for obstacles on, above and near the track. Even small obstacles should be removed before proceeding.

12. Monitor the engine temperature gage when reversing for long distances. Extended operation in reverse may cause overheating.
13. Do not exceed the maximum rated capacity of the equipment.
14. Do not attach tow straps or other equipment to the railgear.

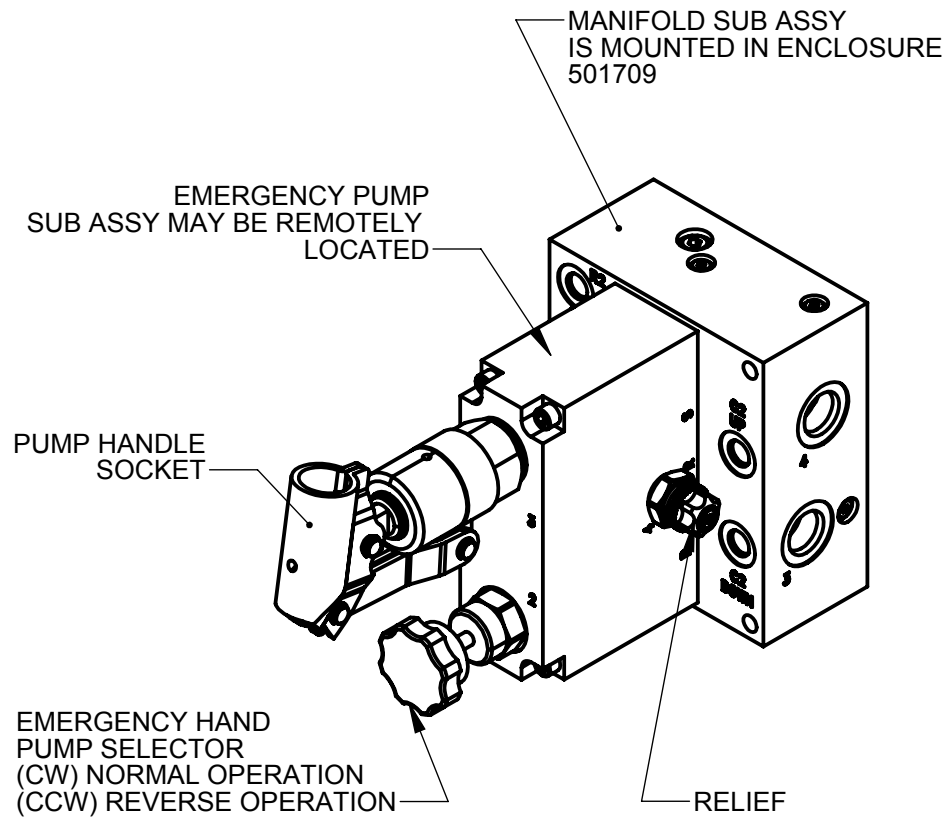
2.3.3 Getting off the Rail

1. Drive vehicle to road crossing.
2. Enable "Guidewheel Power Switch" in cab.
3. Either front or rear wheels may be actuated first. (Note: Front/Rear Guide wheels cannot be actuated simultaneously)
4. Front Guidewheels:
 - a. Retract front rail wheels completely using switch in cab or at front bumper.
 - b. Once retracted, engage and lock manual pin-offs. Electric pin-offs engage automatically.
5. Rear Guidewheels:
 - a. Retract front rail wheels completely using switch in cab or at rear bumper.
 - b. Once retracted, engage and lock manual pin-offs. Electric pin-offs engage automatically.
6. Disengage Steering Wheel Lock.
7. Drive vehicle off of crossing onto road surface.
8. Verify proper Pin-off operation.

2.4 Attached Drawings

2.4.1 501737 Emergency Pump Operations – Single Pump Manifold (2008 to present)

2.4.2 Emergency Pump Operations – Dual Pump (pre 2008)




501737 RW-1013 MANIFOLD & EMERGENCY PUMP ASSY

EMERGENCY HAND PUMP OPERATION

TO RAISE GEAR

1. TURN OFF RAILGEAR SYSTEM AT CAB POWER SWITCH
2. LOCATE HAND PUMP
MAY BE MOUNTED:
 - IN CROSS BODY TOOL BOX
 - IN SERVICE BODY CABINETS
 - REMOTELY MOUNTED ON OR BEHIND BUMPER
3. **DO NOT INSERT HANDLE INTO SOCKET UNTIL STEP 7
HANDLE MAY MOVE DURING STEP 6**
4. TURN SELECTOR FULLY CLOCKWISE (CW)
5. OPEN RELIEF (CCW) TO EQUALIZE CIRCUIT
6. CLOSE RELIEF (CW)
7. INSERT HANDLE
8. PUMP HANDLE (PUMPS ON UP AND DOWN STROKE)
**FRONT AND REAR RAILGEAR MAY NOT
MOVE TOGETHER, PUMP UNTIL BOTH
UNITS ARE STOWED**
9. WHEN RAIL GEAR IS RAISED COMPLETELY RESTRAIN WITH
CHAINS OR CARGO STRAPS TO MOVE ON HIGHWAY
10. TAKE VEHICLE IN FOR SERVICE

NOTE:
**HAND PUMP IS INTENDED ONLY TO ALLOW A MALFUNCTIONING
VEHICLE TO BE REMOVED FROM THE RAIL. PLEASE
TAKE VEHICLE IN FOR SERVICE IF HAND PUMP OPERATION
IS REQUIRED.**

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REV	DATE	DESCRIPTION			BY APP
TOLERANCES: (UNLESS SPECIFIED)		TITLE: EMERGENCY HAND PUMP INSTRUCTIONS 2008 to present DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512			
FRAC. MACH: ± 1/32" FRAC. OTHER: ± 1/16" .X ± .063 .XX ± .030 .XXX ± .005 DRILL SIZES: ± .015 ANGULAR: ± 1° SURF FINISH: 125 MICRO THREADS: 2A AND 2B <small>REVIEW SHARP DESIGN (C) 2011 BY WAK</small>					
RW-1013					
DRAWN BY:	APPD BY:	DATE:		DRAWING NUMBER:	REV:
WAK		9/04/08		501737	#

2.4.2 Emergency Hand Pump Instructions – 2 Pump systems

The emergency pump is provided to allow a malfunctioning vehicle to be removed from the rail in the event of an electrical fault or pump failure.

Safety Notes

- When raising gear and holding the pins, careful of pinch points!
- If pump relief opened while gear is raised, the gear will fall. Do not get between rail gear and ground!
- Do not drive vehicle at normal highway speeds if rail gear is not restrained by the safety pins or chained up!
- If railgear is chained up, and not fully stowed, be aware of your ground clearance!

Clearing the rail in the event of an electrical failure

1. Proceed to a level crossing.
2. Place vehicle in park w/ parking brake on, railgear power off.
3. Get emergency pump (usually in tool box or behind seat).
4. Open relief on pump (thumbscrew).

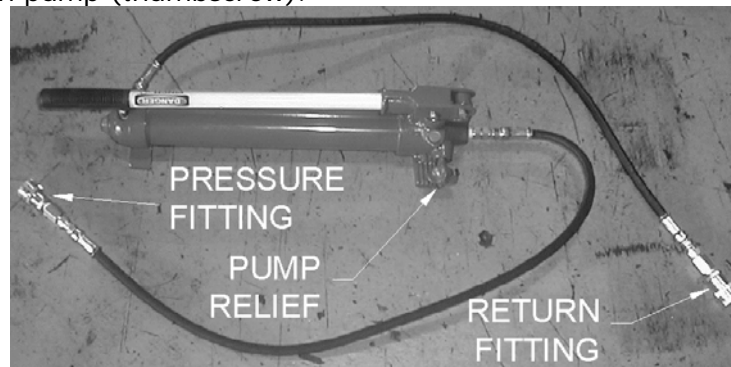


Figure 1: Emergency Pump

5. Screw both pump hoses into quick-connect fittings at front railgear. The pump's pressure side should go into the fitting on the right.
6. Close pump relief (thumbscrew).
7. Operate hand pump until rail wheels are well clear of rail but do not raise gear to stowed position. This can damage the automatic safety pins.
8. Stow & restrain railgear.
 - a. If automatic safety pins are functional, use bumper switch to retract pins while hand pumping railgear to stops (turn on rail gear power).
 - b. If automatic safety pins are not working, use a tool (screw driver or hammer handle etc.) to hold back pin while pumping gear to stops (be careful of pinch points).
 - c. If automatic safety pins are not working or pins are damaged, chain or tie gear up.
9. Disconnect pump at quick connect fittings.
10. Repeat for rear railgear.
11. Once retracted and retrained vehicle can be moved for service.

3.0 MAINTENANCE & INSPECTION

3.0 Maintenance & Inspection

- 3.1 Recommended Maintenance & Inspection Frequency
 - 3.1.1 Daily Maintenance
 - 3.1.2 Weekly Maintenance
 - 3.1.3 Bi-Annually Maintenance or as required
 - 3.1.4 Annual Maintenance or as required
 - 3.1.5 Lubricant & Fluids Specs
- 3.2 Wheel Modification Kit – Inspection & Maintenance
 - 3.2.1 Wheel Mod Kits
 - 3.2.2 General Maintenance Requirements: (superseded by Wheel Kit Manuals)
 - 3.2.3 Warnings!
 - 3.2.4 Balance & Rotation
- 3.3 Derailment
 - 3.3.1 Troubleshooting On-track Problems
- 3.4 Rail Pressure
 - 3.4.1 When to check your rail pressure
 - 3.4.2 Adjustments
 - 3.4.3 Checking Rail pressure
 - 3.4.4 Setting Pressure by Scale or Jack
- 3.5 Alignment
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 - 3.5.4 Rail Test after Alignment
 - 3.5.5 Alignment Diagram Method #1
 - 3.5.6 Alignment Diagram Method #2
 - 3.5.7 Alignment Troubleshooting

3.1 Recommended Maintenance & Inspection Frequency

If your hi-rail vehicle is high-use or operated under extreme conditions, such as material handlers or weed-spraying vehicles, or such as operating in mountainous regions or extreme temperatures, the levels of inspections listed below may need to be performed more frequently than stated.

The following are instructions for routine inspections recommended by Diversified Metal Fabricators. In some circumstances, government or corporate regulations may require additional inspections be performed. Please ensure that you are aware of any inspection requirements that pertain to your rail gear and that you abide by all local and national laws regarding rail gear maintenance and safety.

3.1.1 Daily Maintenance

- Visually inspect for hydraulic leaks.
- Verify that railgear has not leaked down from highway position.
- Check hydraulic fluid level under the hood.
- Verify that all threaded fasteners are secure.
- Spin all four guide-wheels, noting and bearing noise or resistance.
- Inspect the general condition of guide-wheels.
- Inspect the condition of tires and rims.
- Check air pressure in tire and inflate to max tire rating.

3.1.2 Weekly Maintenance

In addition to the items listed in 3.1.1 Daily Maintenance perform the following:

- Lubricate front & rear pin-off assemblies with a light lubricant (WD-40, Tri-Flow etc.).
- Inspect guide-wheel flange wear. Uneven or excessive wear may indicate alignment or rail pressure problem. (See Alignment section on pg. 9 or the Rail Pressure section on pg. 5.)
- Inspect condition of rubber or steel guide-wheel treads.
- Visually inspect wheels & tires. (See the Wheel bearings / Grease Fittings:
- Factory **Standard:** Citgo Syndurance Premium Synthetic 460 #2
- **Warm Climates:** Mystik JT-6 Hi-Temp Multi-Purpose Grease #2 (or equivalent)
- Wheel Modification Kit – Inspection & Maintenance section on page 3.)
- Verify that ABS sensor wires and brake lines are restrained and not contacting the rims.

3.1.3 Bi-Annually Maintenance or as required

In addition to the items listed in 3.1.1 Daily Maintenance and 3.1.2 Weekly Maintenance perform the following:

- Inspect bearing grease and replenish as necessary. Repack if bearing grease has deteriorated. Replace hubcap with a bead of silicone gasket material. If parts appear worn or damaged, replace and repack as shown in Section 5 (5.2.4 & 5.2.5)

3.1.4 Annual Maintenance or as required

In addition to the items listed in 3.1.1 Daily Maintenance, 3.1.2 Weekly Maintenance and 3.1.3 Bi-annual Maintenance perform the following:

- Disassemble, inspect repack and reassemble Rail Wheel Bearings as shown in Section 5 (5.2.4 & 5.2.5).

3.1.5 Lubricant & Fluids Specs

Pin-off lubricant:

- Light Lubricant (WD-40, Tri-Flow etc.)

Hydraulic Fluid:

- DEXRON III ATF (or equal)

Wheel bearings / Grease Fittings:

- **Factory Standard:** Citgo Syndurance Premium Synthetic 460 #2
- **Warm Climates:** Mystik JT-6 Hi-Temp Multi-Purpose Grease #2 (or equivalent)

3.2 Wheel Modification Kit – Inspection & Maintenance

3.2.1 Wheel Mod Kits

DMF offers wheel kits match to specific vehicles. Wheel kits are supplied with instructions for installation and service.

There are two main categories of wheel kits:

Custom Wheels Kits:

Wheels specifically designed to adapt a specific chassis for on-rail use.

Adapter Wheels Kits:

Adapters allow specific aftermarket wheels to adapt a specific chassis for on-rail use.

3.2.2 General Maintenance Requirements: (superseded by Wheel Kit Manuals)

- Visually inspect wheels & tires weekly (look for damage, loose hardware etc.).
- After service ensure that wheels were not damaged.
- Check the torque 50 miles after wheel/tire change and every 2000 miles or 6 months.

3.2.3 Warnings!

- Never use anti-seize on studs or lug nuts!
- Never use pneumatic (air) wrenches on lug nuts! Hand torque to specifications. Do not trust tire installers to properly torque lug nuts, tell them that you are going to check with your own wrench!
- Get or have access to a torque wrench!
- Always inspect the condition of the wheel before and after service!
- Loose lug nuts can lead to metal fatigue and ultimately to wheel failure or broken studs.

3.2.4 Balance & Rotation

Balance and Rotate as necessary/recommended by tire manufacturer. Verify that balance weights placed on inside bead of rim are clear of obstructions. Rims provided by DMF are “low point marked” which can be useful for customers who can get run-out marked tires (National Accounts/OEM).

3.3 Derailment

In the case of a derailment, the cause of the derailment should be determined and corrective steps taken. The vehicle should be inspected to determine if repairs or adjustments are required. Severe derailments can bend suspension arms and shift the suspensions requiring a complete alignment. (See the Alignment section on page 9.)

If there is no apparent cause for derailment, the vehicle probably has an alignment problem or rail-pressure problem. (See the Rail Pressure section on page 5 and the Alignment section on page 9.)

3.3.1 Troubleshooting On-track Problems

Symptom	Possible Cause	Diagnostic Step	Corrective Action
Rail wheel vibration/ noise	Rubber tread run-out	Inspect treads	Turn or replace tread
	Damaged Tread Patterned Wear on Tread Suspension Arm Loose	Inspect treads Inspect Bearings & Suspension Inspect Arm and Splined Shaft	Tighten, adjust or replace Tighten and/or replace arm or suspension body
	Loose Wheel	Inspect Suspension, Bearing and Spindle	Tighten, adjust or replace
Vehicle tracking to one side, wandering	Misalignment	Check Alignment	Adjust Alignment
	Overload or load imbalance Un-Even Rail Pressure/ Vehicle Load	Visually inspect, scale vehicle Weigh Vehicle and Check Rail Pressure	Unload and/or redistribute load Adjust Load Distribution and Re-set Rail pressure
	Rail pressure set too high Tires worn	Inspect Tires	Set rail pressure Replace tires

Table 1: Troubleshooting On-track Problems

3.4 Rail Pressure

It is important the rail pressure is set within the limit of safe operation. Too little rail pressure can lead to derailing. Too much rail pressure can cause premature tread wear and suspension wear, prevent the railgear from deploying and affect traction and braking.

Rail Pressure can be set by two methods, Preload and by Scale. A bottle jack with a pressure gage can be used as a scale.

3.4.1 When to check your rail pressure

- Once a year
- If you have changed the minimum weight of your truck by adding or subtracting fixed equipment or tools
- If you suspect low rail pressure is the cause of a derailment
- If you are getting premature tread wear

3.4.2 Adjustments

Rear Bracket Channel Height

The Rear Bracket Channel can be positioned vertically by loosening the bolts. Take care to preserve the horizontal position of the gear. It is useful to scribe marks on the brackets to indicate the original position before adjusting the channel position.

Suspension Arm Angle

The angle of the suspension arms can be changed by moving it on the splined shaft. The shaft has a 60-tooth spline giving 6 degree adjustments which gives about ½" of vertical adjustment. Keep in mind that changing the suspension angle may require adjustment to up-stops to clear bodywork.

The Flexi-Ride suspension will not provide a proper ride stiffness if set at angles exceeding 45 degrees below horizontal. The optimum angle for an empty vehicle is 25 degrees below horizontal, but some vehicles require deviation from this. It is useful to scribe marks on the splined shaft and arm when making angle adjustments.

Spacers

Spacers can be added between the suspension and the swinging frame. This is a more difficult way of adjusting the pressure and should only be used in the following cases:

- If the suspension arms are at the maximum downward angle of 35 degrees below horizontal
- If the required adjustment is too fine to be made by adjusting the suspension arms.
- If the rear channel is at the bottom of the slots on the rear bracket.

Keep in mind that the addition of spacers may require adjustment to up-stops to clear bodywork.

Travel Stops

Adjusting the travel stops is an easy way to make small adjustments. You can increase preload & pressure by running the travel stop bolts out and decrease preload & pressure by running the stop bolts in. Always verify that there is sufficient thread engagement in the lug and that the jamb nut is tightened. Adjustment may require a longer or shorter bolt.

3.4.3 Checking Rail pressure

The rail pressure is best checked on rail (simulated or actual), but can be done a flat concrete surface. **If performed on a concrete surface the procedures outline below require an additional 1" of shims under the vehicle tires to account for the guide wheel flange.** The rail pressure is set by pre-loading the suspension. By placing the truck on shims and setting the guidewheels to contact the rail, the pre-load is set. The empty vehicle (with driver) is set for $\frac{3}{4}$ " of pre-load. This amount of pre-load corresponds to the required load of 350 lbs. of rail pressure per wheel.

To check for proper minimum rail pressure:

- Make sure the truck is in the lightest condition that it will be used on rail. This is best done with a person in the driver's seat.
- Place vehicle on rail with the vehicle tires on $\frac{3}{4}$ " shims.
- Verify that the guide wheels are in contact with the rail. The contact should be light. Using both hands you should be able to slide the wheel against the rail. If you cannot slide the wheel, you may have the rail pressure too high.
- If the guide wheels are not in contact, you rail pressure is too low. Measure the gap between the rail wheel and the rail.

If the rail pressure is too high:

- Shim the truck up another $\frac{1}{2}$ ".
- If the guide wheels are still in contact with the rail, you can adjust the angle of the suspension arms upwards by one 6-degree spline. See the Adjustments Section for details. Adjustments can also be made to the rear bracket height.
- You can continue to add $\frac{1}{2}$ " shims to determine how many 6-degree adjustment you can make.
- If the guide wheels are no longer in contact, your rail pressure is close and should be adjusted with the travel stops.

If the rail pressure is too low:

- If the gap is greater than $\frac{1}{2}$ " you should adjust the suspension arm downwards by one 6-degree spine pre $\frac{1}{2}$ ". You should round up to ensure adequate rail pressure.
- If the gap is less than $\frac{1}{2}$ " you should try adjusting the travel stops.

If your rail pressure is different from right-to-left:

Sometime the pressures are not even from right-to-left. Make sure the load in the vehicle is not the cause before adjusting the railgear.

- Spacers under the suspensions can be used to address problems with asymmetrical rail pressure.
- Moving the rear bracket's channel can also address this condition.
- If the difference is on the order of $\frac{1}{2}$ " you can use the suspension arm adjustments to correct this condition.
- Make sure the travel stops are set so that both side are in contact. This can cause the rail pressure to differ from right-to-left.

After rail pressure adjustments:

- Check the rail pressure from the beginning to verify that you adjustment did not affect the pressure on the other end or other side. Adjustment to one wheel can affect those of the others.
- Verify the alignment of the railgear. Refer to the Alignment section on page 9.

If after checking initial (unloaded) railgear pressure, the railgear cannot lift vehicle into rail position:

RW-1013 has been successfully applied to all the chassis listed in the Section 1.2. If you are set properly for an empty condition, the railgear should be able to lift your full payload capacity. If you cannot, you are probably overloading your vehicle.

- Weigh your truck, getting the axle weights and preferable the individual tire loads.
- Verify that there are no hydraulic leaks or damage to the hydraulic system.
- Inspect the railgear and make sure there is no damage.

If your vehicle is properly set for initial rail pressure and still cannot lift at max GVWR your options are as follows:

- Reduce payload.
- Set railgear for higher load and restrict operation at lower weights (operator/railroad must approve).
- Stiffen truck suspension (re-springing, Timbren springs). (We recommend this for cab & chassis, spray trucks, trucks with cranes and other high payload vehicles.)

3.4.4 Setting Pressure by Scale or Jack

Rail gear may also be set by use of a jack with a pressure gauge. The rail wheel load (each wheel) is:

Rail Wheel	Minimum Rail Load (each)	Max Rail Load (each)
Front Railgear	450	700
Rear Railgear	350	700

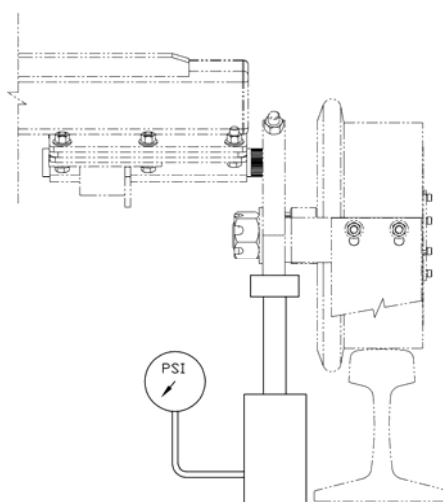


Figure 1: Measuring Wheel load with bottle jack



RW-1013 Weight Setting/ Jack Pressures

 Rev D
6/11

Piston Diameter	Fractional	1	1-1/16	1-1/8	1-1/4	1-11/16
	Decimal	1.00	1.06	1.13	1.25	1.68
Effective Area		0.79	0.89	0.99	1.23	2.24
Rail Load (lbs)		Jack Pressure (psi)				
200		255	226	201	163	89
225		287	254	226	183	100
250		318	282	252	204	112
275	Min	350	310	277	224	123
Normal Operating Range	300	382	339	302	245	134
	325	414	367	327	265	145
	350	446	395	352	285	156
	375	478	423	377	306	167
	400	510	451	403	326	179
	425	541	480	428	346	190
	450	573	508	453	367	201
	475	605	536	478	387	212
	500	637	564	503	408	223
	525	669	592	528	428	234
	550	701	621	554	448	246
	575	732	649	579	469	257
	600	764	677	604	489	268
	625	796	705	629	510	279
	650	828	733	654	530	290
	675	860	762	679	550	301
	700	892	790	705	571	313
	725	924	818	730	591	324
	750	955	846	755	611	335
	775	987	875	780	632	346
	800	1019	903	805	652	357
825		1051	931	830	673	368
850		1083	959	856	693	379
875		1115	987	881	713	391
900		1146	1016	906	734	402
Example Cylinder		Enerpak RC-51 (Preferred)		Enerpak RC-102 PowerTeam C102C		

Figure 2: Load chart for Bottle Jack

3.5 Alignment

Over time your railgear may require adjustment to ensure safe operation and prevent excessive wear. If your railgear is running on the flanges excessively or derailing, it needs to have the alignment checked. Refer to Figure 2: **Alignment Diagram** on pages 12.

There are two methods of alignment, **Alignment Method #1** is known as “string lining” and is preferred where possible. **Alignment Method #2** may be more suitable for checking in the field but produces good results when done carefully.

3.5.1 Alignment Adjustments

(4) Suspensions/Wheel Units

The suspension/wheel units can be aligned by loosening the (6) bolts attaching the suspension and tapping the suspension into alignment. It is sometimes useful to leave one bolt tight to force the unit to pivot about that point. The unit should have both wheels running parallel and at the specified gage.

Rear Bracket Channel

The rear bracket can be shifted right and left to center the gear on the vehicle. Center the bracket relative to the rear axle not the body.

(2) Pilot Plates/Bracket

The individual units can be pivoted on the front and rear brackets. This is done to align the rear gear to the vehicle's rear axle and aligning the front gear to the rear gear. The (5 or 6) bolt that clamps these parts together can be loosened and the unit tapped into position. As with the suspensions, it can be useful to leave one bolt tight to force the unit to pivot about that point.

(4) Travel Stops

The Travel Stops can affect alignment if they are not properly adjusted. Verify that the stops are set according to the

3.5.2 Alignment Method #1

Set up a string line on an actual or simulated rail. It is critical that the lines be aligned to the vehicle and parallel. Refer to Figure 1: **Alignment Method #1**.

3.5.3 Alignment Method #2

Align Individual Units

This is the aligning of the individual wheels on a front or rear railgear unit. The unit must be aligned so that the wheels run parallel and at the appropriate gage. Refer to Figure 2: **Alignment Diagram** on page 12 for measurements and tolerances. Set the following dimensions:

- Gage, Lead & Gage, Trail (measure with a straight edge on the back side of wheels)
- D1 & D2 (measure with a straight edge on the back side of wheels)

Adjust suspension positions to align wheels and set gage.

Align Rear Railgear to Rear Axle

The following measurements should be taken:

- X1 & X2 (measure from symmetrical reference on axle to end of spindle)
- D3 & D4 (measure from symmetrical reference on axle to end of spindle)

Adjust rear unit by pivoting on bracket or shifting the rear bracket channel.

Align Front Railgear to Rear Railgear

The following measurements should be taken:

- WB1 & WB2 (measure from ends of spindles)
- D5 & D6 (measure from ends of spindles)

Adjust front unit by pivoting on bracket. The front bracket is usually pulled as far forward as possible without allowing the Guidewheels to contact the front tires.

3.5.4 Rail Test after Alignment

After alignment paint wheels and track test on straight rail. Observe marking on wheel is even if not adjust alignment as necessary.

3.5.5 Alignment Diagram Method #1

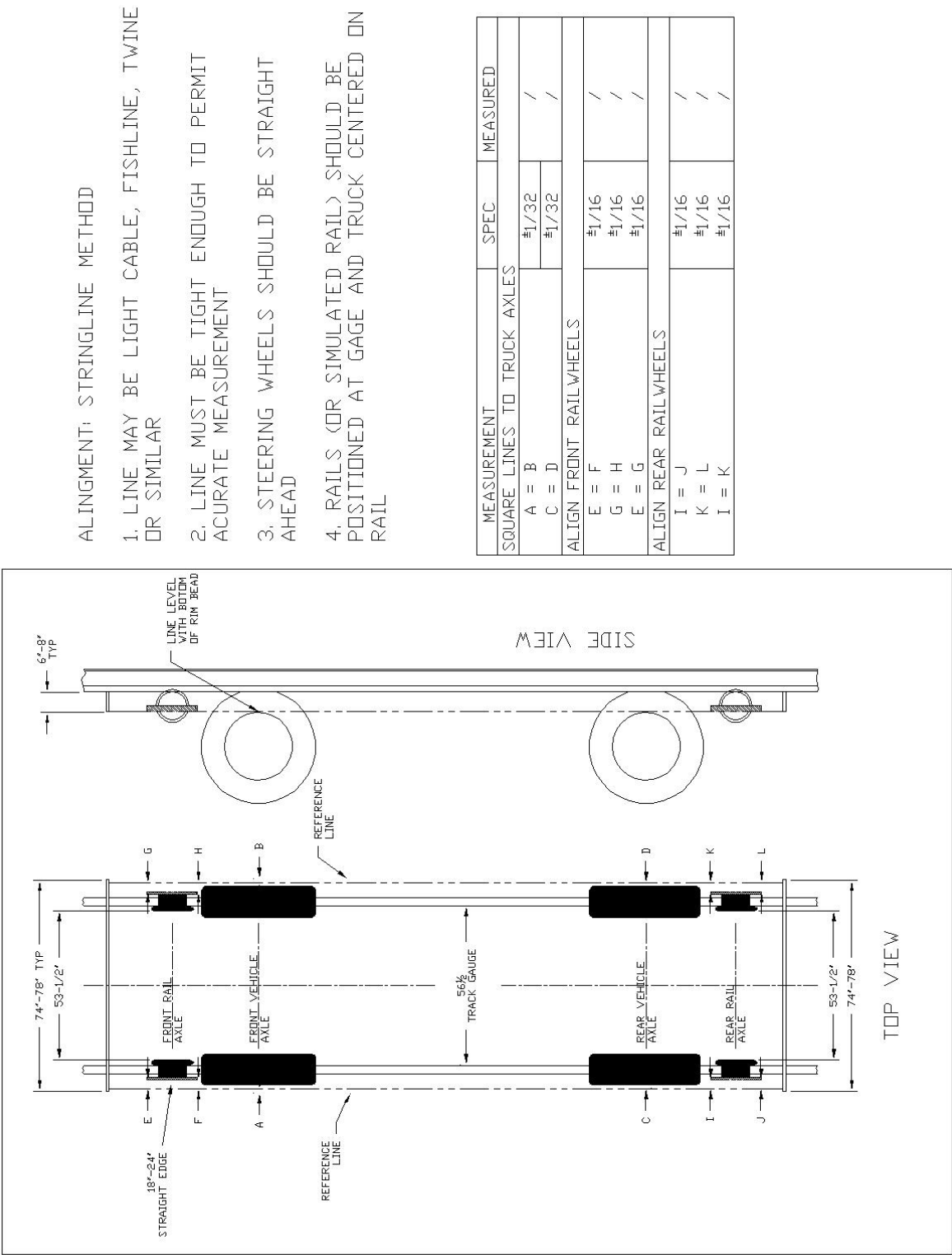


Figure 1: Alignment Method #1

3.5.6 Alignment Diagram Method #2

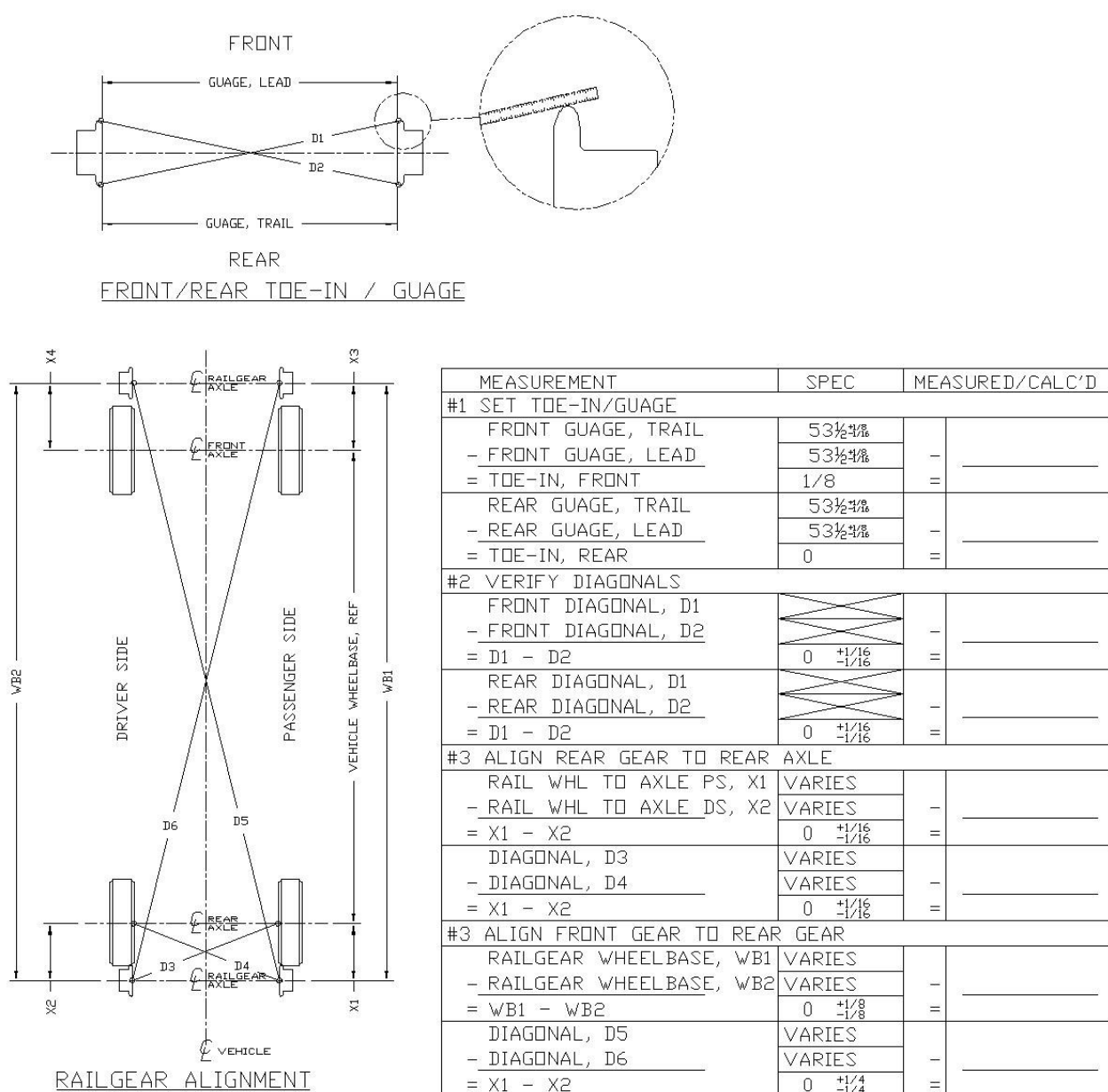


Figure 2: Alignment Diagram Method #2

3.5.7 Alignment Troubleshooting

Sometimes alignment problems will be combinations of angle and offset. It is often helpful to draw a sketch similar to the examples shown in below.

Tips for Alignment

- If a truck's chassis is out of alignment it can make it difficult and sometime impossible to align the railgear. Inquire about the vehicles behavior on the highway. Occasionally new trucks have to be sent back for alignment to get the rear axle square with the chassis.
- Make sure the travel stops are properly adjusted before attempting to align the railgear.
- You must verify that the wheels on the individual unit are parallel and to gage before attempting to align the rear or front units.
- It is very important to get the rear alignment correct before attempting to align the front.
- Often alignment problems are confined to one wheel (as a result of contact) and can easily be addressed.

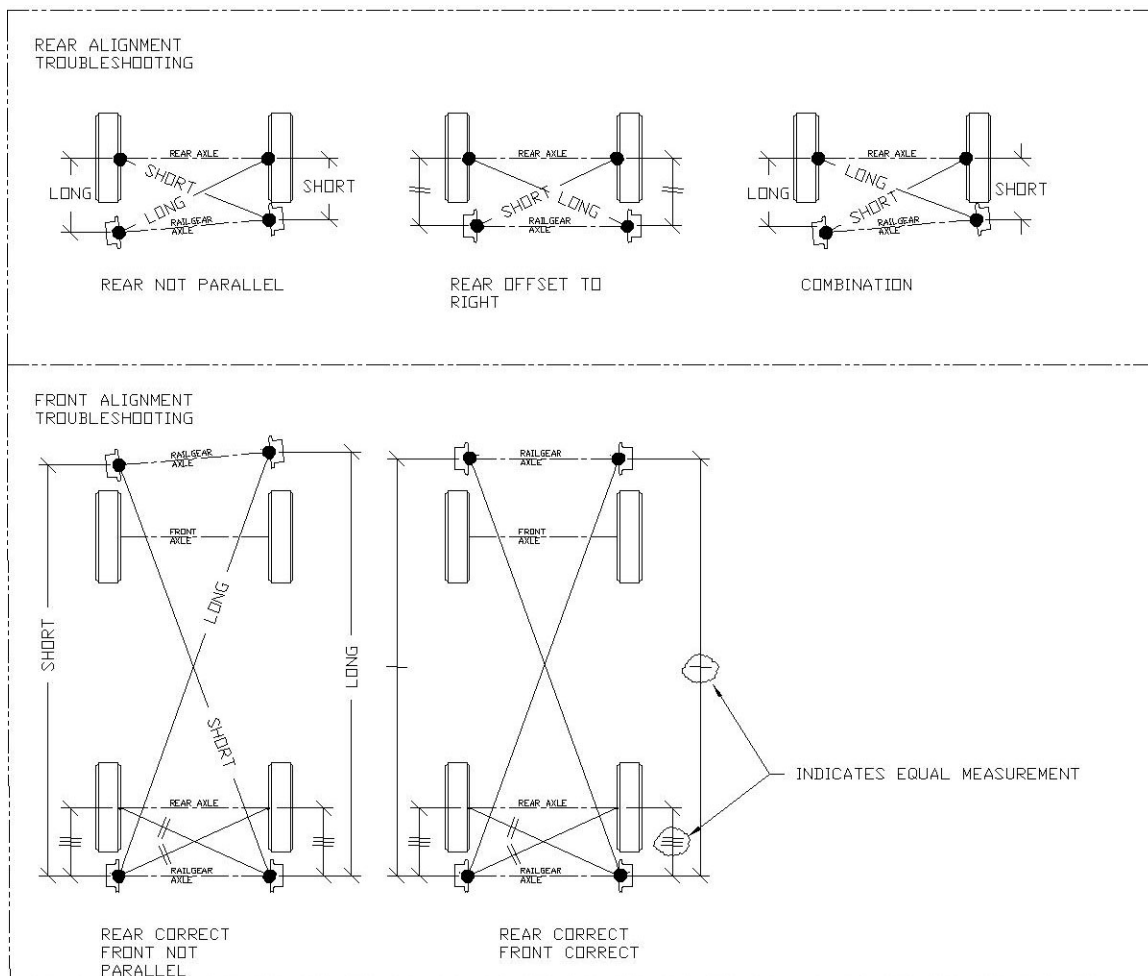


Figure 3: Alignment Troubleshooting

4.0 INSTALLATION

4.1 Installation Checklist

4.0 Installation

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 - 4.9.8 Exhaust Modifications
- 4.10 Install Front Railgear
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 - 4.10.2 Install Front Bracket
 - 4.10.3 Install Front Gear
 - 4.10.4 Hook up Hydraulics
 - 4.10.5 Set Travel Stops
 - 4.10.6 Set Rail Pressure
 - 4.10.7 Align Rear Gear to Vehicle Rear Axle
 - 4.10.8 Bumper Installation / Modification & Up-Stop Installation
 - 4.10.9 Set Rail Sweeps
- 4.11 Verify & Adjust Rail Pressure & Alignment
- 4.12 Rail Test
- 4.13 Final Weld-out
- 4.14 Install Decals
- 4.15 Inspection & Function Test
 - 4.15.1 General Inspection
 - 4.15.2 Function Test
- 4.16 Road Test
- 4.17 Final Inspection

4.2 Pre-Install

4.2.1 Safety Statements

- Always block up gear before getting underneath
- Always use jack stands when jacking up vehicle
- Use personal protective equipment and clothing

4.2.2 Installation Order

We've presented the installation information in the order that we find to work best. Your shop, tools, personnel or other factors may dictate a different order. This is acceptable as long as the Inspection, Rail Test, Road Test and Final Inspection are performed at the end. You should pay attention to the warnings in the Chassis Modifications and Wheel Modification Kits sections.

4.2.3 Installation Sheets

Refer to the installation sheet for your specific chassis located in 5.1 Installation Guides. Study this sheet before proceeding through the general instructions.

4.2.4 Receiving

General Supplied Parts Checklist

PARTS	QTY
Manual	1
Front RW-1013 Unit	1
Rear RW-1013 Unit	1
Front Mounting Bracket Assembly	1
Rear Mounting Bracket Assembly	1
Hydraulic Power Unit and Bracket	1
Wiring Harness Assembly	1
In-Cab Switch Box	1
Wheel Modification Kit: (if required, see appendix for details)	Varies
Wheels	
Adapters/Spacers	
Lug nuts	
Steering Wheel Stops Assembly	
Steering Wheel Lock Assembly	

4.2.5 Required Tools & Materials

Aside from general shop tools and safety equipment the following tools will be required:

- Arc or MIG Welder
- Surge Protector (Protects ECM from damage from welding)
- Cutting Torch
- Hand Grinder
- Frame Drill
- Air Saw
- Angle Finder
- Test Rail ((4) TS3x2x36" or actual rail)
- Shims for weight setting (HRFB3/4x3x12-18"L) or Jack w/ gauge
- ATF Fluid - DEXRON III
- Electrical Terminal Insulation (Spray-on or Brush-on)
- Wire ties, wire loom and electrical tape

Additionally the following tools are recommended:

- Transmission Jack, Motorcycle Lift, Pallet Jack or Forklift
- Overhead Crane
- Work Lights
- Work Area
- Minimum Requirement
- Level Floor
- Sufficient Lighting
- Wheel Dolly

4.3 Chassis Prep

4.3.1 Vehicle Condition

The vehicle's suspension and frame should be in good condition. If the vehicle's stock wheels and tires are to be used, they should be inspected and inflated to the maximum rated pressure.

4.3.2 Alignment

It is important for Guidewheel alignment that the rear axle of the vehicle is square to the truck frame. It is recommended that all (even new vehicles) be laser aligned before railgear installation. Some alignment equipment can't accept a truck after the installation of railgear. The vehicle should be aligned for a zero thrust angle. Factory alignment specifications are set to account for the crown of the road so is specific.

4.3.3 Mount and Balance Tires

If your vehicle requires a wheel modification kit (refer to 5.1 Installation Drawings) you should have the tires mounted before installation. The early stages on install can be done without the modified wheels but they must be installed before rail pressures are set. Make sure your tire installer understands how to orient a new tire to a wheel to minimize run out and required balance weights. Surprisingly, many do not. Tire should be inflated to the maximum rated pressure. Rims should be mounted using a torque wrench and not air tools. Torque values are listed in the Technical Details Section for your chassis.

4.3.4 Tire Pressure Monitoring (TPMS)

The TREAD act has made TPMS mandatory on passenger vehicle under 10k GVWR. Typically this is done with RF transmitter located in the tire or the valve stem. If the wheels are replaced as a part of the upfit, these systems must be installed and calibrated to the higher pressure appropriate for these tires (typically 225/70R19.5 or 245/70R19.5 at 75-95psi). The re-calibration is usually performed by a dealer. Please refer to the TPMS information in the appendix. Provide this information to the dealer when having the re-calibration done.

4.3.5 Speedometer Recalibration

If your truck requires a wheel modification kit, it is typically going from a 16 or 17-inch rims and tires to 19.5-inch rims and tires. This changes the rolling radius of the tires significantly, requiring the speedometer to be recalibrated. Dealerships are able to perform this work at a moderate cost. There are tools available to allow an installer to perform the calibration but they are expensive and often model-specific. Speedometer re-calibration is usually done at the same time as the TPMS re-calibration. Please check the appendix for information specific to your chassis.

4.3.6 Re-Springing

Some vehicles need to be re-sprung in order to improve ground clearance, to stiffen the vehicle to stabilize mounted equipment or stiffen the truck to allow better rail operation near max GVWR. Re-springing is often recommended for Cab & Chassis applications.

If re-springing a vehicle is necessary, it should be done before railgear installation. If not, the rail wheel loads will have to be checked and adjusted. Re-springing asymmetrically for cranes or other equipment is not recommended. It can lead to uneven rail wheel wear and difficult in aligning and setting the suspensions.

4.3.7 Timbren Springs

Some installers use Timbren load springs in place of re-springing. We only recommend them for Pick-ups and SUV's intended primarily for patrol work and not for trucks intended to operate near max GVWR continuously.

4.3.8 Exhaust Modifications

Some vehicles require the exhaust to be modified to clear the rail gear. Usually, the installer cuts the exhaust and has a muffler shop complete the work after the gear is installed. If multiple identical vehicles are being worked on, you may want to have the exhaust modification done before the railgear installation. Flexible exhaust pipes can be used temporarily during the install but is not recommended as a permanent exhaust pipe.

In general, EPA'07 diesel exhausts should only be modified aft of the after-treatment device. Every attempt should be made to preserve the back pressure so that the required pressure sensors are not affected. This can be done using an equivalent length method. Many systems use a diffuser tip to lower the exhaust temperature to safe levels. Diffusers should be retained if modifications are necessary. Please refer to the chassis vendor's body builder's information on exhaust modifications.

4.3.9 Tire Carrier

Often the vehicle's spare is located in the area to be occupied by the rear railgear. Installers are often expected to provide a tire carrier in the bed for pickups or on the lift gate for SUV's.

4.4 Install Wheel Modification Kit

In order for the tires to rest on the rail many vehicles will require replacement wheels with a greater inset (negative offset). These wheels are usually very heavy and a wheel dolly is recommended. Some vehicles will also require spacers to get both the wheels over the rail. These can be on one or both axles. Some vehicles will also require stud replacement to allow for an unusually thick set of spacers. As with spacers, this can be on one or both axles.

4.4.1 Safety Statement

Brake lines and ABS Sensor Wires usually need to be tied back in order to clear the new wheels. Zip-ties and springs are useful for this purpose. Ensure that Brake/ABS wires and lines do not come in contact with the wheel/tire or suspension in any position. Make sure there is sufficient slack to allow the line to reach in any suspension position. Refer to Section 5.5 Chassis/Wheel Modifications to determine which of the following applies to your installation:

4.4.2 Wheel Adapters

Some vehicles will use wheel adapter to allow the use of a stock 19.5 rim. These adapters will bolt to the vehicle hub and the rim will then bolt to the adapter.

4.4.3 Spacers

If required, spacers are easily installed by slipping them on the studs before installing a wheel/tire. Care should be taken to prevent thin spacers from binding and being bent or crushed. Refer to 5.5 Chassis/Wheel Modifications to determine if and where spacers are required. IF YOUR KIT CAME WITH WHEEL **SPACERS, USE THEM!** If you don't, you can damage brake lines, ABS Sensor wires, tires and/or suspension parts.

4.4.4 Studs

Some kits require stud replacement to accommodate longer/larger studs. This should be completed before installation. See 5.5 Chassis/Wheel Modifications for details.

If required, studs should be changed before any installation work begins. Stud installations that require machining will have a detail drawing on the Installation Sheet. Most stud changes are simple push out, replace and push in jobs. If your shop is not equipped to do this, have a qualified mechanic do the work.

4.4.5 Install Steering Stops

Cautions

- STEERING WHEEL STOPS MUST BE VERIFIED BEFORE A VEHICLE IS OPERATED ON THE HIGHWAY! CHECK THIS ON EVERY VEHICLE! Incorrectly installed Steering Stops can cause serious tire damage and create a hazard for anyone operating the vehicle.
- INSTALL STEERING STOPS BEFORE MOVING THE VEHICLE! If you don't, you can cause serious tire damage and create a hazard for anyone operating the vehicle.

Installation

- Install Stops. Refer to 5.5 Chassis/Wheel Modifications for the details on your specific steering stops.
- Verify that the steering stops limit the wheels or tires from any contact with frame, sway bar, wheelhouse, suspension etc. DMF recommends at least 1/8" clearance from any fixed obstruction to the wheel or tire in any suspension position.

- To check clearance in the normal suspension position, jack the vehicle under the axle, suspension or upright until the tire clears the ground.
- To check clearance in the drooped position, jack the vehicle under the frame, cross-member or body jack point until the tire clears the ground.
- Check the steering clearance on both sides. Many suspensions are not entirely symmetrical. (Ford Twin I-beam)

Adjustments

- Due to variables and tolerances in the vehicle construction, the provided steering wheels stops may need adjusting to properly limit steering.
- If there is excessive clearance, stops may be ground down to improve the turning performance of the vehicle. Before you do this, re-check that everything clears. Don't forget to check clearance to the upright and suspension parts inside the wheel. Grind a little at a time and watch anything and everything that could contact the wheel/tire. If you go to far, the entire block can be replaced.
- If there is contact, the steering stops will need to be shimmed up or modified. Experiment with different thickness shim by holding them with pliers while someone turns the wheel. When the required thickness is found, weld the shims in place. You can also cut and replace the entire stop block.

4.4.6 Wheelhouse/Body Modifications

Occasionally a vehicle will require modification to the wheelhouse. If your vehicle requires wheelhouse modifications they will be explained in 5.1 Installation Sheets.

4.5 Steering Wheel Lock Installation

DMF Velcro Steering Wheel Lock Operation

The DMF Velcro steering wheel lock consists of two 2" wide adhesive backed "hook" strips and a 4" wide piece of "loop" fabric. A piece of adhesive backed hook is placed on the steering wheel column and a second piece placed on the top flat of the steering wheel hub. The 4" wide piece of loop fabric can then be applied to bridge the gap between column and wheel preventing the front tires from accidentally being turned while on the rail. However, in the event of an emergency, the steering wheel can be forcibly turned and the Velcro fasteners will separate allowing the driver to steer the vehicle.

DMF Velcro Steering Wheel Lock Installation

1. Clean the areas where the self-adhesive 2" wide "hook" strips will be applied on the steering column and wheel with rubbing alcohol and a clean cloth.
2. Allow the column and wheel to dry.
3. Remove the adhesive backing from the "hook" strips and apply them to the top of the steering wheel hub and the column as close to the wheel-column gap as possible.
NOTE: Trim the strips to fit around obstructions such as hazard light switches.



Figure 1: Steering Wheel Lock Installation



Figure 2: Steering Wheel Lock In Use

4. Allow the adhesive to cure for 24 hours prior to attaching the 4" loop fabric.
5. When putting the truck on the rail, position the 4" loop fabric to bridge the gap between the hooks on both the column and wheel as shown below and press firmly.
6. To remove the lock simply pull on the D-ring and store the piece of Velcro

4.6 Install Rear Bracket

Refer to 5.1 installation Drawings for specifics on the position and hardware used in mounting the rear bracket. Be careful to note the orientation of each part. Refer to the Parts manual for assembly drawings detailing the parts and hardware for your bracket. Be careful to note the orientation of each part.

4.6.1 Remove Rear Bumper (optional)

If desired, remove and save the rear bumper. Many installers think the time spent doing this is worth the access gained at the rear of the truck.

4.6.2 Remove Receiver Hitch

We recommend that unless specifically directed to keep the factory receiver hitch, you remove the hitch. Some installations allow a factory receiver hitch to be kept. Usually this will result in lower ground clearance in the rear. Poor ground clearance can result in difficulty for the operator and increase the chance for damage to the railgear. If the vehicle's spare is under the bed, remove and set aside. The spare bracket and/or retraction equipment may need to be removed to allow for the installation.

4.6.3 Install Rear Bracket

Refer to 5.1 Installation Drawings for illustrations. Rear Brackets are typically made up of two side brackets that attach to either side the frame and a slotted channel that spans between them. The channel can be adjusted up or down and side-to-side to set the proper position for the railgear.

Wherever possible, secure rear brackets using existing holes in the frame to avoid drilling. Some rear brackets will require match drilling to bolt to the frame.

After installing the side brackets on the frame, assemble the channel using the provided hardware. Leave the bolts that hold the channel loose to allow later adjustment. The vertical position of the rear bracket will set later.

4.7 Install Electrical System

Refer to 5.4 Electrical Schematics

4.7.1 Locate Components

- Determine location under the hood for the terminal strip. It should be accessible and protected from road spray. High on the firewall, along the inside of the fender and attached to the battery box are typical locations.
- Determine the location of the pumps & solenoids. DMF recommends locating them in following locations in order of preference:
 - Inside tool cabinet or cross body tool box.
 - Under cross body tool box.
 - Underbody and attached to front of rear railgear.

If placed in a toolbox or cabinet covers should be made to protect pumps and solenoids. Covers must be easily removed for service.

- Determine switchbox location. Consider safety and convenience when selecting the position for the switch box. Pickup Trucks usually provide several options but SUV's can be more difficult. Typically the box is located as shown in
- Figure 3: In-Cab Switchbox **Locations**. When in doubt, check with your customer for their preferences.



Figure 3: In-Cab Switchbox Locations

- Determine the bumper switch locations. Refer to **Error! Reference source not found.** and **Error! Reference source not found.**
- If using Solenoid Pin-offs, determine the Pin-Off Module locations front and rear. Front Pin-Off Modules should be mounted behind the front bumper or grill. Rear Pin-Off Modules should be mounted to the rear frame, frame cross-members or the rail gear itself.

4.7.2 Route Wires

- Route the electrical harness according to 5.4 Electrical Schematics. Observe the following guidelines:
 - We recommend running the wires in split loom.
 - Route wires away from the drive train, exhaust, and any moving parts.
 - Ensure that wires do not interfere with railgear motion.
 - Wires can be routed inside the frame.
 - Support and restrain wires with wire ties or wire clips
 - Tie up Pin-Off Solenoid and bumper switches until they are mounted.

- **All electrical terminations should be protected with liquid electrical tape or other means.**
- **Heat shrink terminals are provided and should be used wherever possible.**
- Pay attention to Bumper switch route and orientation
- Run wires from chassis locations (bumpers, cab, pumps, pin-offs) to the terminal strip under the hood.
- All bulkhead or firewall penetrations must be protected with grommets.
- Attach wires to the terminal strip as shown in 5.4 Electrical Schematics
- Attach the (2) Battery Source leads and the (1) Ignition Source Lead. The ignition source is made using the provided mini-ATO fuse tap.
- Where possible attach grounds to the battery posts or remote ground provided.

4.7.3 Electrical Insulation

All Electrical terminations should be protected with a spray or brush-on electrical insulation product. This includes the bumper switches, the pin-off grounds, pump grounds, solenoid connections, terminal strip connections and the terminal strip ground. Failure to adequately protect the electrical components can lead to corrosion and system malfunction. The manufacturer does not warranty the installation of a third party installer. This is the installer's responsibility.

4.8 Install Hydraulic System

Refer to 5.3 Hydraulic Schematics

4.8.1 Route Hydraulic Hoses

- Use supplied hydraulic hoses. Take care to use the indicated lengths where shown. Route all hydraulic hoses according to the Hydraulic Schematic. Observe the following guidelines:
- Route all hoses away from the drive train, exhaust, and any moving parts.
- Ensure that hoses do not interfere with railgear motion
- Hoses can be routed inside the frame.
- Support and restrain hoses with wire ties or wire clips
- Hoses should be marked and capped before routing through the frame to prevent collecting debris.

4.8.2 Install Pump Enclosure

- Install pump enclosure in truck bed, tool box, or cargo area (SUVs). Be careful to allow access to the Emergency Pump. The emergency pump can be remotely located for convenience.

4.8.3 Install Reservoir

- Mount reservoir under the hood in an accessible location. On some vehicle it will require the fabrication of a bracket and on others the reservoir can be attached to the sheet metal with tech-screws.
- If pumps are located in tool box or under tool box, install reservoir in box. Be careful to remain clear of lid, trays and locate in an accessible location.



Figure 4: Typical Reservoir Installation

4.9 Install Rear Railgear

Safety Statements

If the gear is in a raised position and not pinned off (you haven't installed the pin-offs yet!) it can drop if any of the fittings are opened or leaky. The gear is heavy enough to hurt you badly! Block up the gear before you crawl under it!

Refer to 5.1 Installation Guides

4.9.1 Install Rear Gear

Use a forklift, pallet jack or floor jack, position the rear railgear under the rear bracket and attach with the provided hardware and plate washers. (See the Parts Manual and Installation Sheet.) Draw the gear up snug but not tight to allow later alignment.

4.9.2 Set Rail Pressure & Rear Bracket Height

Set rail pressure using the procedure outlined in the 3.3 Rail Pressure. Use setup weight is necessary to simulate any uninstalled fixed equipment or load.

4.9.3 Install Hydraulic Lines

Attach hydraulic lines to rear actuator as shown in 5.3 Hydraulic Schematics.

4.9.4 Set Travel Stops

Set the travel stop bolts to provide the proper amount of over-center travel. The over-center dimension is the horizontal distance between the center of the guidewheel and the pivot point (center of actuator shaft). The recommended over-center dimension is 3" – 4" in the rear. This ensures that a hydraulic failure will not cause the gear to collapse.

4.9.5 Align Rear Gear to Vehicle Rear Axle

Refer to the 3.4 Alignment. Secure rear railgear with air wrench.

4.9.6 Set Rear Up-Stop Blocks

The rear up-stop blocks are welded in place to stop the gear in the stowed position. They must be positioned and sized to prevent the railgear from contacting the bodywork of the vehicle. The up-stop blocks are shown in **Error! Reference source not found..**

4.9.7 Set Rail Sweeps

The angle of the rail sweeps should be set to allow the sweep rubber to contact the rail when adjusted to the top of the slots. This allows adjustment when the rubber wears. The rail sweep arm should be tacked to the suspensions arms as shown in **Error! Reference source not found..**

4.9.8 Exhaust Modifications

Some vehicles require exhaust modifications to clear the railgear. Exhaust pipes can be cut as required and re-routed after the rail gear is installed. Flexible exhaust pipe can be used as a temporary solution during the installation. Flexible pipe is not recommended as a permanent exhaust pipe.

4.10 Install Front Railgear

Safety Statements

If the gear is in a raised position and not pinned off (you haven't installed the pin-offs yet!) it can drop if any of the fittings are opened or leaky. The gear is heavy enough to hurt you badly! Block up the gear before you crawl under it!

Refer to 5.1 Installation Guides

4.10.1 Remove Front Bumper

See manufacturers manual for instructions on how to remove trucks bumper. Be careful to retain all hardware. Unless your Installation Sheet directs otherwise, you can discard any underbody plastic parts. Protect the radiator to prevent damage with cardboard.

4.10.2 Install Front Bracket

The Front Bracket mounts to the frame underneath or ahead of the radiator. On some vehicles, the oil cooler needs to be relocated to clear the front bracket. Refer to 5.1 Installation Guides for specific model information.

Front brackets typically use existing holes in the frame and/or cross members. Install with the provided hardware. In some case, hardware saved when removing the factory bumper is used to install the front bracket. Align and square the front bracket to the frame and tighten the fasteners.

4.10.3 Install Front Gear

Use a forklift, pallet jack or floor jack, position the front railgear under the installed front bracket and attach with the provided hardware and plate washers. Draw the gear up snug but not tight to allow later alignment. Refer to Refer to 5.1 Installation Guides.

4.10.4 Hook up Hydraulics

Attach hydraulic lines to front actuator per as shown in 5.3 Hydraulic Schematics.

4.10.5 Set Travel Stops

Set the travel stop bolts to provide the proper amount of over-center travel. The over-center dimension is the horizontal distance between the center of the guidewheel and the pivot point (center of actuator shaft). The recommended over-center dimension is $\frac{3}{4}$ " – 2" in the front. This ensures that a hydraulic failure will not cause the gear to collapse.

4.10.6 Set Rail Pressure

Refer to 3.3 Rail Pressure.

4.10.7 Align Rear Gear to Vehicle Rear Axle

Refer to 3.4 Alignment. Align the front railgear to the rear railgear per the Alignment sheet. Secure rear gear with air wrench.

4.10.8 Bumper Installation / Modification & Up-Stop Installation

Refer to 5.1 Installation guides on modifying and installing the bumper. Pickups and Suburban's typically only require modification to the front bumper. The Durango requires modification to the rear bumper also. The front up-stop blocks are welded in place to stop the gear in the stowed position. They must be positioned and sized to prevent the railgear from contacting the bodywork of the vehicle. The up-stop blocks are shown in

4.10.9 Set Rail Sweeps

The angle of the rail sweeps should be set to allow the sweep rubber to contact the rail when adjusted to the top of the slots. This allows adjustment when the rubber wears. The rail sweep arm should be tacked to the suspensions arms as shown in 5.1 Installation Guides

4.11 Verify & Adjust Rail Pressure & Alignment

- Verify and adjust the rail pressure. Refer to the 3.3 & 3.4. Verify and adjust the alignment.

4.12 Rail Test

- Run vehicle forwards and backwards on rail.
- If available run the vehicle through curves and switches.
- Verify alignment by observing the wear pattern on the wheel and the behavior of the vehicle. If adjustment is required refer to 3.4 Alignment.

4.13 Final Weld-out

- Weld the plate washers on the slotted plates on the front a rear to fix the alignment of the unit. Weld as indicated on 5.1 Installation Guides.
- Weld the rear plate washers to fix the position of the rear bracket. Weld as indicated on 5.1 Installation Guides.

4.14 Install Decals

- Label the reservoir "RAILGEAR RESERVIOR DEXRON ATF III ONLY".
- Label the vehicles according to the diagram on the back of the decal sheet in 5.6. Refer to the decal placement diagram on the back of the decal sheet.

4.15 Inspection & Function Test

4.15.1 General Inspection

- Check that all fasteners are tight.
- Check that all hoses and wire are routed properly.
- Verify that the area is clear.
- Verify that all electrical terminations are insulated and protected.

4.15.2 Function Test

- Verify the battery is charged and hydraulic fluid is full.
- Verify the power indication on the power switch in the cab.
- Verify the function of the front and rear pin-offs. They should pull in and hold as long as the corresponding switch is held. Check from bumper initially and have another watch as you check from the cab.
- Verify that the rear switches (bumper & in-cab) actuate the rear railgear, and the front switches (bumper & in-cab) actuate the front railgear, and that the switches are oriented properly.
- Verify that the railgear does not operate with the power switch in the off position.
- Follow 2.4 or 2.5 to verify emergency pump function.
- Load test vehicle to GVWR and verify railgear function.

Note: If there is any cross functionality (such as front controls operating rear), a wiring error should be suspected. Typically this is at the terminal strip or the solenoids.

4.16 Road Test

- Before road testing inspect steering stops, wheel and tires. Verify that the lug nuts have been torqued to the value on the Installation Sheet.
- Verify that all bodywork is replaced and secure.
- In a parking lot or open area, verify that the steering stops prevent the tire or rim from contacting the frame, suspension or other items.
- Inspect brake lines and ABS sensor lines to verify clearance from rim.
- Check for any rattles and vibration.
- Verify speedometer calibration by timing a distance, GPS or from another vehicle. (This may not be necessary for every install.)

4.17 Final Inspection

- Verify that the hydraulic fluid is full.
- Verify that the reservoir is labeled.
- Touch up paint as necessary.
- Lubricate Pin-off pins with a light lubricant.
- Verify decals are installed on wheels.
- Verify that the decals are installed at bumper switches.
- Verify that the decals are installed in cab.
- Verify that the manual is in the cab.
- Verify that the emergency pump in the cab, tool box or bed.
- Check the tire inflation.
- Verify that all bodywork is replaced and secure.
- Verify lug nut torque.

5.0 TECHNICAL DETAILS

5.1 Installation Drawings

5.1.1	513101/102	'08 GM/Chevrolet 2008 2500HD/Suburban/3500SRW
5.1.2	513201/202	'08 Ford F250/F350 SRW
5.1.3	513301,2,3,4	'08 Dodge Durango/Dakota

5.2 Railgear Assemblies

5.2.1	502020/21	RW-1013 Front/Rear Railgear Assy. (2008 to present)
5.2.2	502031/502032	RW-1013HD Front/Rear Railgear Assy. (2008 to present)
5.2.3	505000/502002	RW-1013 Front/Rear Railgear Assy. (2000-2007)
5.2.4	500072/76	RW-1013 Wheel Assembly (2008 to present)
5.2.5	500160/64	RW-1013 Wheel Assembly (2000-2007)

5.3 Hydraulic Schematics

5.3.1	501740	RW-1013 Hydraulic System (2008 to present)
5.3.2	513081HYD	RW-1013HD Hydraulic System Retrofit (2008 to present)
5.3.3	500701	RW-1013 Hydraulic System (2002-2007)
5.3.4	501737	RW-1013 Manifold Details (2008 to present)

5.4 Electrical Schematics

5.4.1	501801	RW-1013 Electrical - Single Pump (2008 to present)
5.4.2	501750	RW-1013 Electrical - Double Pump (2002 to present)

5.5 Chassis/Wheel Modifications

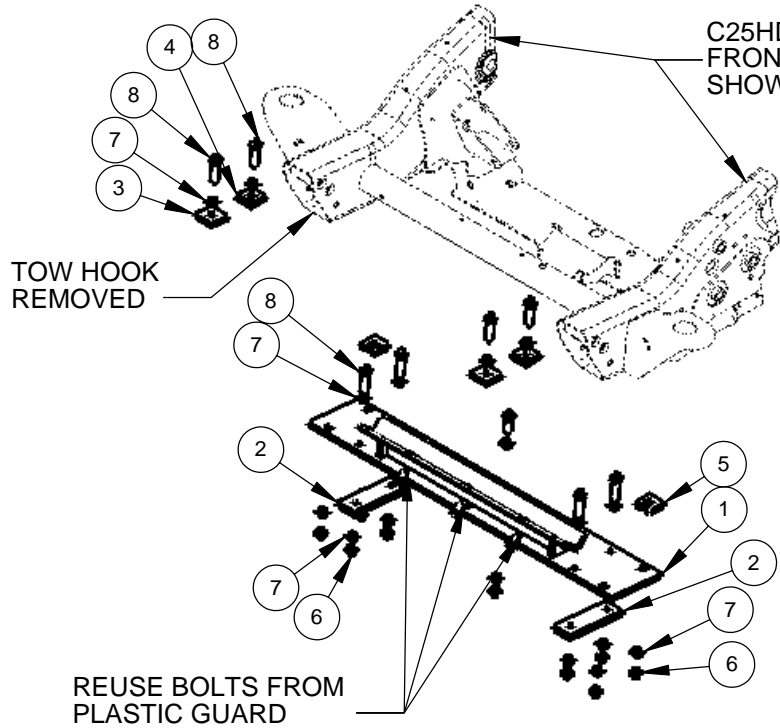
5.5.1	509029	GM Suburban ('07 to '12) and GM C/K2500/3500 ('07 to '10) Wheel Adapter Kit
5.5.2	509033	GM C/K2500/3500 ('11 to present) Wheel Adapter Kit
5.5.3	509048	Ford F-2/350 4x2 Wheel Adapter Kit ('10 to present)
5.5.4	509049	Ford F-2/350 4x4 Wheel Adapter Kit ('10 to present)

5.6 Installer/Service Tear Sheets

ITEM NO.	exploded /QTY.	PART NUMBER	DESCRIPTION
1	1	500441	WELDMENT,FT BKT,08C25HD/SUB
2	2	515154	DET,PLATE,SLOT ADJ,4-1/2
3	2	500510	DET, SLOT FLAT BAR, 5/8
4	2	500512	WASHER, BEVEL,5/8
5	2	500513	WASHER, BEVEL,5/8
6	9	LN 1/2-13 NYLOCK	
7	21	FW 1/2	FLAT WASHER
8	8	HHCS1/2-13x2 GR8	
9	1	HHCS1/2-13x1.5 GR8	

ITEM NO.	exploded /QTY.	PART NUMBER	DESCRIPTION
1	2	500520	BRACKET,SIDE, FORMED,GM25HD
2	1	500508	DET,REAR CHANNEL 34-3/4
3	4	500498	PLATE, SLOT ADJUSTMENT, 2"
4	10	500510	DET, SLOT FLAT BAR, 5/8
5	4	500512	WASHER, BEVEL,5/8
6	4	HHCS1/2-13x2" GR8	
7	4	LN5/8-11 NYLOCK	
8	14	LN1/2-13 NYLOCK	
10	14	HHCS1/2X2 GR8	
11	20	FW 1/2"	

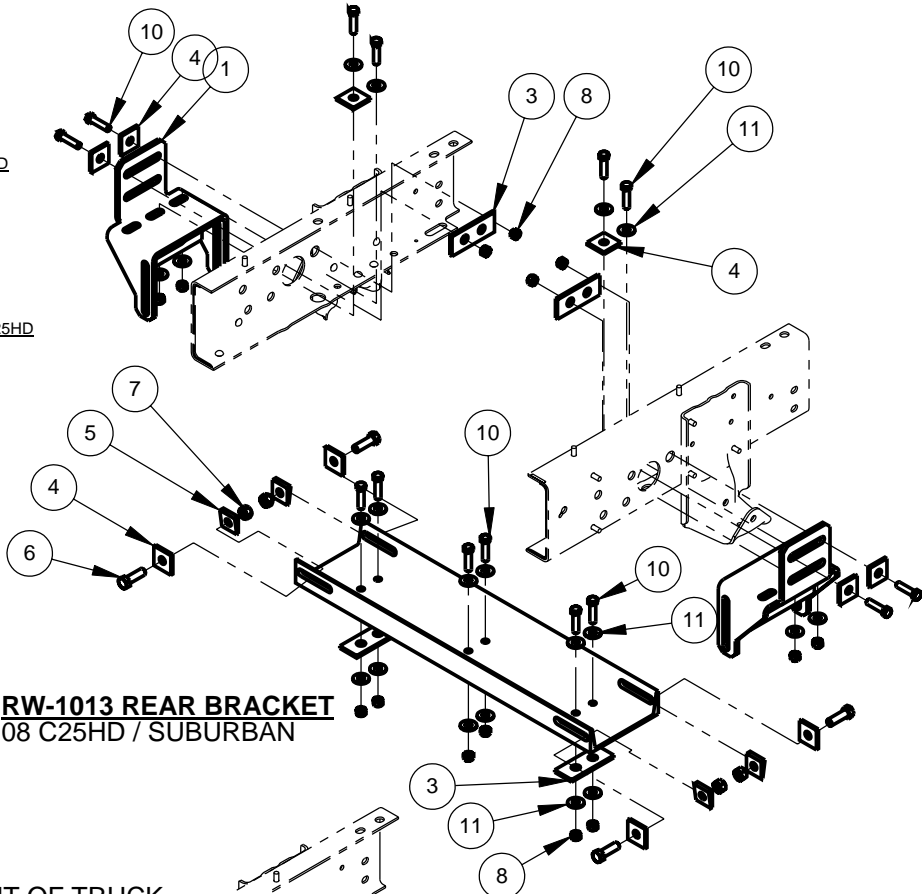
APPLICATION SUMMARY	
APPLICABLE CHASSIS	'08 GM C25HD / 2500 SUBURBAN
CHASSIS NOTES & RESTRICTIONS	- MAX GVWR: XXXX -NO RESTRICTIONS REGARDING: WHEELBASE,AXLES,CAB OR BED - BOTH 4X2 & 4X4 APPROVED (4X4 MAY REQUIRE ADDT'L SUSPENSION SPACERS) -USE OF TOWING HITCH MAY REQUIRE MODIFICATION OF HITCH AND SOME LOSS OF GROUND CLEARANCE
REQUIRED CHASSIS PREP	-RESPRING RECOMMENDED FOR VEHICLES WITH LARGE PAYLOAD VARIANCES -FRONT BUMPERS REQUIRE TRIMMING TO CLEAR STOWED RAILWHEELS
REQUIRED WHEEL MODIFICATIONS	-REQUIRES WHEEL & TIRE CHANGES TO MATCH STANDARD GAGE -TIRES TO BE CHANGED TO 245/70r19.5 (GY G124, GY647, MICH XDE M/S OR EQUAL WITH A TREAD WIDTH <=8.5" (NOT OVERALL WIDTH) -REQUIRES SPACERS (3/16" THK) ON REAR -REQUIRES STEERING STOPS TO PREVENT TIRE DAMAGE -BRAKE LINES AND ABS WIRES MUST BE RESTRAINED TO PREVENT DAMAGE -REFER TO WHEEL KIT MANUALS FOR DETAILS



RW-1013 FRONT BRACKET
08 C25HD / SUBURBAN

500614
HDWRE KIT- FT BRACKET TO FRAME, 08C25HD
(4) HHCS 1/2-13x2" GR8
(4) LN1/2-13 NYLOCK
(8) FW 1/2"
(2) 500510 FLAT PLATE WASHER 5/8"
(4) 500512 BEVEL WASHER 5/8"

500606
HDWRE KIT- RAILGEAR TO FT BRACKET, 08C25HD
(4) HHCS1/2-13x2"
(1) HHCS1/2-13x1-1/2"
(5) LN1/2-13 NYLOCK
(10) FW 1/2"
(2) 515154 PLATE WASHER 4-1/4 C/C

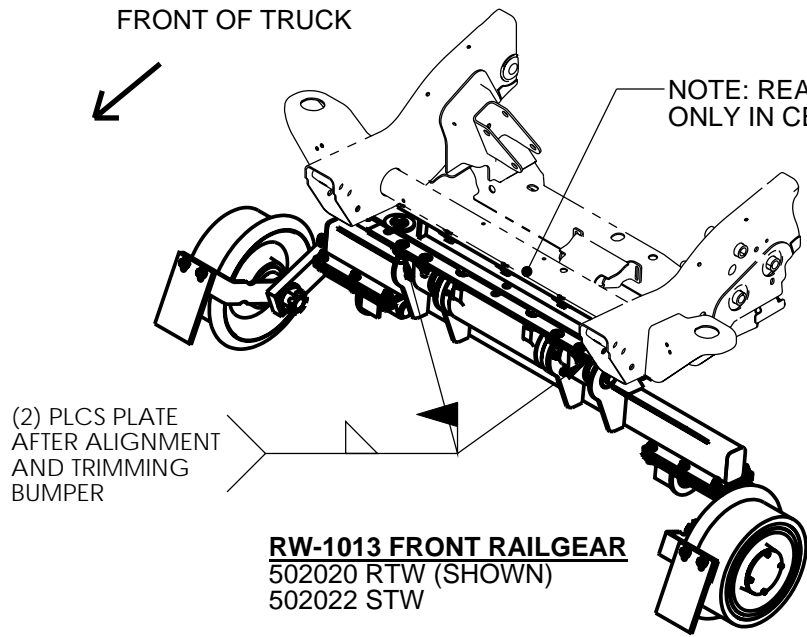


RW-1013 REAR BRACKET
08 C25HD / SUBURBAN

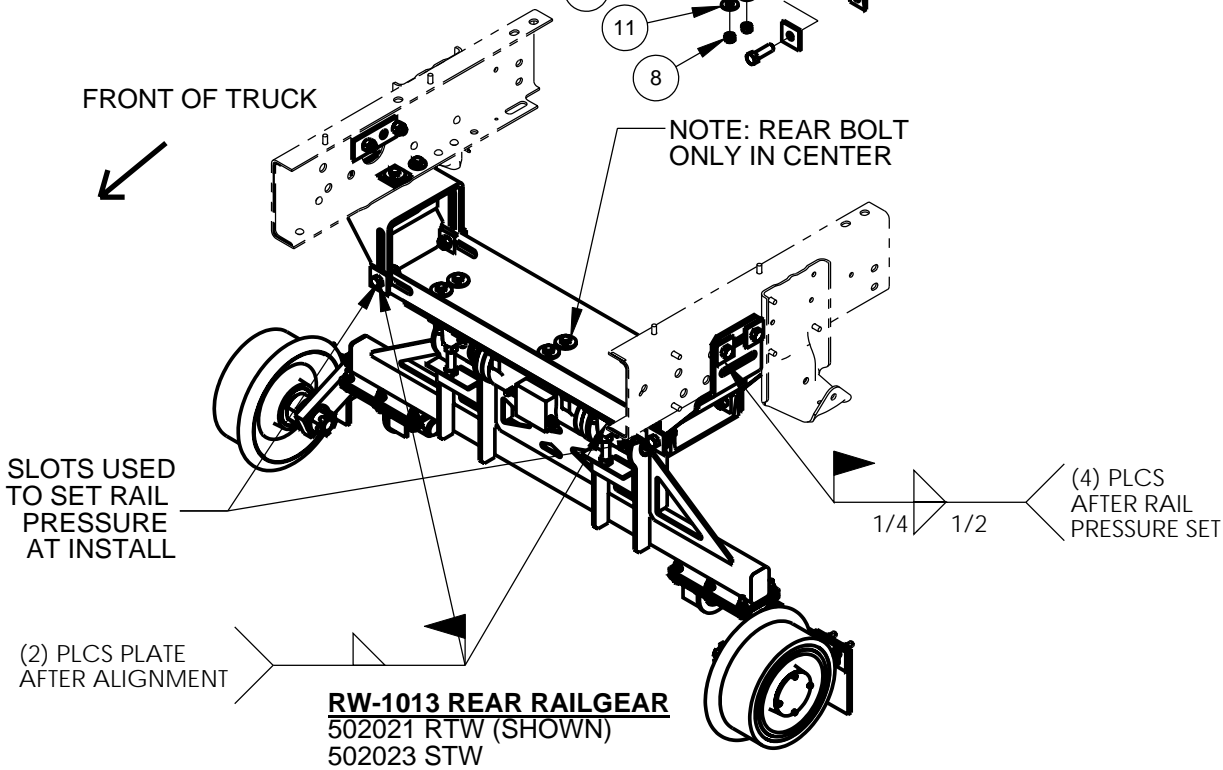
500617
HDWRE KIT- RR BRACKET TO FRAME, 08C25HD
(4) HHCS 1/2-13x2-1/2" GR8
(4) HHCS 1/2-13x2" GR8
(8) LN1/2-13 NYLOCK
(16) FW 1/2"
(2) 500498 ADJUST SLOT FLAT BAR DET
(6) 500512 BEVEL WASHER 5/8"

500611
HDWRE KIT- RR BRACKET TO CHANNEL, 08C25HD
(4) HHCS 5/8-11x2-1/4" GR8
(4) LN5/8-11 NYLOCK
(2) 500498 ADJUST SLOT FLAT BAR DET
(4) 500512 BEVEL WASHER 5/8"
(4) 500510 FLAT PLATE WASHER 5/8"


500615
HDWRE KIT- RAILGEAR TO CHANNEL, 08C25HD
(4) HHCS 1/2-13x2" GR8
(2) HHCS 1/2-13x1-1/2" GR8
(6) LN1/2-13 NYLOCK
(12) FW 1/2"
(2) 500498 ADJUST SLOT FLAT BAR DET



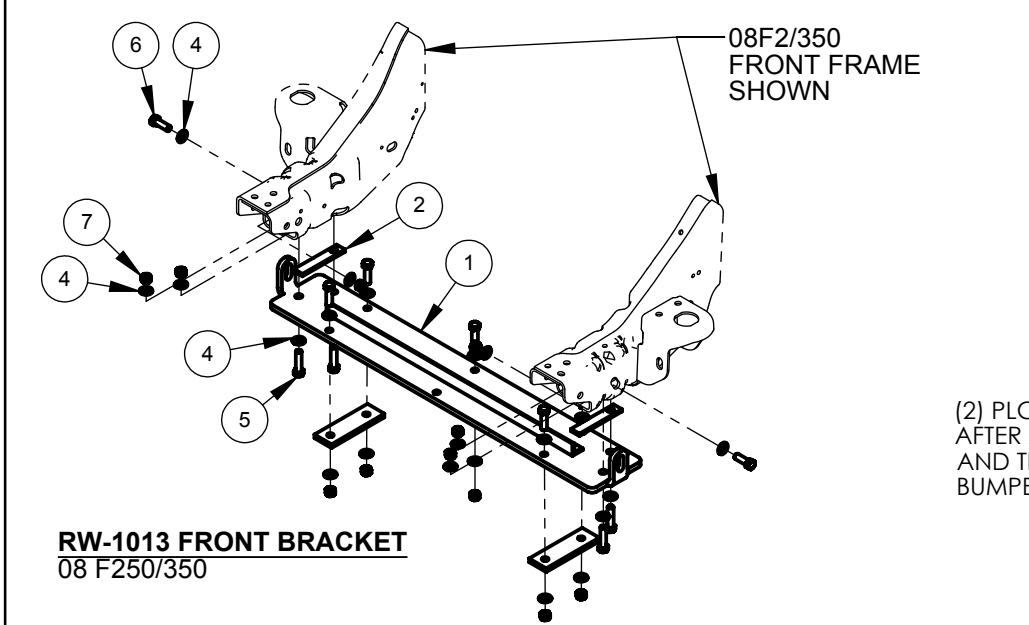
RW-1013 FRONT RAILGEAR
502020 RTW (SHOWN)
502022 STW



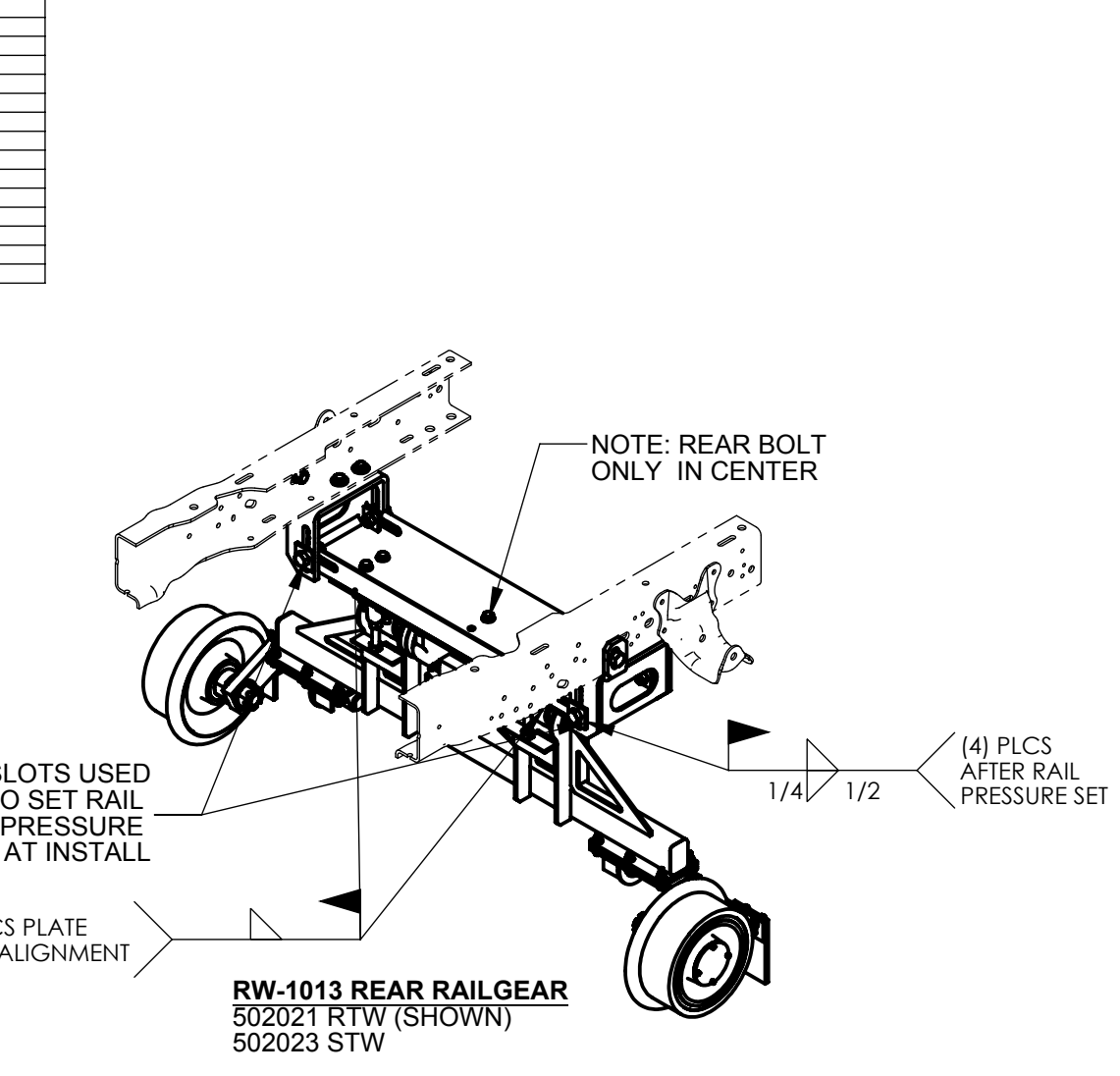
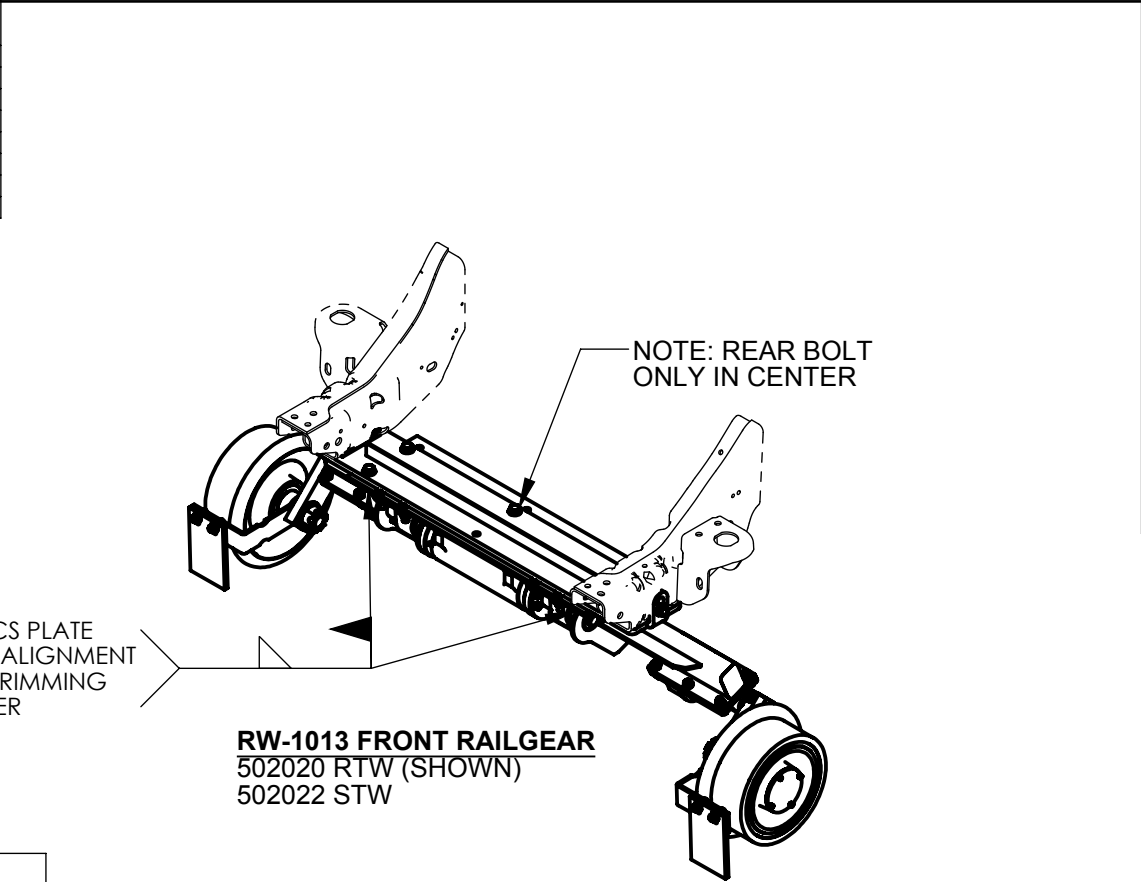
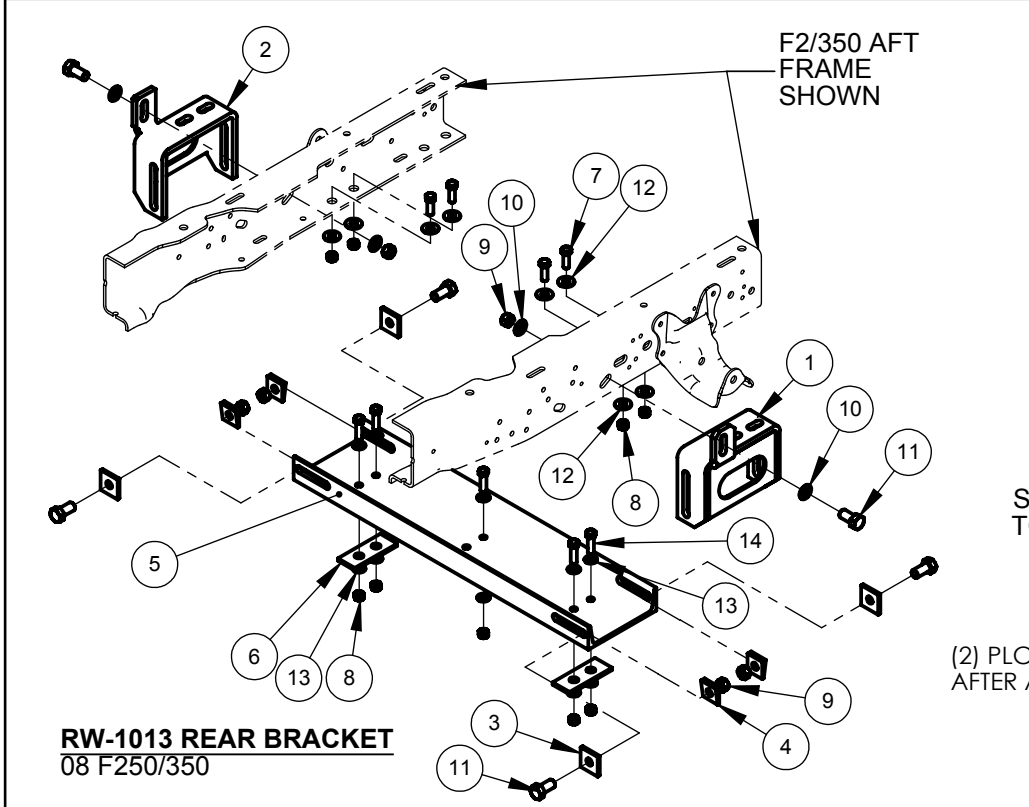
RW-1013 REAR RAILGEAR
502021 RTW (SHOWN)
502023 STW

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				DIVERSIFIED METAL FABRICATORS, INC. (404)875-1512											
				DRAWN BY:		APPD BY:		DATE:		DRAWING NUMBER:		REV:			
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FRACTIONAL: 2A AND 2B															
FRACTIONAL: 125 MICRO															




ITEM NO.	QTY	PART NUMBER	DESCRIPTION
1	1	500541	BRACKET,FT,08F2/350
2	2	500499	PLATE,SHIM,FT BKT,08F2/350
3	2	515154	DET,PLATE,SLOT ADJ,4-1/2
4	22	FW 0.5	
5	4	HBOLT 0.5000-13x2	
6	2	HBOLT 0.5000-13x1.5	
7	11	HNUT 0.5000-13-D-N	
9	5	HBOLT 0.5000-13x1.75	



ITEM NO.	QTY	PART NUMBER	Description
1	1	500530	BO,FORMED,RR DS BKT, 05F2/350
2	1	500531	BO,FORMED,RR DS BKT, 05F2/350
3	4	500510	DET, SLOT FLAT BAR, 5/8
4	4	500512	WASHER, BEVEL, 5/8
5	1	500508	DET,CHANNEL,REAR,3/4-3/4
6	2	500498	PLATE, SLOT ADJUSTMENT, 2"
7	4	HBOLT 0.5000-13x1.5	
8	9	HNUT 0.5000-13-D-N	
9	6	HNUT 0.6250-11-D-N	
10	4	FW 0.625	
11	6	HBOLT 0.7500-10x1.5	
12	8	FW 0.5	
13	10	FW 0.5	
14	5	HBOLT 0.5000-13x1.75	



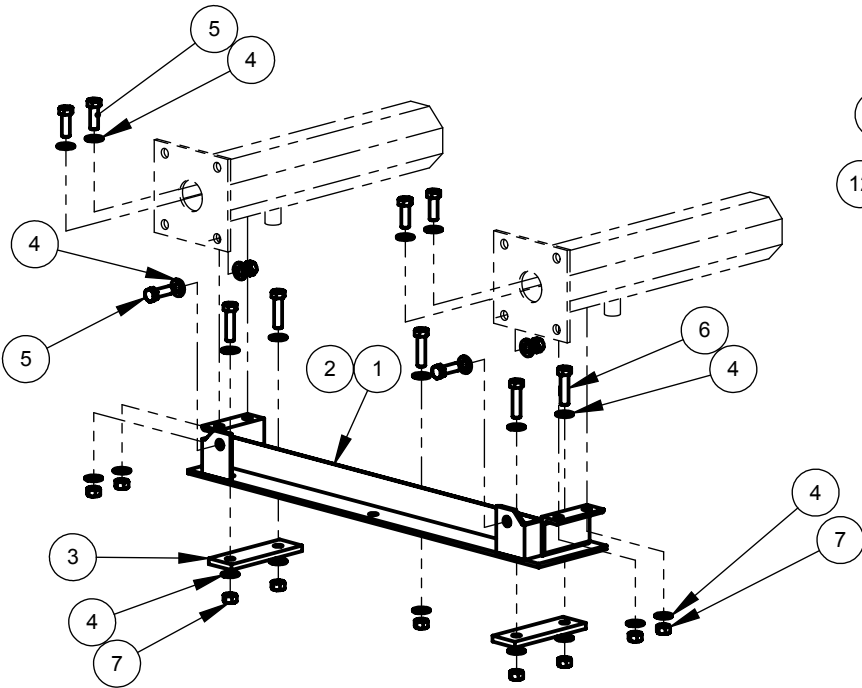
APPLICATION SUMMARY	
APPLICABLE CHASSIS	'08 F250/350 SRW
CHASSIS NOTES & RESTRICTIONS	- MAX GVWR: XXXX -NO RESTRICTIONS REGARDING: WHEELBASE,AXLES,CAB OR BED - BOTH 4X2 & 4X4 APPROVED (4X4 MAY REQUIRE ADD'L SUSPENSION SPACERS) -USE OF TOWING HITCH MAY REQUIRE MODIFICATION OF HITCH AND SOME LOSS OF GROUND CLEARANCE
REQUIRED CHASSIS PREP	-RESPRING RECOMMENDED FOR VEHICLES WITH LARGE PAYLOAD VARIANCES -FRONT BUMPERS REQUIRE TRIMMING TO CLEAR STOWED RAILWHEELS
REQUIRED WHEEL MODIFICATIONS	-REQUIRES WHEEL & TIRE CHANGES TO MATCH STANDARD GAGE -TIRES TO BE CHANGED TO 225/70r19.5 (GY G124, GY647, MICH XDE M/S OR EQUAL WITH A TREAD WIDTH <=8.25" (NOT OVERALL WIDTH) -REQUIRES SPACERS (.135 THK) ON FRONT -REQUIRES STEERING STOPS TO PREVENT TIRE DAMAGE -BRAKE LINES AND ABS WIRES MUST BE RESTRAINED TO PREVENT DAMAGE -REFER TO WHEEL KIT MANUALS FOR DETAILS

							
		-		-		-	
REV		DATE		DESCRIPTION		BY	APP
TOLERANCES:				<div>TITLE: INSTALLATION, RW-1013, 08F2/350 RTW/STW DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512</div>			
(UNLESS SPECIFIED)							
FRACTIONAL:		± 1/32"					
FRACTIONAL:		± 1/16"					
DECIMAL:		± 0.063					
X:		± 0.030					
XX:		± 0.005					
XXX:		± 0.005					
HOLE SIZES:		± 0.015					
ANGULAR:		1°					
SURF FINISH:		1/25 MICRO					
THREADS:		2A AND 2B					
DRAWN BY:				APPD BY:		DATE:	
WAK						8/21/08	
						DRAWING NUMBER:	
						513201/202	
						REV:	
						#	

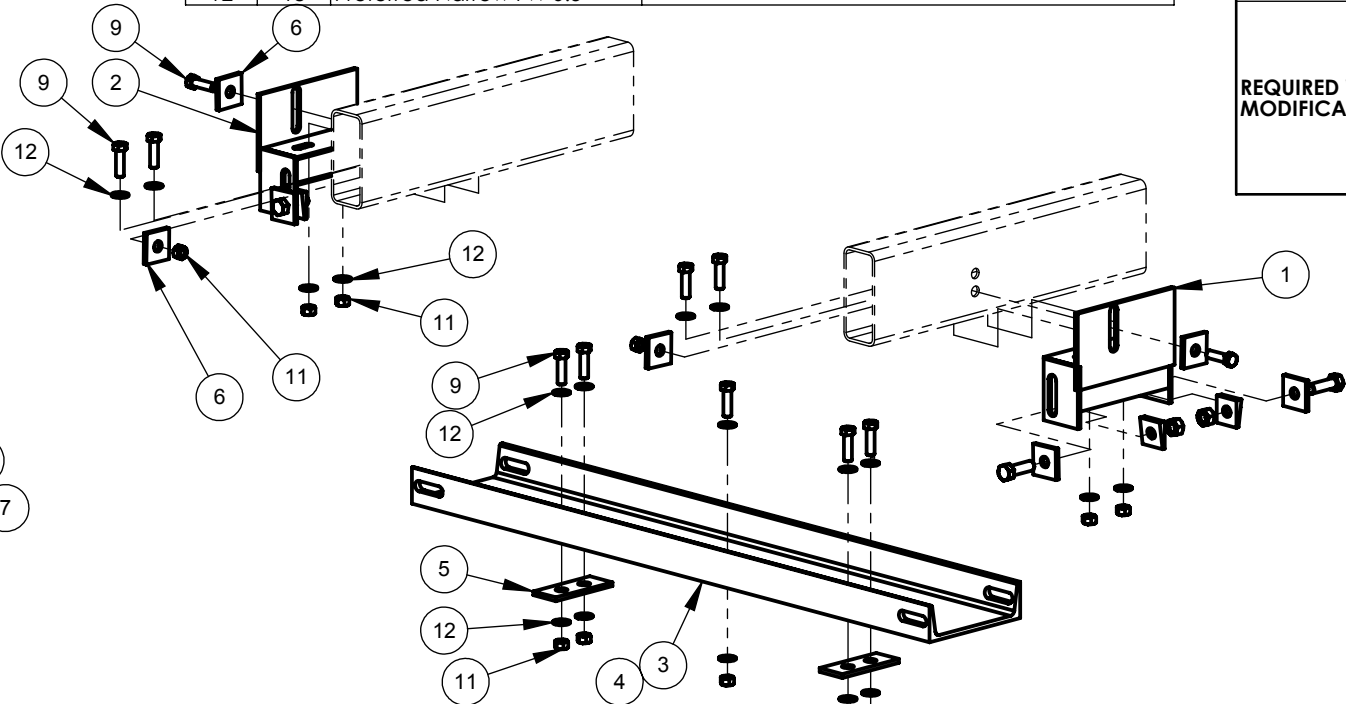
ITEM	explode d/QTY.	PART NUMBER	DESCRIPTION
1	1	515281	WELDMNT, FT BRACKET, 08 DAKOTA
2		515280 (NOT SHOWN)	WELDMNT, FT BRACKET 08 DURANGO
3	2	515154	DET,PLATE,SLOT ADJ,4-1/2
4	22	Preferred Narrow FW 0.5	
5	6	HBOLT 0.5000-13x1.5x1.25-N	
6	5	HBOLT 0.5000-13x2x1.25-N	
7	11	HNUT 0.5000-13-D-N	

ITEM	EXPLO DED/ QTY.	PART NUMBER	DESCRIPTION
1	1	515262	WELMT,BRACKET,REAR,PS,02DUR/DAK
2	1	515261	WELMT,BRACKET,REAR,DS,02DUR/DAK
3	1	515269	DET,CHANNEL,REAR,45-3/4, DURANGO
4		500509 (NOT SHOWN)	DET CHANNEL REAR 36.5, DAKOTA
5	2	500498	PLATE, SLOT ADJUSTMENT, 2"
6	8	500510	DET, SLOT FLAT BAR, 5/8
7	4	500512	WASHER, BEVEL,5/8
8	4	HBOLT 0.6250-11x2x1.5-N	
9	11	HBOLT 0.5000-13x1.75x1.25-N	
10	3	HNUT 0.6250-11-D-N	
11	11	HNUT 0.5000-13-D-N	
12	18	Preferred Narrow FW 0.5	

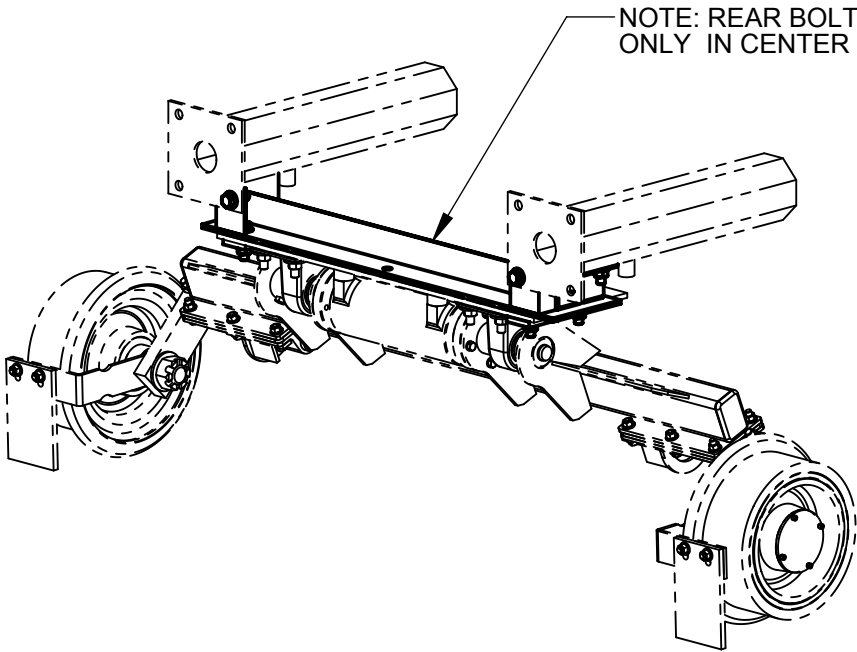
APPLICATION SUMMARY	
APPLICABLE CHASSIS	'08 Durango/Dakota
CHASSIS NOTES & RESTRICTIONS	- MAX GVWR: XXXX - NO RESTRICTIONS REGARDING: WHEELBASE,AXLES,CAB OR BED - BOTH 4X2 & 4X4 APPROVED FOR DAKOTA - 4X4 RECCOMENDED - USE OF TOWING HITCH MAY REQUIRE MODIFICATION OF HITCH AND SOME LOSS OF GROUND CLEARANCE
REQUIRED CHASSIS PREP	-RESPRING RECOMMENDED FOR VEHICLES WITH LARGE PAYLOAD VARIANCES -FRONT BUMPERS REQUIRE TRIMMING TO CLEAR STOWED RAILWHEELS
REQUIRED WHEEL MODIFICATIONS	STOCK WHEEL AND TIRES ARE USED TIRES OF 245MM WIDTH OR GREATER RECCOMENDED



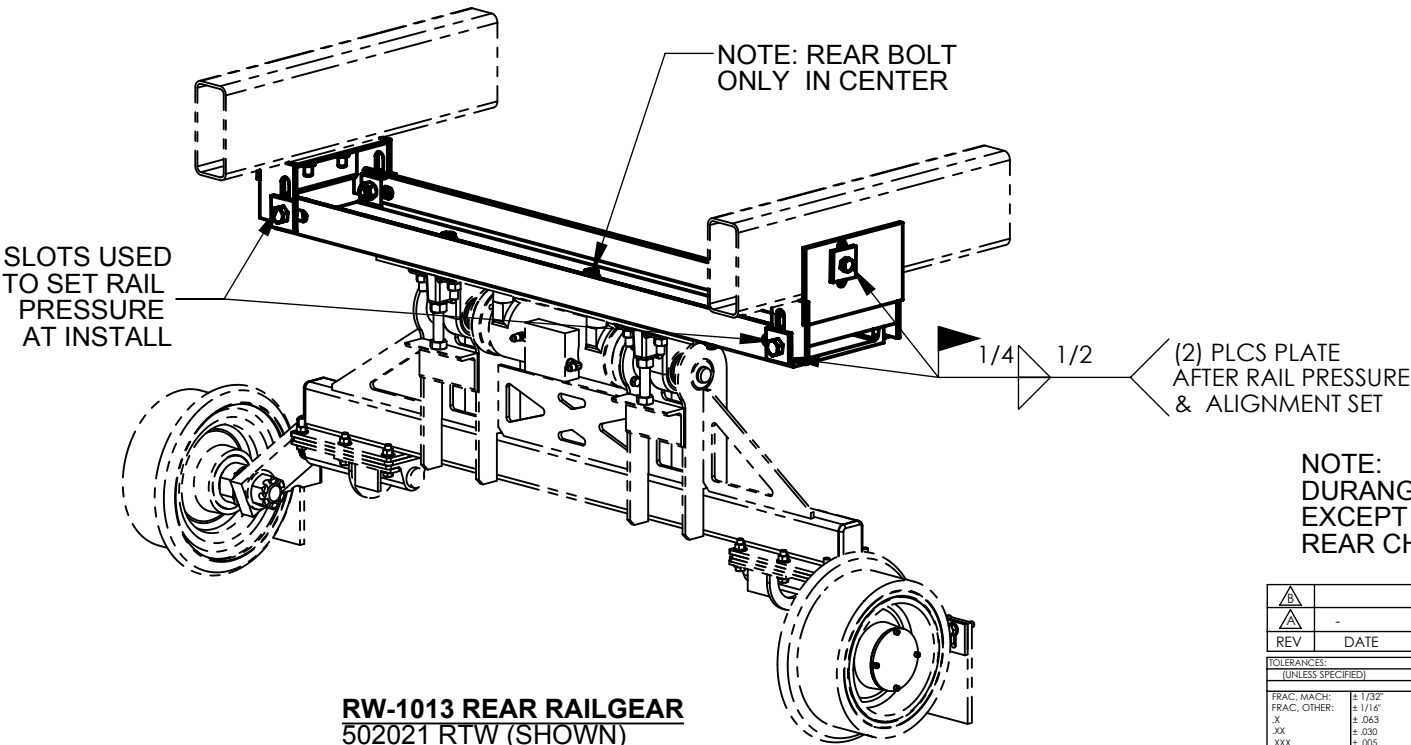
RW-1013 FRONT BRACKET
08 DURANGO / DAKOTA



RW-1013 REAR BRACKET
08 DURANGO / DAKOTA



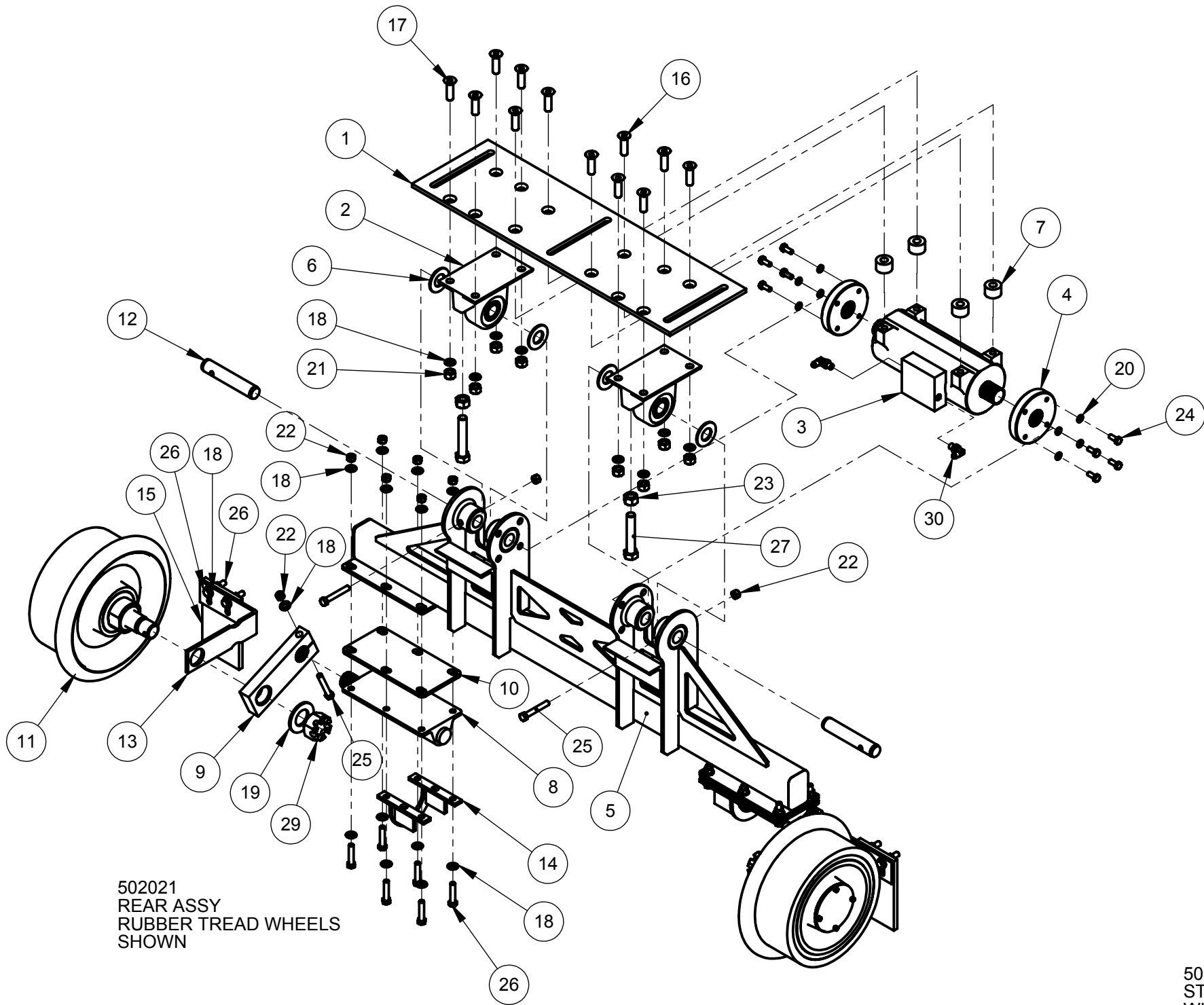
RW-1013 REAR RAILGEAR
502021 RTW (SHOWN)
502023 STW



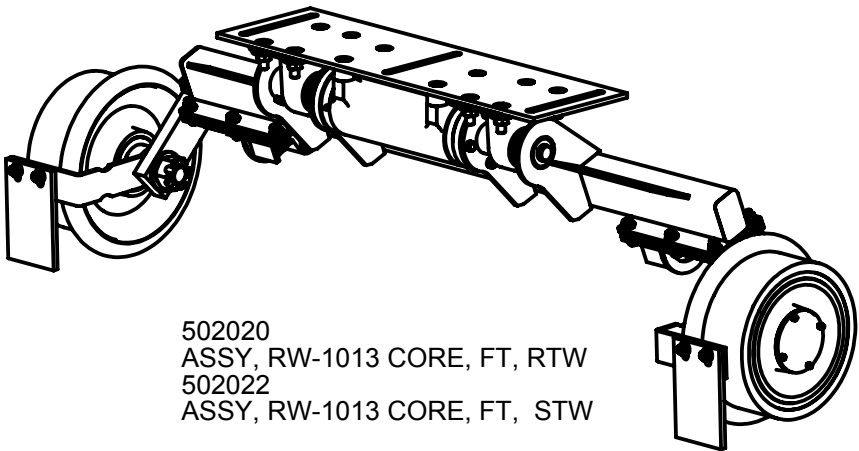
RW-1013 REAR RAILGEAR
502021 RTW (SHOWN)
502023 STW

NOTE:
DURANGO & DAKOTA INSTALLATIONS ARE IDENTICAL
EXCEPT FOR THE FRONT BRACKET WELDMENTS AND
REAR CHANNEL LENGTHS

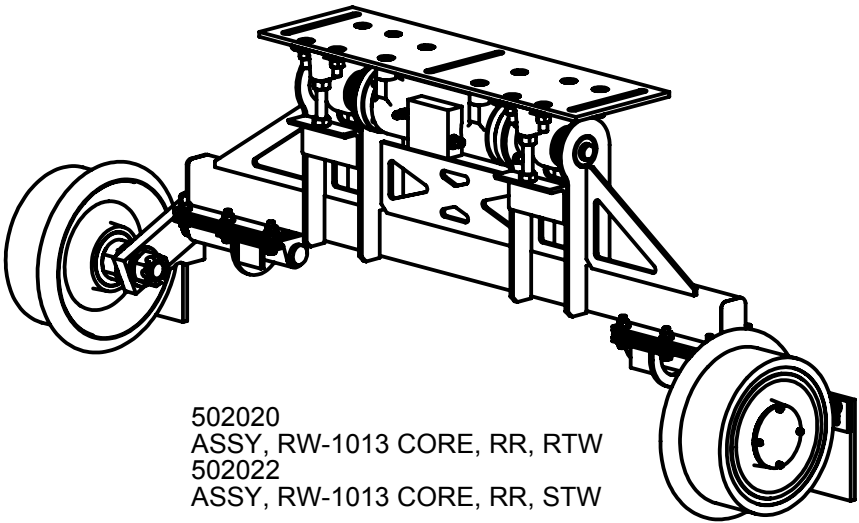
REV	DATE	DESCRIPTION	BY	APP
1				
TOLERANCES: (UNLESS SPECIFIED)				
FRAC. MACH.	± 1/32"			
FRAC. OTHER:	± 1/16"			
.X	± .063			
.XX	± .030			
.XXX	± .015			
DRILL SIZES:	± .015			
ANGULAR:	± .1°			
SURF FINISH:	125 MICRO			
THREADS:	2A AND 2B			
DRAWN BY: WAK				
APPD BY:				
DATE: 8/24/08				
DRAWING NUMBER: 513301/302 303/304				
REV: #				



502021
REAR ASSY
RUBBER TREAD WHEELS
SHOWN



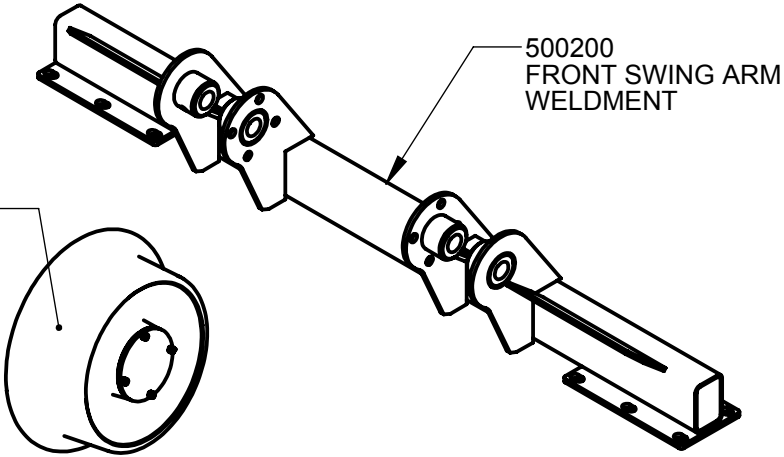
502020
ASSY, RW-1013 CORE, FT, RTW
502022
ASSY, RW-1013 CORE, FT, STW






502020
ASSY, RW-1013 CORE, RR, RTW
502022
ASSY, RW-1013 CORE, RR, STW

ITEM NO.	QTY	PART NUMBER	DESCRIPTION
1	1	500294	DETAIL, PILOT PLATE, RW-1013
2	2	500280	ASSY, LUG,RW-1013
3	1	500724	ACTUATOR, INTEGRATED HOLDING VALVES
4	2	500262	DETAIL,DRIVE COLLAR
5	1	500230	WELDMENT, SWING FRAME, LONG (10-3/4)
6	4	500274	WASHER,THRUST,PIVOT (2.00DX1.0IDX1/8)
7	4	500260	DETAIL, ACTUATOR MOUNTING SPACER
8	2	500320	SUSPENSION, FLEXIRIDE, NO6
9	2	500322	DETAIL,SUSPENSION ARM 115mm
10	2	500228	DETAIL,SUSPENSION SPACER 1/4"
11	2	500072	ASSY, RAILWHEEL RTW (WHEEL,SPINGLE,TREAD)
12	2	500270	DETAIL, PIVOT PIN,RW-103
13	2	500392	DETAIL, RAILSWEPT BRACKET
14	2	500330	CASTING, DE-RAIL SKID
15	2	818503	RAILSWEPT
16	4	500696	FHSS 1/2-13x1-3/4
17	8	500697	FHSS 1/2-13x1-3/4
18	42	FW 0.375	
19	2	FW 1.25	
20	8	LW 0.3125	
21	8	HNUT 0.5000-13-D-N	
22	20	HNUT 0.3750-16-D-N	
23	2	HNUT 0.6250-11-D-N	
24	8	HBOLT 0.3125-18x0.75x0.75-N	
25	3	HBOLT 0.3750-16x2.5x2.5-N	
26	16	HBOLT 0.3750-16x1.75x1.75-N	
27	2	HBOLT 0.6250-11x3.5x3.5-N	
28	1	HBOLT 0.3750-16x0.75x0.75-N	
29	2	HSNUT 1.2500-7-D-N	
30	2	6801-4-4	

500077
STEEL TREAD WHEEL
WHEEL & SPINDLE ASSEMBLY



500200
FRONT SWING ARM
WELDMENT

					
		-		-	
REV	DATE	DESCRIPTION		BY	APP
TOLERANCES:		TITLE:			
(UNLESS SPECIFIED)					
FRAC. MACH: ± 1/32"		RW-1013			
FRAC. OTHER: ± 1/16"					
X ± .043		ASSY, CORE RAILGEAR, 08RW1013 2008 to present			
XX ± .030					
XXX ± .005		DIVERSIFIED METAL FABRICATORS,INC.(404)875-1512			
DRILL SIZES: ± .015					
ANGULAR: ± 1°		DRAWN BY: APPD BY:			
SURF FINISH: 125 MICRO					
THREADS: 2A AND 2B		DATE: 7/17/08			
MINOR DIMENSIONS LOCATED BY MAX 1					
		WAK			
				DRAWING NUMBER: 502020/21	REV: #

ITEM NO.	Deploy ed/QT Y.	PART NUMBER	DESCRIPTION
1	1	500294	DETAIL, PILOT PLATE, RW-1013
2	2	500280	ASSY, LUG,RW-1013
3	1	502028	WELDMENT, SWING FRAME, LONG (10-3/4) HD
4	4	500274	WASHER,THRUST,PIVOT (2.00DX1.0IDX1/8)
5	2	500326	SUSPENSION, FLEXIRIDE, NO6
6	2	500327	DETAIL,SUSPENSION ARM 115mm
7	2	500335	WELDMENT, DE-RAIL SKID, RW-1013 HD
8	2	500072	ASSY, RAILWHEEL RTW (WHEEL,SPINGLE,TREAD)
9	2	500270	DETAIL, PIVOT PIN,RW-103
10	2	500392	DETAIL, RAILSWEEP BRACKET
11	2	818503	RAILSWEEP
12	8	500697	FHSS 1/2-13x1-3/4
13	1	501781	ASSY, CYLINDER, REAR, Ø2", RW-1013 HD
14	1	501797	DET, PIN, CYL ROD, RW-1013 HD
15	1	501795	DET, ROD BRACKET, REAR, RW-1013 HD
16	1	501796	DET, ROD BRACKET, REAR, RW-1013 HD
17	4	500696	FHSS 1/2-13x1-3/4
18	2	HSNUT 1.2500-7-D-N	HEX NUT, SLOTTED, 1-1/4-7
19	2	FW 1.25	FLAT WASHER
20	2	HBOLT 0.6250-11x3.5x3.5-N	
21	2	HNUT 0.6250-11-D-N	
22	4	HBOLT 0.5000-13x1.75x1.75-C	
23	12	HNUT 0.5000-13-D-N	
24	4	LW 0.5	
25	12	FW 0.5	
26	4	HBOLT 0.3750-16x2.5x2.5-N	
27	4	HBOLT 0.3750-16x1.75x1.75-N	
28	16	HBOLT 0.3750-16x1.5x1.5-N	
29	42	FW 0.375	
30	24	HNUT 0.3750-16-D-N	
31	1	500199	WELDMENT, SWING FRAME, SHORT (6") HD

RW-1013HD Retrofit Instructions

PN 502031 Front Assy, RW-1013HD
PN 502032 Rear Assy, RW-1013HD

Description

In an effort to adress concerns fro mthe customer and increase the capacity of the RW-1013 railgear RW-1013HD has been developed. By strengthening selected components, incresing the sized of the suspensions and changing the rear to use a 2" cylinder, the capacity of the railgear have been increased to better accommodate 3/4 & 1-ton trucks at or near max GVWR.

Changes from RW-1013

- Front
 - Heavier Front mounting plate
 - Heavier crosstube 1/8"thk --> 1/4"thk
 - One piece suspension mount
 - Changed to A10 suspension from A6 suspension
- Rear
 - Changed to 2" cylinder from rotary acuator
 - Heavier Rear Brackets
 - Heavier crosstube 1/8"thk --> 1/4"thk
 - One piece suspension mount
 - Changed to A10 suspension from A6 suspension

Updates made to PNR units to bring to current DMF standard

Exterior switches changed to enclosed push button from toggle switche. refer to 5008

Installation (retrofit) from RW-1013 to RW1013HD

- Front

Remove existing RW-1013 including front mounting plate
Installation is indetical to standard RW-1013.
Refer to RW-1013 Manual section 513201/202 and drawing 513081.
- Rear

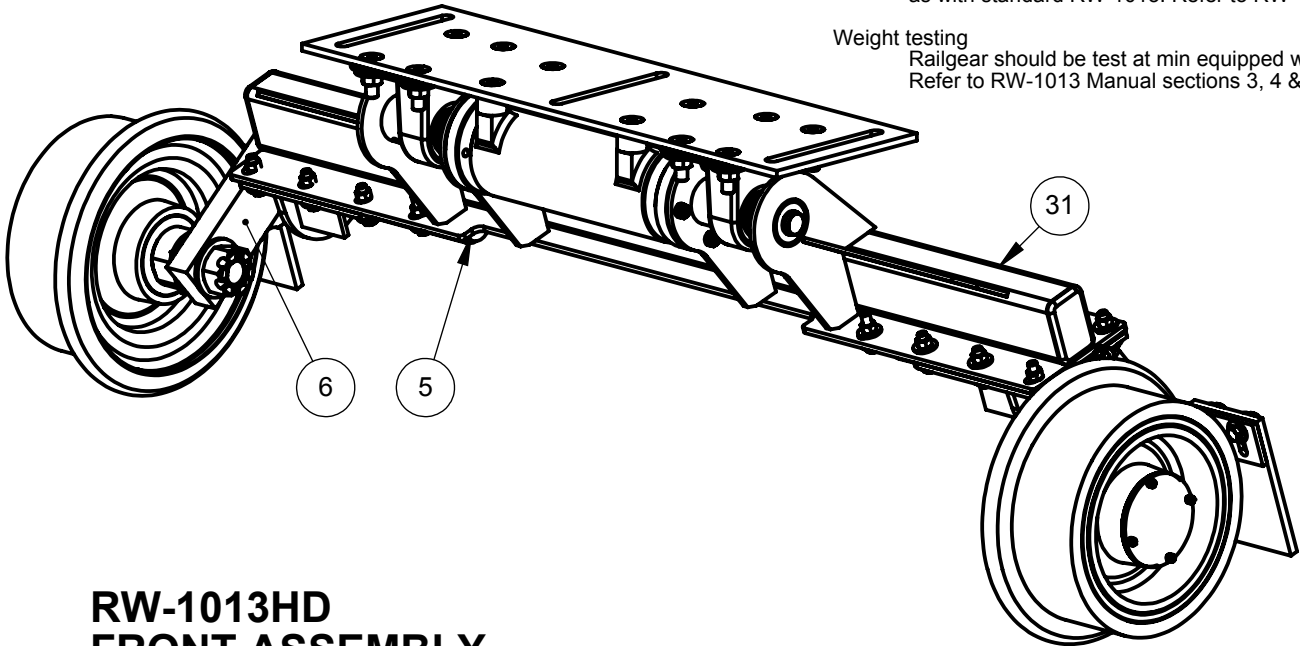
Remove existing RW-1013 includeing rear mounting brackets.
Installation is identical to standard RW-1013.
Refer to RW-1013 Manual section 513201/202 and drawing 513081.
Reuse the channel cross beam and related hardware.
- Electrical

Existing units may have toggle switches installed which will be replaced with enlosed push button switches. Refer to 501802.
- Hydraulic

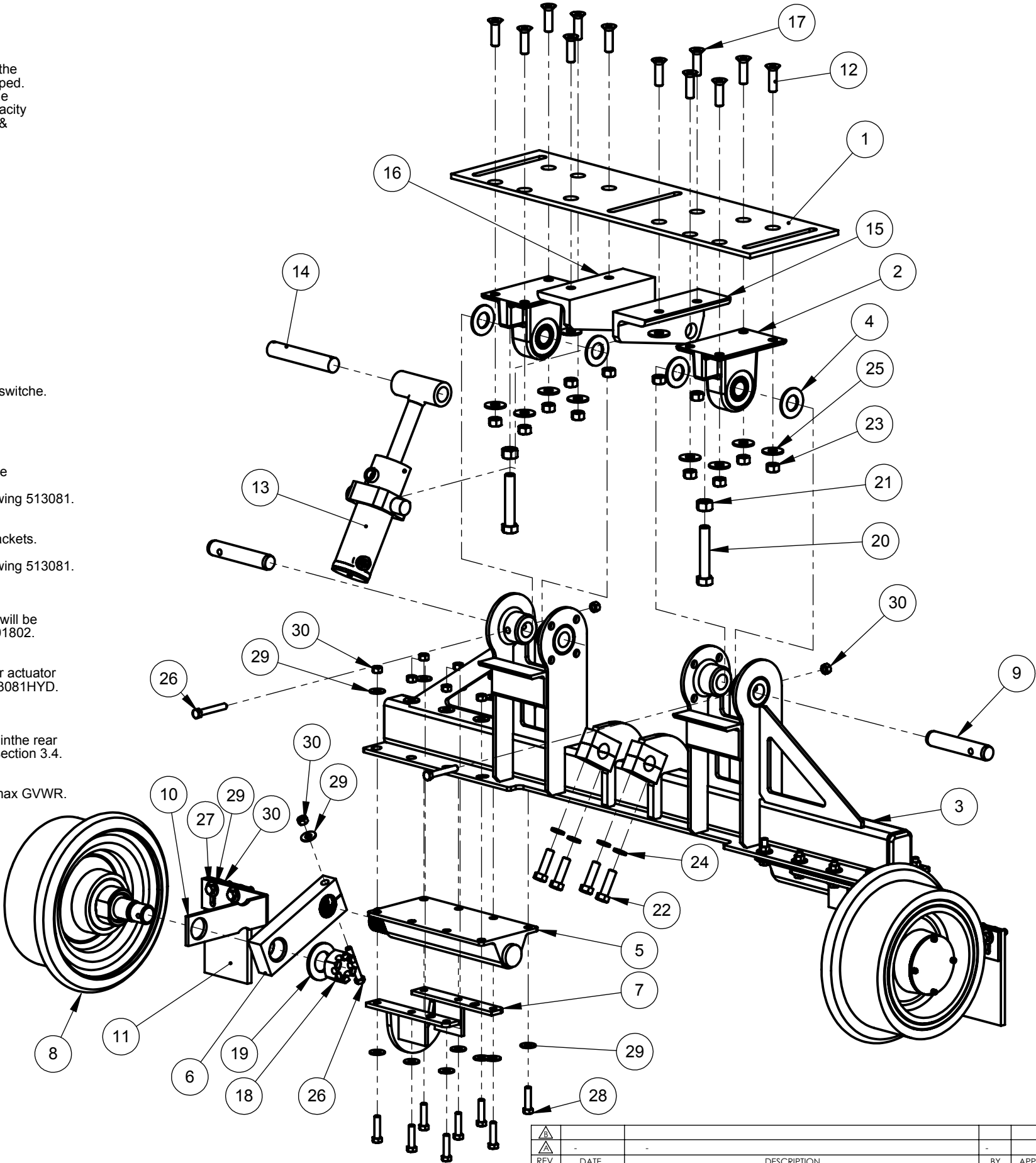
The only hydraulic change is the replacement of the rear actuator with a cylinder. Re-install hydraulic line as shown on 513081HYD. Refer to 501800 for standard arrangement.
- Rail Pressure

Rail pressure is set using 3/4" shim in front and 1" shim inthe rear as with standard RW-1013. Refer to RW-1013 Manual section 3.4.
- Weight testing




Railgear should be test at min equipped weight and at max GVWR. Refer to RW-1013 Manual sections 3, 4 & 5.

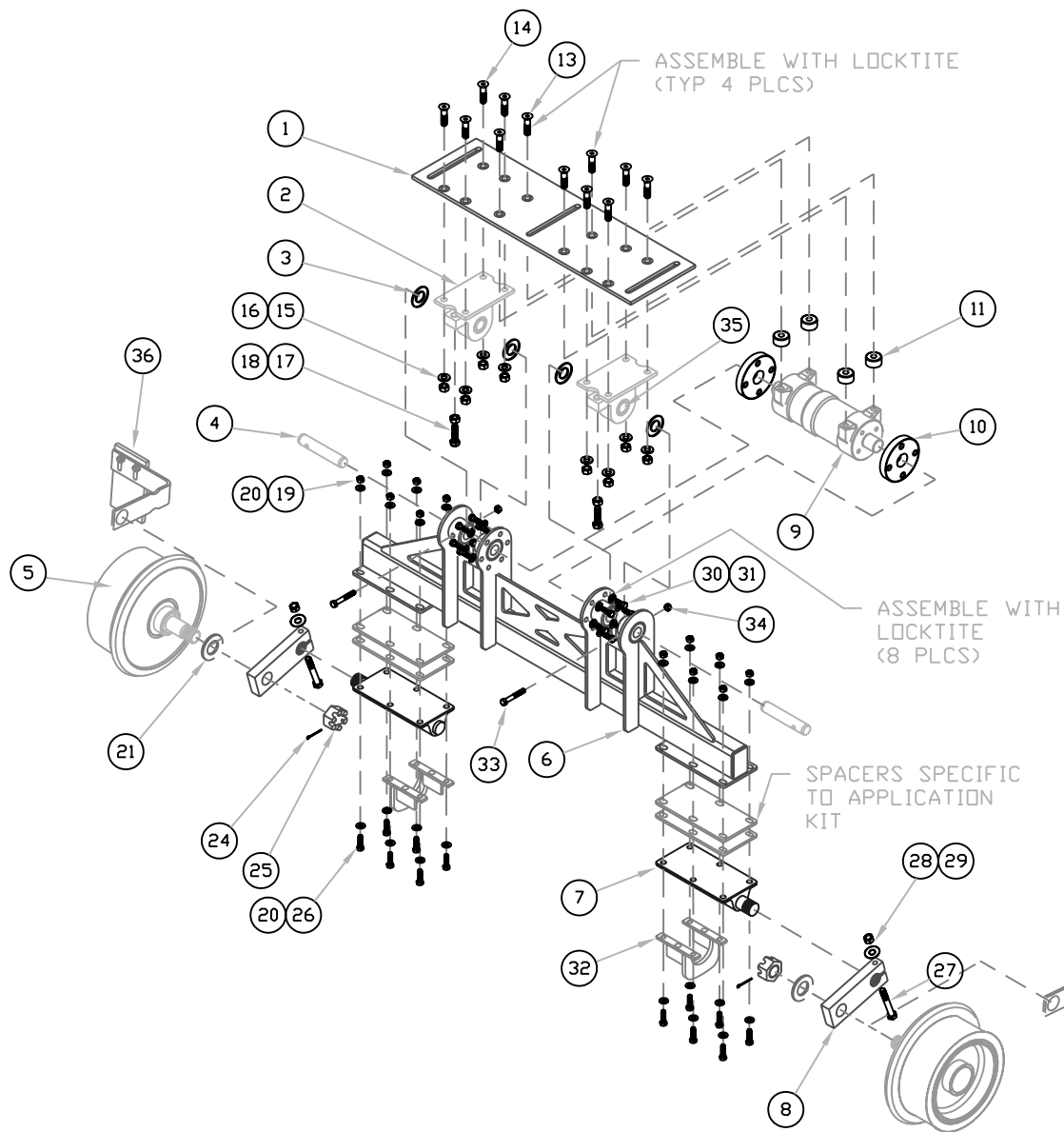


RW-1013HD
FRONT ASSEMBLY
502031
(PARTS AS 502020/21 EXCEPT WHERE NOTED)



RW-1013HD
REAR ASSEMBLY
502032

									
		-		-				-	
REV	DATE	DESCRIPTION						BY	APP
TOLERANCES:									
(UNLESS SPECIFIED)									
FRAC. MACH:		± 1/32"		RW-1013HD					
FRAC. OTHER:		± 1/16"							
X		± .063		TITLE: RW-1013 HD FRONT/REAR ASSY					
XX		± .030							
XXX		± .005		DIVERSIFIED METAL FABRICATORS,INC.,(404)875-1512					
DRILL SIZES:		± .015							
ANGULAR:		± 1°		DRAWN BY: APPD BY:					
SURF FINISH:		125 MICRO							
THREADS:		2A AND 2B		DATE:				DRAWING NUMBER:	
MINOR SURF FINISH (LESS THAN 1/16")				11/17/08		502031/32		REV:	
		WAK						#	



ITEM	PART NO.	QTY	DESCRIPTION
1	500294	1	PILOT PLATE DETAIL
2	500280	2	LUG ASSEMBLY
3	500274	4	PIVOT THRUST WASHER (1.00"ID x 2.00"OD x 1/8")
4	500270	2	PIVOT PIN DETAIL
5	500160	2	10" NON-INSUL WHEEL, SPINDLE, BEARINGS, SPACERS & NUT ASSY.
6	500230	1	REGULAR (10-3/4") FRAME WELDMENT
7	500320	2	ND6 BODY FLEXRIDE SUSPENSION
8	500321	2	ND6 FLEXRIDE SUSPENSION ARM 115mm
9	500710	1	ACTUATOR (HELAC - 27003) (10KS)
10	500262	2	DRIVE COLLAR DETAIL (HELAC - 24826)
11	500260	4	HELAC MOUNTING SPACER DETAIL
12			
13	500696	4	SET SCREW (FHSS - 1/2"-13UNC x 1-3/4" LOCKING)
14	500697	8	SET SCREW (FHSS - 1/2"-13UNC x 1-3/4")
15	500699	8	PREVAILING TORQUE NUT (1/2"-13UNC)
16	500698	8	CASE HARDENED FLAT WASHER (FW - 1/2")
17	PUR.	2	MOUNTING BOLT (5/8"-11UNC x 1-3/4" Gr.8)
18	PUR.	2	HEX NUT (5/8"-11UNC Gr.8)
19	500685	12	NYLON LOCK NUT (3/8"-16UNC)
20	500686	24	FLAT WASHER (FW-3/8")
21	50012480	2	SPINDLE SPACER (1/8" THICK) (QTY. 8 IF NO RAILSWEPT)
22	500130	2	COTTER PIN (1/4"x 2-1/2")
23	500128	2	SLOTTED NUT (1-1/4"-12UNF)
24	500687	12	MOUNTING BOLT (HHCS - 3/8"-16UNC x 1-1/4")
25	PUR.	2	MOUNTING BOLT (HHCS - 1/2"-20UNC x 3/-1/2" Gr.5)
26	PUR.	2	HEX NUT (HN 1/2"-20UNC)
27	PUR.	2	FLAT WAHER (FW 1/2")
28	500694	8	MOUNTING BOLT (HHCS 3/8"-16 x 1" Gr.8)
29	500695	8	LOCK WASHER (LW 3/8" Gr.8)
30	500330	2	DERAIL SKID WELDMENT
31	500692	2	MOUNTING BOLT (HHCS 3/8"-16UNC x 2-1/2" Gr.5)
32	500693	2	NYLOCK NUT (3/8"-16UNC)
33	500288	2	BRONZE BUSHING (McMASTER 6364K36)
34	500399	1	RAILSWEEP ASSEMBLY, AXLE SET (OPTIONAL)
35			
36			

PRE 2008

<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div>8/23/05</div>	REMOVED HELAC ACTUATOR PAD 500266		WAK		
<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div>4/23/03</div>	REVISED SPINDLE 500118, FROM 6 TO 4 COLLAR BOLTS		WAK		
REV	DATE	DESCRIPTION	BY	APP	
TOLERANCES: (UNLESS SPECIFIED) COMMON SENSE PREVAILS FRAC. MACH: ± 1/32" FRAC. OTHER: ± 1/16" X: ± .063 XX: ± .030 XXX OR XXXX: ± .005 DRILL SIZES: ± .015 ANGULAR: ± 1° SURF. FINISH: 125 MICRO THREADS: 2A AND 2B <small>(SEE NOTE 1 ON DRAWING)</small>		TITLE: RW-1013 BASIC CORE UNIT, REAR 2007 AND PRIOR DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512			
DRAWN BY: WAK		APPD BY:	DATE: 12/12/00	<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div>DRAWING NUMBER: 502002</div>	REV: B

ALL RAIL WHEELS SHOULD BE INSPECTED BEFORE RAIL USE.
Any excessive noise, roughness, looseness, or binding should be investigated.

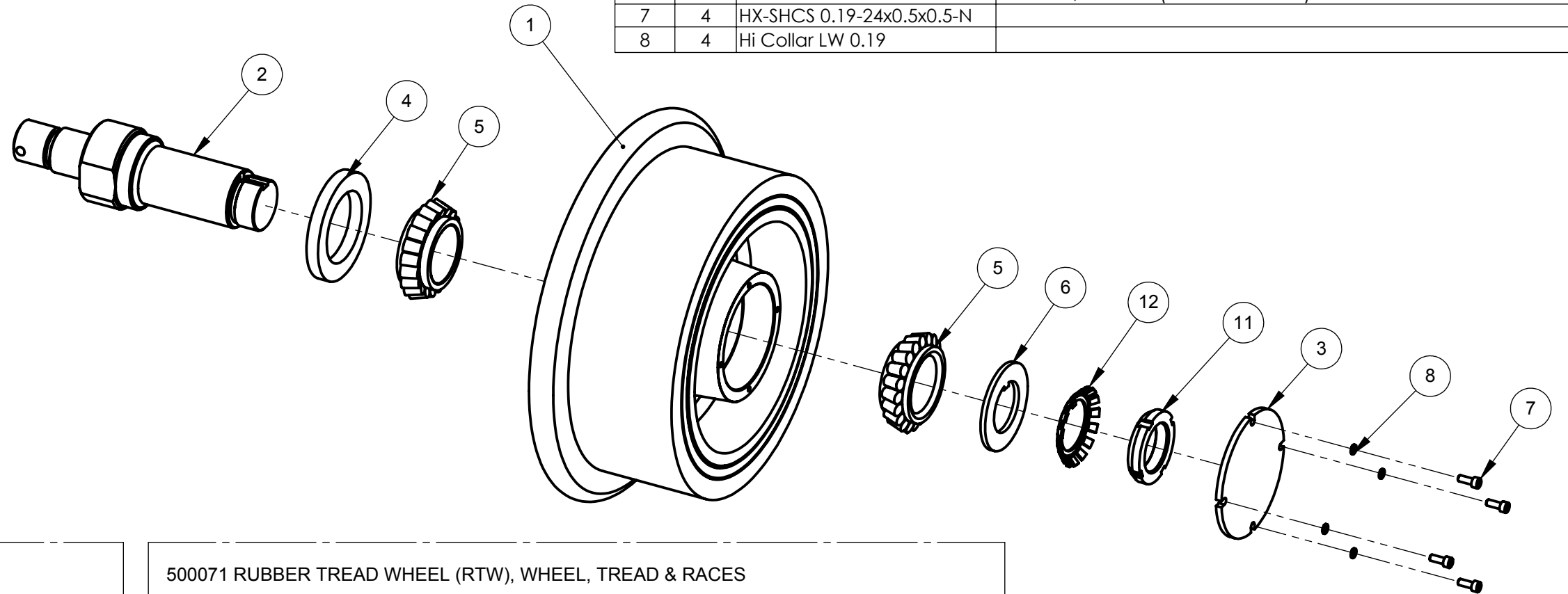
If any of the above conditions are noticed, the hubcap should be removed and the condition of the bearings, bearing grease and spindle hardware inspected. Any worn hardware should be replaced. The spindle nut and setscrew should be inspected prior to reuse. The bearings should be repacked and re-adjusted. Replacement spindle nuts can be obtained by contacting DMF as given below.

The bearing adjustment procedure is as follows:

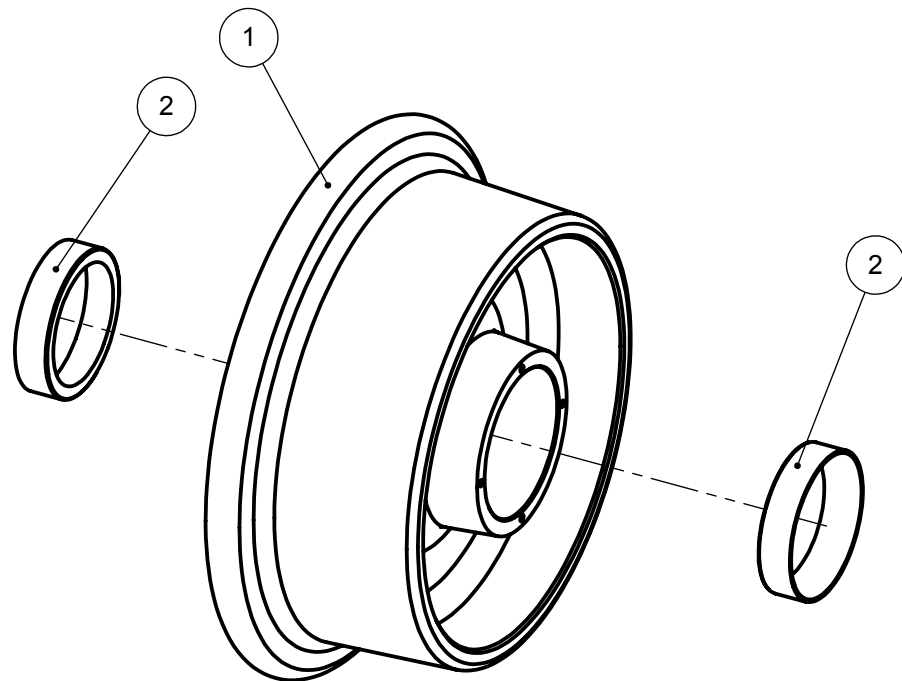
1. Clean guide wheel bore and races.
2. Pack bearings and bore cavity with Quaker State Lithium EP#2.
3. Assemble components as shown.
4. Tighten spindle nut to approximately 25-50 ft-lbs.
5. Rotate wheel one full turn in each direction.
6. Loosen spindle nut.
7. Tighten spindle nut by hand while turning wheel until snug.
8. Back off spindle nut $1/8$ turn ($1/8$ turn should give the recommended 0.005" to 0.010" of endplay)

This procedure will reliably produce endplay in the desired range if it is frequently checked against an indicator measurement. DMF recommends that endplay be checked with a dial indicator.

ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	500071 OR 500076	ASSY,RAILWHEEL,1013HD, WHL,TRD & RACES (RTW OR STW)
2	1	500120	DETAIL,SPINDLE,HD,RW-1013HD
3	1	500078BO	BO,HUBCAP,RW-1013HD
4	1	500108	SEAL, RW-1013, N412920/CR22532
5	2	500102	BEARING CONE (TIMKEN 25590)
6	1	10596	WASHER,TONGUE (TIMKEN K-91508)
7	4	HX-SHCS 0.19-24x0.5x0.5-N	
8	4	Hi Collar LW 0.19	



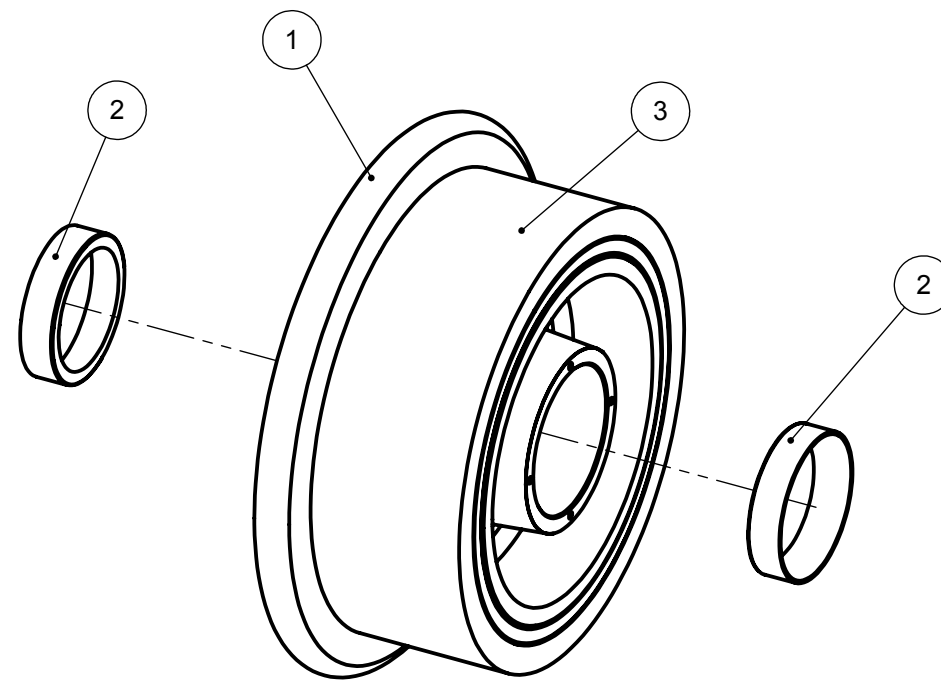
500076 STEEL TREAD WHEEL (STW), WHEEL & RACES



500076

ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	500075	DETAIL, RAILWHEEL, RW-1013HD, STW
2	2	500100	BEARING RACE,RW-1013 (TIMKEN 25520)

500071 RUBBER TREAD WHEEL (RTW), WHEEL, TREAD & RACES







500071

ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	500070	DET,RAILWHEEL,RTW,1013HD
2	2	500100	BEARING RACE,RW-1013 (TIMKEN 25520)
3	1	500144	TREAD, RUBBER,RW-1013

Replacing Treads

1. Remove wheel assembly from spindle.
 2. Prepare the out board face of the rubber tread for drilling by grinding a flat on both rubber and metal band. Grind to a depth that will remove the chamfer on the band (approximately 3/16"). The width of the flat should be 3/8" minimum. Take care to prevent damage to wheel. If no chamfer is present, skip to step 3.
 3. Center punch the prepared flat at the center of the metal band. Drill the band full depth using 9/32" drill.
 4. Remove the tread assembly by splitting the band with a drift pin.
 5. Replacing the new tread will require a press. Clean tread & wheel surface. Support wheel on inside surface of flange. Do not support by hub. All press surfaces must be parallel. Press the tread flush to flange.
- Alternate Procedure using Mill: (added 5/29/03)**
1. Remove wheel assembly from spindle.
 2. Using an end mill, side cut through the rubber and steel band.
 3. Remove the tread assembly by splitting the band with a drift pin if necessary.
 4. Replacing the new tread will require a press. Clean tread & wheel surface. Support wheel on inside surface of flange. Do not support by hub. All press surfaces must be parallel. Press the tread flush to flange.

	-	-	-																																																																															
REV	DATE	DESCRIPTION		BY APP																																																																														
TOLERANCES:		<table><tr><td colspan="2" rowspan="2">RW-1013</td><td colspan="2">TITLE:</td></tr><tr><td colspan="2">ASSY,RAILWHEEL,RW-1013HD, RTW & STW 2008 to present</td></tr><tr><td colspan="2">(UNLESS SPECIFIED)</td><td colspan="2">DIVERSIFIED METAL FABRICATORS,INC.(404)875-1512</td></tr><tr><td>FRAC. MACH:</td><td>1/32"</td><td rowspan="2">DRAWN BY:</td><td rowspan="2">APPD BY:</td><td rowspan="2">DATE:</td><td rowspan="2"></td><td rowspan="2">DRAWING NUMBER:</td><td rowspan="2">REV:</td></tr><tr><td>FRAC. OTHER:</td><td>1/16"</td></tr><tr><td>X</td><td>.003</td><td rowspan="2">WAK</td><td rowspan="2"></td><td rowspan="2">7/23/08</td><td rowspan="2"></td><td rowspan="2">500072/500076</td><td rowspan="2">#</td></tr><tr><td>.XX</td><td>.030</td></tr><tr><td>.XXX</td><td>.005</td><td colspan="6"></td></tr><tr><td>DRILL SIZES:</td><td>.015</td><td colspan="6"></td></tr><tr><td>ANGULAR:</td><td>± 1°</td><td colspan="6"></td></tr><tr><td>SURF FINISH:</td><td>125 MICRO</td><td colspan="6"></td></tr><tr><td>THREADS:</td><td>2A AND 2B</td><td colspan="6"></td></tr><tr><td colspan="2">(SEE DRAWING NOTES 1-10 & 14-16)</td><td colspan="6"></td></tr></table>			RW-1013		TITLE:		ASSY,RAILWHEEL,RW-1013HD, RTW & STW 2008 to present		(UNLESS SPECIFIED)		DIVERSIFIED METAL FABRICATORS,INC.(404)875-1512		FRAC. MACH:	1/32"	DRAWN BY:	APPD BY:	DATE:		DRAWING NUMBER:	REV:	FRAC. OTHER:	1/16"	X	.003	WAK		7/23/08		500072/500076	#	.XX	.030	.XXX	.005							DRILL SIZES:	.015							ANGULAR:	± 1°							SURF FINISH:	125 MICRO							THREADS:	2A AND 2B							(SEE DRAWING NOTES 1-10 & 14-16)							
RW-1013							TITLE:																																																																											
					ASSY,RAILWHEEL,RW-1013HD, RTW & STW 2008 to present																																																																													
(UNLESS SPECIFIED)					DIVERSIFIED METAL FABRICATORS,INC.(404)875-1512																																																																													
FRAC. MACH:	1/32"				DRAWN BY:	APPD BY:	DATE:		DRAWING NUMBER:	REV:																																																																								
FRAC. OTHER:	1/16"																																																																																	
X	.003				WAK		7/23/08		500072/500076	#																																																																								
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THREADS:	2A AND 2B																																																																																	
(SEE DRAWING NOTES 1-10 & 14-16)																																																																																		

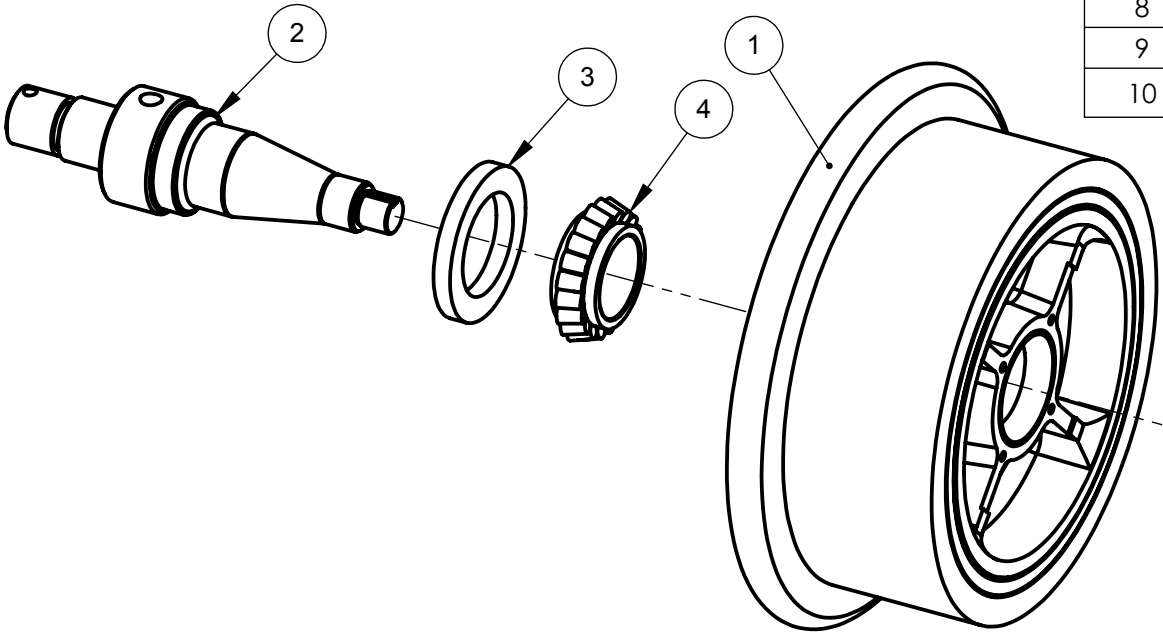
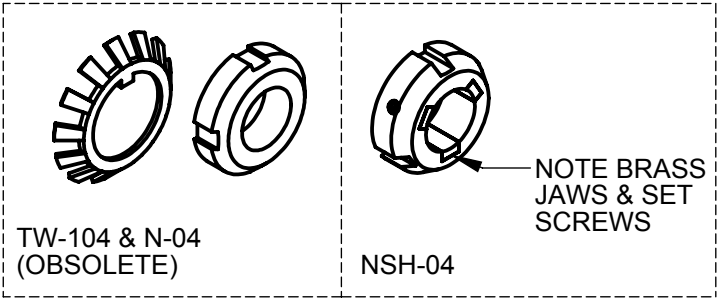
New Hardware:
In 2004 DMF began using a locking spindle nut (NSH-04) in place of the (N-04) used previously. Units equipped with the N-04 nut can be upgraded to the locking nut. The tab-washer is no longer used.

Repacking and Adjusting Rail Wheel Bearings (RW-1013 only)
ALL RAIL WHEELS SHOULD BE INSPECTED BEFORE RAIL USE.
Any excessive noise, roughness, looseness, or binding should be investigated.

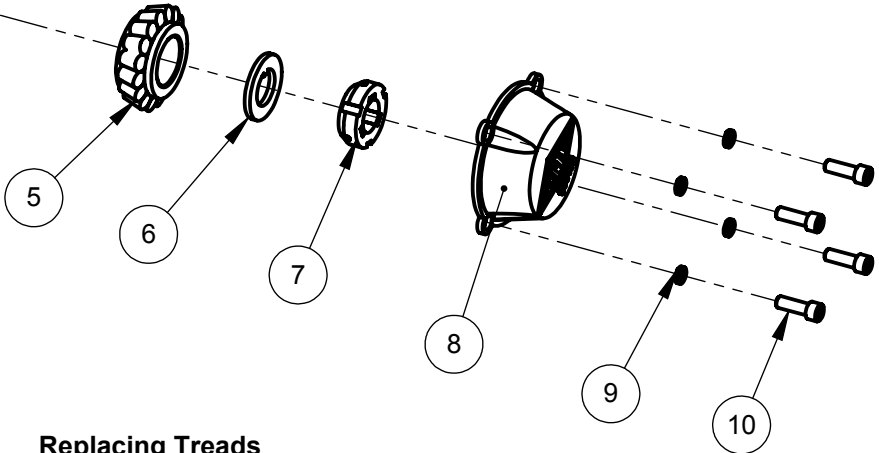
If any of the above conditions are noticed, the hubcap should be removed and the condition of the bearings, bearing grease and spindle hardware inspected. Any worn hardware should be replaced. The spindle nut and setscrew should be inspected prior to reuse. The bearings should be repacked and re-adjusted. Replacement spindle nuts can be obtained by contacting DMF as given below.

- The bearing adjustment procedure is as follows:
1. Clean guide wheel bore and races.
 2. Pack bearings and bore cavity with Quaker State Lithium EP#2.
 3. Assemble components as shown.
 4. Tighten spindle nut to approximately 25-50 ft-lbs.
 5. Rotate wheel one full turn in each direction.
 6. Loosen spindle nut.
 7. Tighten spindle nut by hand while turning wheel until snug.
 8. Back off spindle nut ¼ turn and ensure that the brass shoes are clear of the keyway. (1/4 turn should give the recommended 0.005” to 0.010” of endplay)
 9. Tighten set screws progressively to 20-35 in-lbs.

This procedure will reliably produce endplay in the desired range if it is frequently checked against an indicator measurement. DMF recommends that endplay be checked with a dial indicator.

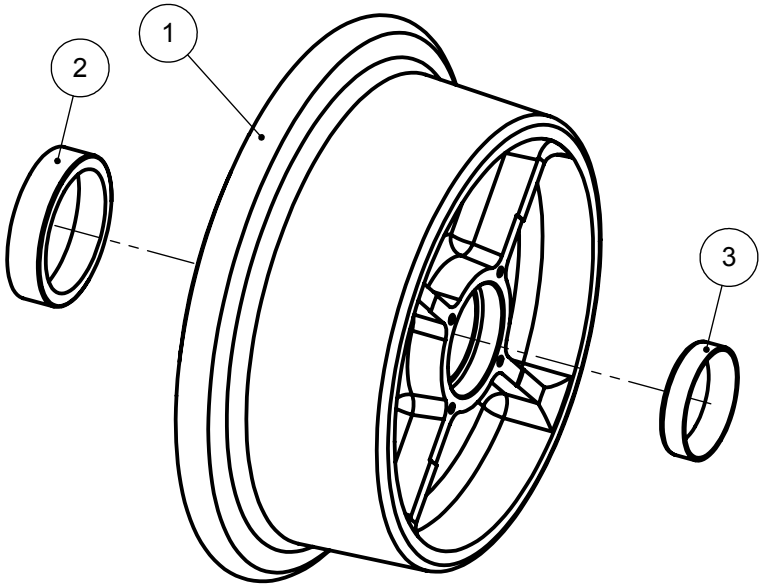


ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	500050	DETAIL,RAILWHEEL,RTW,1013
2	1	500118	DETAIL,SPINDLE,RW-1013
3	1	500108	SEAL, RW-1013, N412920/CR22532
4	1	500102	BEARING CONE (TIMKEN 25590)
5	1	500106	BEARING CONE, RW-1013 OUTER (TIMKEN 15106)
6	1	500110	WASHER,TONGUE,K-19504, HARDENED
7	1	500119	NUT,SPINDLE,LOCKING, NSH-04
8	1	500132	HUBCAP,CAST,RW-1013
9	4	LW 0.25	
10	4	SHCS 0.25-20x0.75	



- Replacing Treads**
1. Remove wheel assembly from spindle.
 2. Prepare the out board face of the rubber tread for drilling by grinding a flat on both rubber and metal band. Grind to a depth that will remove the chamfer on the band (approximately 3/16”). The width of the flat should be 3/8” minimum. Take care to prevent damage to wheel. If no chamfer is present, skip to step 3.
 3. Center punch the prepared flat at the center of the metal band. Drill the band full depth using 9/32” drill.
 4. Remove the tread assembly by splitting the band with a drift pin.
 5. Replacing the new tread will require a press. Clean tread & wheel surface. Support wheel on inside surface of flange. Do not support by hub. All press surfaces must be parallel. Press the tread flush to flange.
- Alternate Procedure using Mill: (added 5/29/03)**
1. Remove wheel assembly from spindle.
 2. Using an end mill, side cut through the rubber and steel band.
 3. Remove the tread assembly by splitting the band with a drift pin if necessary.
 4. Replacing the new tread will require a press. Clean tread & wheel surface. Support wheel on inside surface of flange. Do not support by hub. All press surfaces must be parallel. Press the tread flush to flange.

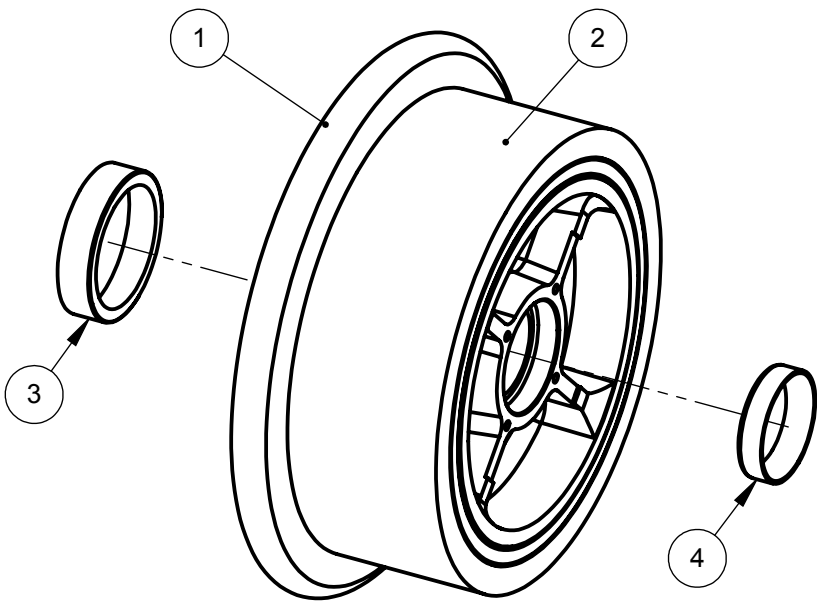
500156 STEEL TREAD WHEEL (STW), WHEEL & RACES



500156




ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	500062	DETAIL,RAILWHEEL,STW,RW-1013
2	1	500100	BEARING RACE,RW-1013 (TIMKEN 25520)
3	1	500104	BEARING RACE OUTER,RW-1013 (TIMKEN 15243)

500150 RUBBER TREAD WHEEL (RTW), WHEEL, TREAD & RACES

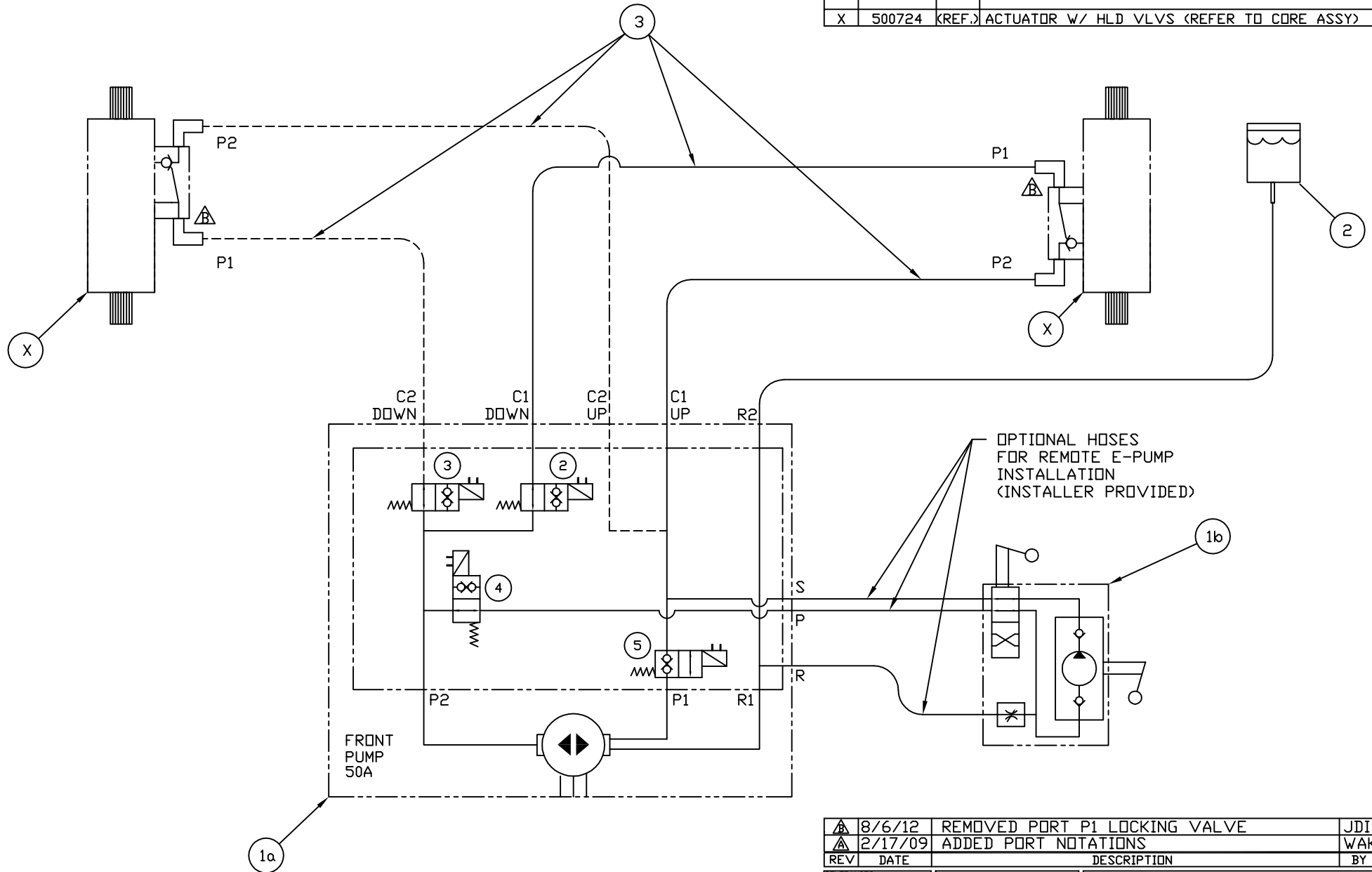





500150

ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	500050	DETAIL,RAILWHEEL,RTW,1013
2	1	500144	TREAD, RUBBER,RW-1013
3	1	500100	BEARING RACE,RW-1013 (TIMKEN 25520)
4	1	500104	BEARING RACE OUTER,RW-1013 (TIMKEN 15243)

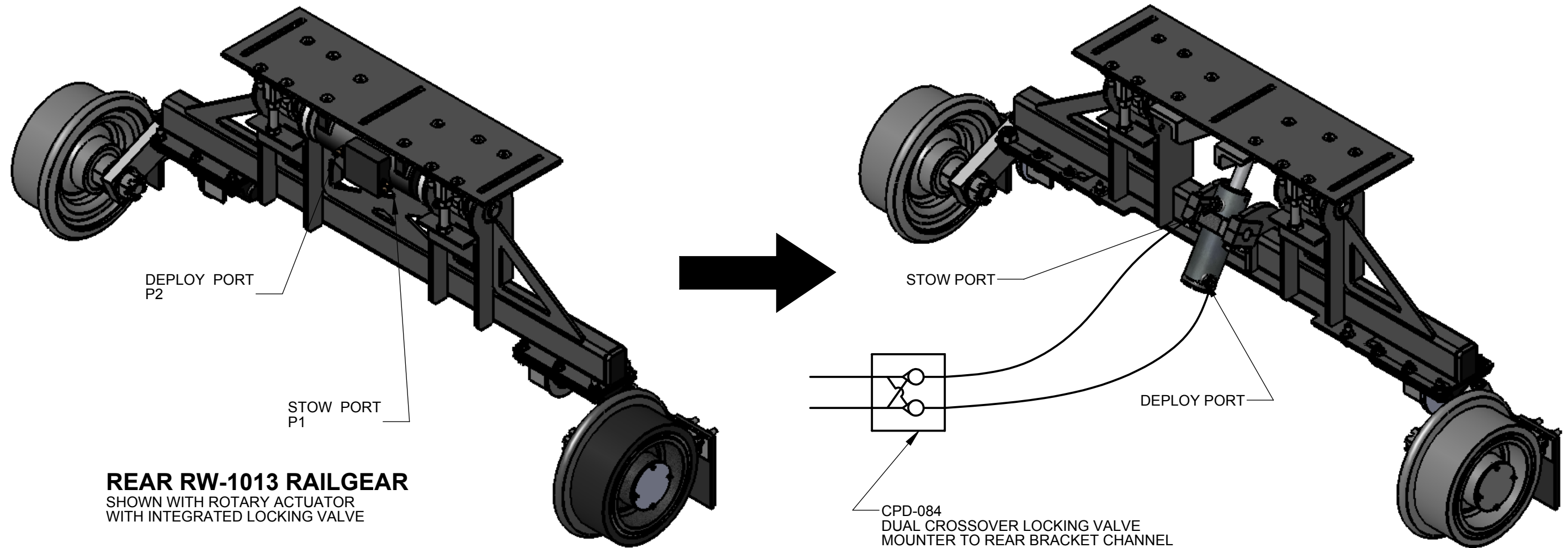
					
		-		-	
REV	DATE	DESCRIPTION			BY APP
TOLERANCES:		<div>TITLE: ASSY,RAILWHEEL,RW-1013,RTW & STW 2000 THRU 2007</div> <div>DIVERSIFIED METAL FABRICATORS,INC.,(404)875-1512</div>			
(UNLESS SPECIFIED)					
FRACTIONAL: ± 1/32"					
FRACTIONAL: ± 1/16"					
X .063					
XX .030					
XXX .005					
DRILL SIZES: +.015					
ANGULAR: 1°					
SURF FINISH: 1/25 MICRO					
THREADS: 2A AND 2B					
(SEE DRAWING NOTES FOR ALL DIMENSIONS)					
RW-1013		DRAWN BY:	APPD BY:	DATE:	REV:
WAK				7/23/08	#
					
				DRAWING NUMBER:	
				500160/500164	

ITEM	PART NO.	QTY	DESCRIPTION
1a	501739	1	ASSY, PUMP ENCLOSURE 08RW1013
1b	501739	1	ASSY, PUMP ENCLOSURE, REMOTE EMERGENCY PUMP
2	500736	1	ASSY, RESEVOIR KIT 08RW1013
3	500738	1	ASSY, HOSE KIT, 08RW1013
X	500724	[REF.]	ACTUATOR W/ HLD VLVS (REFER TO CORE ASSY)



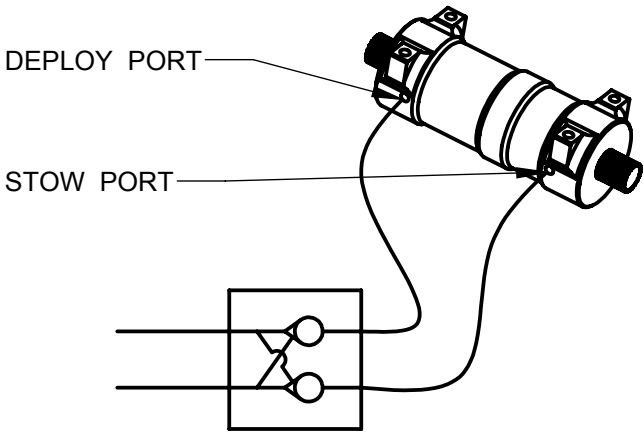
	8/6/12	REMOVED PORT P1 LOCKING VALVE		JDI			
	2/17/09	ADDED PORT NOTATIONS		WAK			
REV	DATE	DESCRIPTION			BY	APP	
TOLERANCES: (UNLESS SPECIFIED)		RW-1013				TITLE: ASSY, HYDRAULIC SYSTEM, 08RW1013 2008 to present	
FRAC. MACH. ± 1/32"							
FRAC. OTHER ± 1/16"		DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512				DRAWING NUMBER: 501740	
X ± .063							
XX ± .030		DRAWN BY: WAK				DATE: 7/17/08	
XXX ± .005							
DRILL SIZES: ± .015		APPD BY:					
ANGULAR ± 1°							
SURF FINISH: ± .25 MICRO		DRAWING NUMBER: 501740				REV: B	
THREADS: 2A AND 2B							
BREAK SHARP EDGES (.5 RND X 45° MAX.)							

RW-1013 TO RW-1013HD COVERSION
HYDRAULIC CONNECTIONS



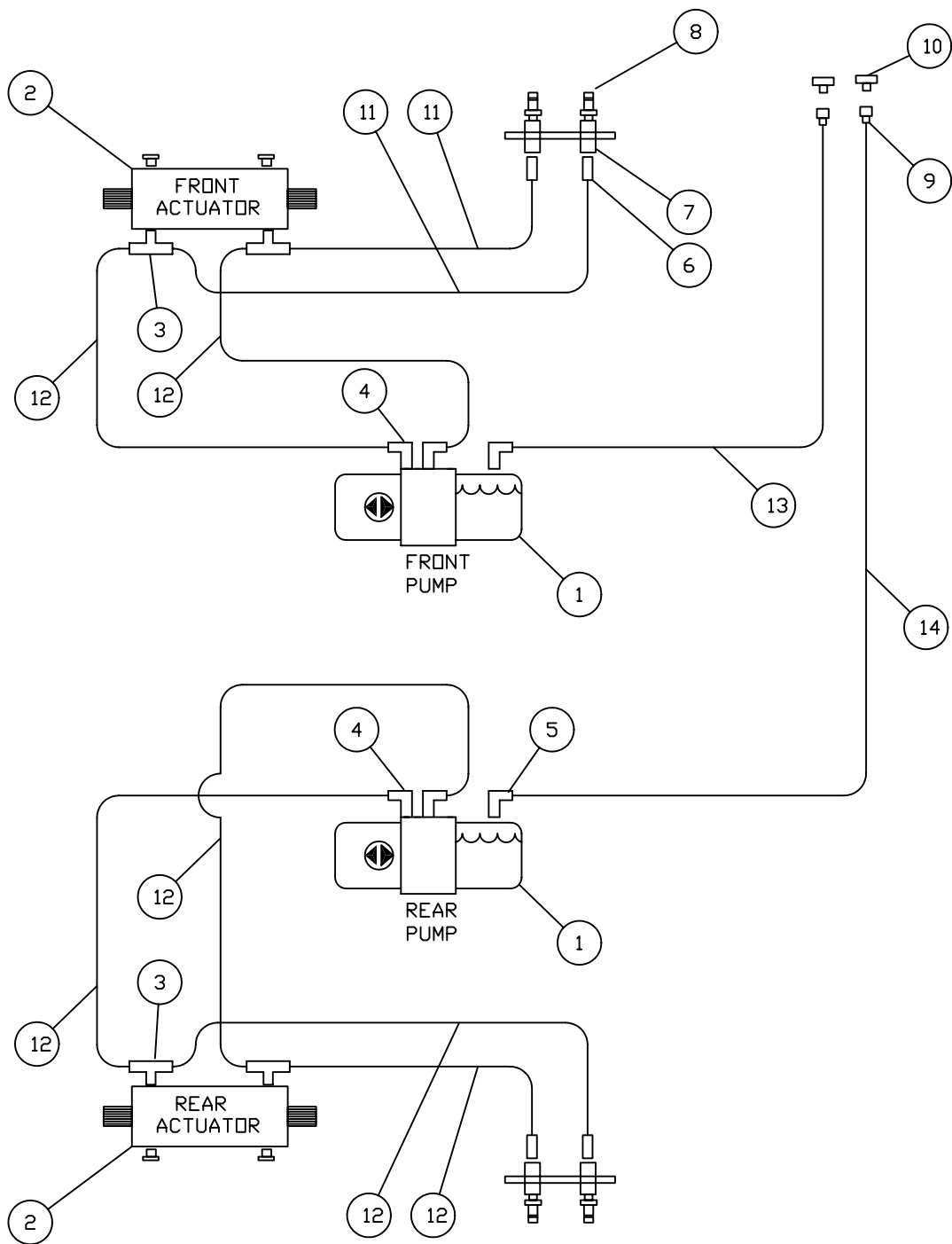
REAR RW-1013 RAILGEAR
SHOWN WITH ROTARY ACTUATOR
WITH INTEGRATED LOCKING VALVE

REAR RW-1013HD RAILGEAR
Ø2" CYLINDER AMD EXTERNAL LOCKING VALVE



ROTARY ACTUATOR
W/ EXTERNAL LOCKING VALVES

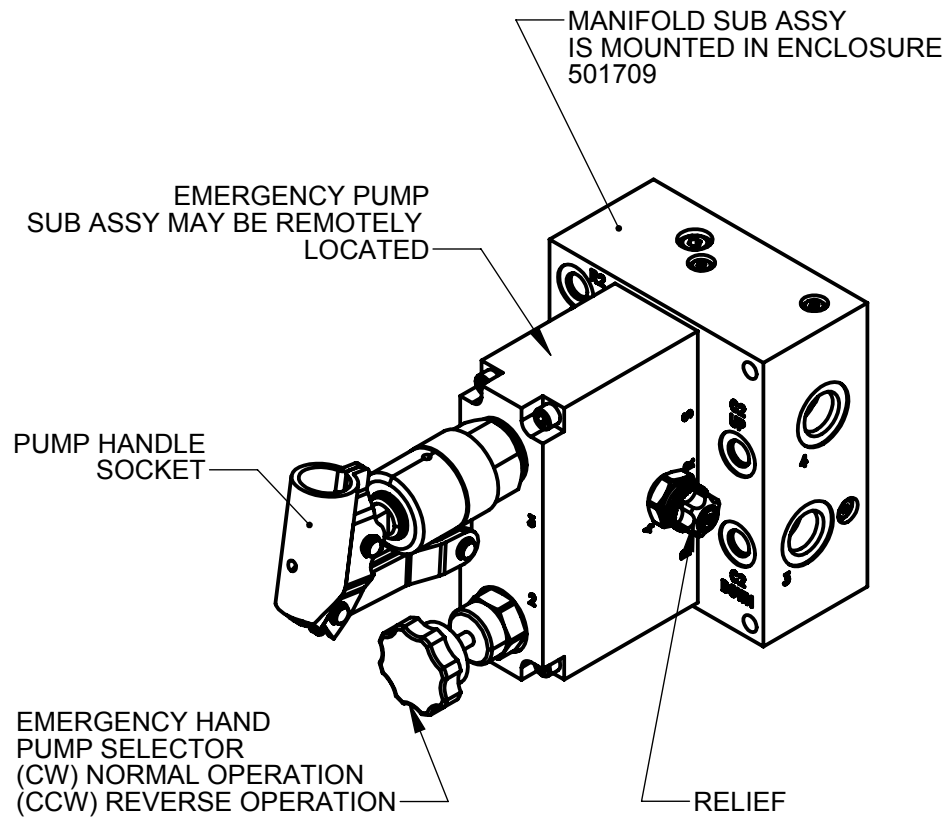
REV	DATE	DESCRIPTION			BY APP		
TOLERANCES:		<div>TITLE: RW-1013 TO RW-1013HD COVERSION HYDRAULIC CONNECTIONS</div> <div>DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512</div>					
(UNLESS SPECIFIED)							
FRAC. MACH:						± 1/32"	
FRAC. OTHER:						± 1/16"	
X						± .063	
XX		± .030					
XXX		± .005					
DRILL SIZES:		+ .015					
ANGULAR:		± 1°					
SURF FINISH:		125 MICRO					
THREADS:		2A AND 2B					
SERIAL NUMBER CODES (110101 - 99999)							
RW-1013HD CONVERSION		DRAWN BY:	APPD BY:	DATE:			
WAK				12/5/08			
				DRAWING NUMBER:	REV:		
				513081HYD	#		



ITEM	PART NO.	QTY	DESCRIPTION
1	500706	(REF.)	PUMP, 108AM32-BL-1HT REFER TO PUMP ASSY
2	500710	(REF.)	ACTUATOR, HK10KSFT180DA REFER TO CORE ASSY
3	-	(REF.)	FITTING, 6803-4-4-4, REFER CORE ASSY
4	-	(REF.)	FITTING, 6801-NWD-4-4, REFER TO PUMP ASSY
5	-	(REF.)	FITTING, 2504-4-4, REFER TO PUMP ASSY
6	500616	4	FITTING, 2404-4-4
7	500616	4	FITTING, W21204
8	500616	4	FITTING, PDP-242 NIPPLE
9	500616	2	FITTING, 5405-4-6
10	500616	2	BREATHER, MONARCH 03171
11	500742	2	HOSE ASSY, #4 FEM JIC X 1/4" X 2'-4"
12	500743	6	HOSE ASSY, #4 FEM JIC X 1/4" X 3'-2"
13	500741	1	HOSE ASSY, #4 FEM JIC X 1/4" X 7'-10"
14	500740	1	HOSE ASSY, #4 FEM JIC X 1/4" X 18'-0"
15	500745	1	PUMP, EMERG ASSY, HP61-DA50 (NOT SHOWN)

NOTE: FOR ELECTRICAL DETAILS REFER TO SCHEMATICS
500754A/B OR 500755A/B

<div> <div></div> <div></div> </div>		-	-	-	-
REV	DATE	DESCRIPTION			BY APP
TOLERANCES: (UNLESS SPECIFIED)		<div> <div>RW-1013</div> <div> <div>TITLE:</div> <div>HYDRAULIC SCHEMATIC, 2-PUMP 2002-2008</div> </div> <div> <div>DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512</div> </div> </div>			
FRAC. MACH. ± 1/32" FRAC. OTHER ± 1/16" .X ± .063 .XX ± .030 .XXX ± .005 DRILL SIZES ± .015 ANGULAR ± 1° SURF. FINISH .625 MICRO THREADS 2A AND 2B <small>ISO 9001 CERTIFIED (U.S. 9001 & 9004)</small>		DRAWN BY: WAK	APPD BY:	DATE: 02/03/02	<div> </div>
		DRAWING NUMBER: 500701		REV: #	



501737 RW-1013 MANIFOLD & EMERGENCY PUMP ASSY

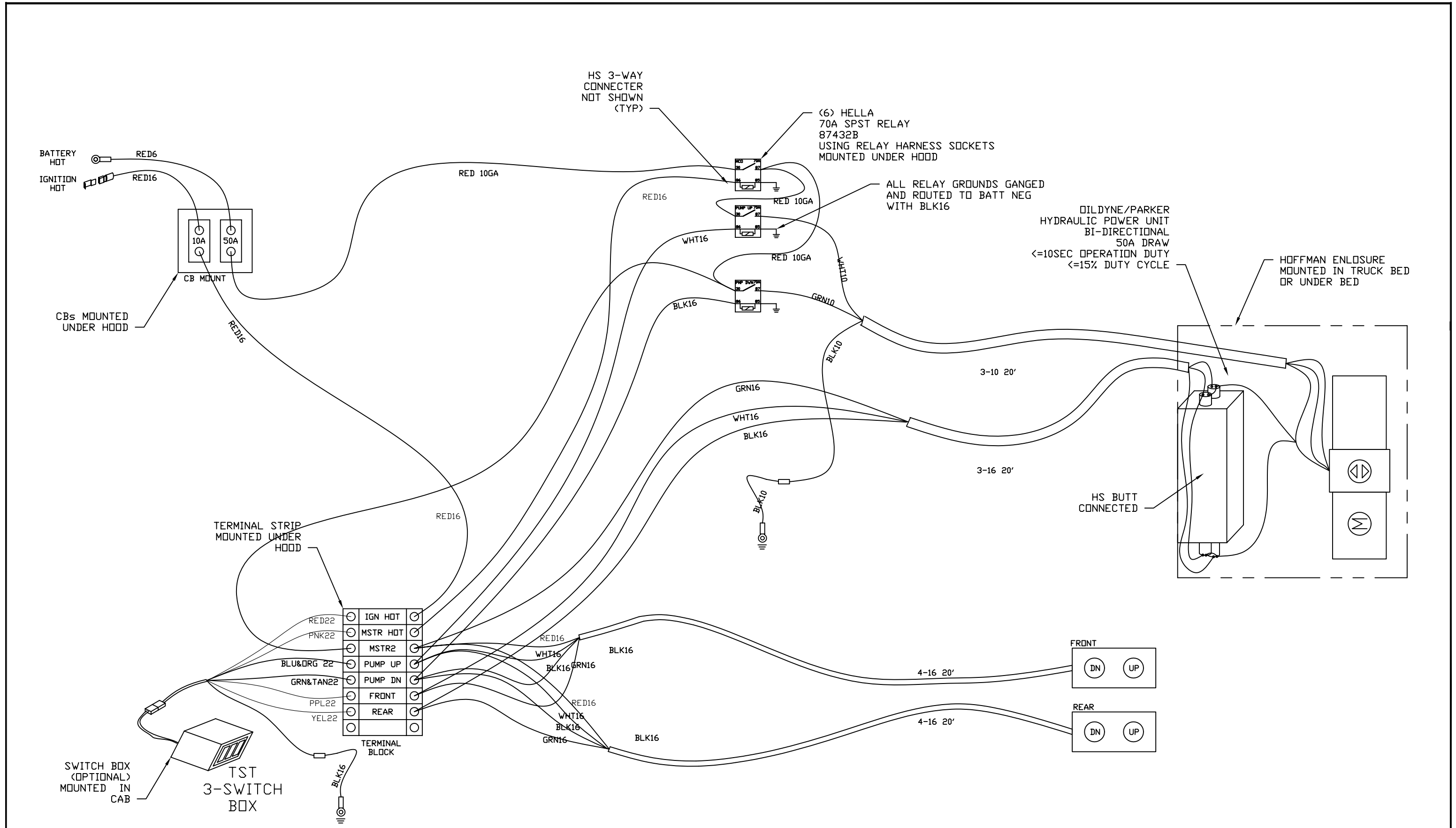
EMERGENCY HAND PUMP OPERATION

TO RAISE GEAR

1. TURN OFF RAILGEAR SYSTEM AT CAB POWER SWITCH
2. LOCATE HAND PUMP
MAY BE MOUNTED:
 - IN CROSS BODY TOOL BOX
 - IN SERVICE BODY CABINETS
 - REMOTELY MOUNTED ON OR BEHIND BUMPER
3. **DO NOT INSERT HANDLE INTO SOCKET UNTIL STEP 7
HANDLE MAY MOVE DURING STEP 6**
4. TURN SELECTOR FULLY CLOCKWISE (CW)
5. OPEN RELIEF (CCW) TO EQUALIZE CIRCUIT
6. CLOSE RELIEF (CW)
7. INSERT HANDLE
8. PUMP HANDLE (PUMPS ON UP AND DOWN STROKE)
**FRONT AND REAR RAILGEAR MAY NOT
MOVE TOGETHER, PUMP UNTIL BOTH
UNITS ARE STOWED**
9. WHEN RAIL GEAR IS RAISED COMPLETELY RESTRAIN WITH
CHAINS OR CARGO STRAPS TO MOVE ON HIGHWAY
10. TAKE VEHICLE IN FOR SERVICE

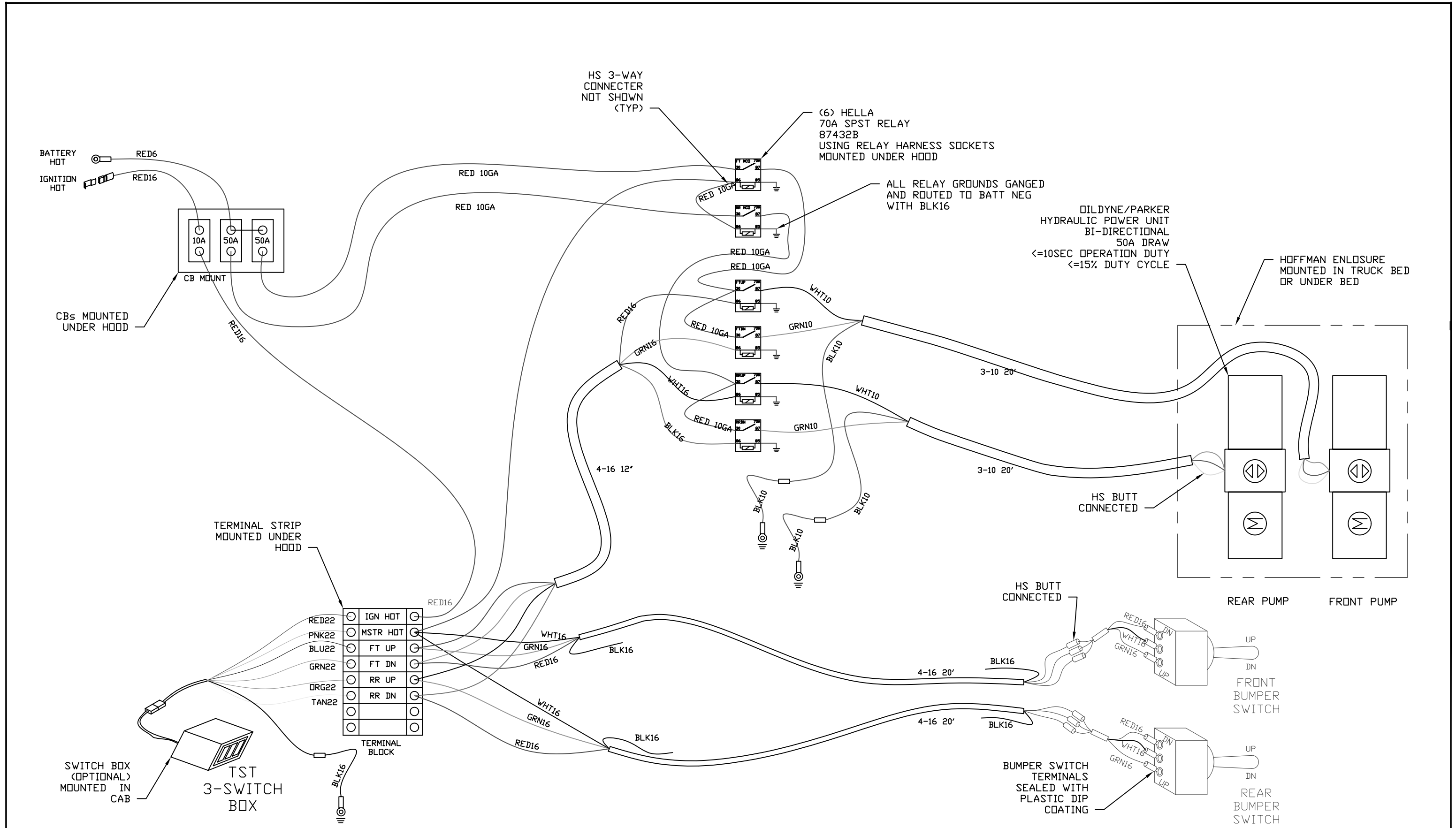
NOTE:
**HAND PUMP IS INTENDED ONLY TO ALLOW A MALFUNCTIONING
VEHICLE TO BE REMOVED FROM THE RAIL. PLEASE
TAKE VEHICLE IN FOR SERVICE IF HAND PUMP OPERATION
IS REQUIRED.**

<div><div><div><div></div></div></div><div><div></div></div></div>					
REV		DATE		DESCRIPTION	
BY		APP			
TOLERANCES: (UNLESS SPECIFIED)		<div><div><div><div></div></div></div><div><div></div></div></div> <div>RW-1013</div> <div>EMERGENCY HAND PUMP INSTRUCTIONS 2008 to present</div> <div>DIVERSIFIED METAL FABRICATORS, INC. (404)875-1512</div>			
FRAC. MACH: ± 1/32"					
FRAC. OTHER: ± 1/16"					
.X ± .063					
.XX ± .030					
.XXX ± .005					
DRILL SIZES: ± .015					
ANGULAR: ± 1°					
SURF FINISH: 125 MICRO					
THREADS: 2A AND 2B					
REVIEW SHEET (SEE INSTRUCTIONS)					
DRAWN BY:		APPD BY:		DATE:	
WAK				9/04/08	
				<div><div><div></div></div></div>	
				DRAWING NUMBER:	
				501737	
				REV:	
				#	





NOTES:
ALL GROUNDS ROUTED TO BATTERY NEG
ALL HEAT SHRINK TERMINALS

B		11/13/08	CORRECTED PER MDS	WAK	
A		8/08	CHANGED FROM JUNCTION BOX	WAK	
REV	DATE	DESCRIPTION		BY	APP
TOLERANCES: (UNLESS SPECIFIED) DIMENSIONS: AS SHOWN FRACTIONAL: 1/32" FRACTIONAL: 1/16" X: .063 XX: .030 XXX OR .000: .005 DRILL SIZES: .015 ANGULAR: 1° SURF FINISH: .025 MICRO THREADS: .002 AND .001		TITLE: RW-1013 RW-1013 ELECTRICAL LAYOUT DIAGRAM SINGLE PUMP- RELAY SYSTEM		DATE: 9/29/06	DRAWING NUMBER: 501801A
DRAWN BY: WAK		APPD BY: WAK		REV: B	



NOTES:
ALL GROUNDS ROUTED TO BATTERY NEG
ALL HEAT SHRINK TERMINALS

REV		DATE		DESCRIPTION				BY	APP
TOLERANCES: (UNLESS SPECIFIED) DIMENSIONAL SIZES: FRACTIONS FRACTIONAL: 1/32" FRACTIONAL: 1/16" X .003 XX .030 XXX OR .005 DRILL SIZES: .015 ANGULAR: 1° SURF FINISH: 325 MICRO THREADS: 2A AND 2B (SEE DRAWING NOTES FOR 2A AND 2B)									
RW-1013				TITLE: RW-1013 ELECTRICAL LAYOUT DIAGRAM RELAY SYSTEM					
DRAWN BY:				DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512					
WAK		APPD BY:		DATE:			DRAWING NUMBER:		REV:
				9/29/06			501750A		#

	WHEEL MOD KIT,'07-10 GM HD PICKUP / '07-12 SUBURBANS, W/RIMS & TPMS							
	TITLE:							
	DRAWING #:	509029	BY:	BJF	DATE:	3-22-12	REV:	#
RW-1013/15	DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512							
REV:	DATE:	DESCRIPTION:					BY:	
-	-	-					-	
-	-	-					-	

2007-2010 GM Pickup & 2007-2012 Suburban Wheel Adapter Kit

Description

Diversified Metal Fabricator's 509050 Wheel Adapter Kit allows for the use of aftermarket 19.5" rims on 2007-2010 GM 2500HD and 3500HD SRW pickups and 2007-2012 GM Suburbans for use on rail.

Kit Contents

PART #	DESCRIPTION	QTY.
509029	WHEEL MOD KIT,'07-10 GM HD PICKUP / '07-12 SUBURBANS, W/RIMS & TPMS	EA.
10833	TPMS SENSOR KIT,'07-12 GM (Truck Set)	1
600617	WIRING ENCLOSURE BOX, 4.7" X 2.2" X 3.3"	1
10836	TPMS SENSOR KIT, '07-12 GM (per wheel)	5
10838	TPMS ADAPTER WASHER-GM	1
10839	TPMS ADAPTER GROMETT-GM	1
10837	TPMS SENSOR,GM '07-12, 20158	1
10859	WHEEL, ACCURIDE 28680/50180, W/DECAL	5
10827	WHEEL, ACCURIDE 28680/50180	1
10831	DECAL, '05 GM WHEEL ADAPTER	1
509014	WHEEL ADPT, '00-10 GM C25/3500 W/STEERING STOPS	1
10824	WHEEL ADAPTER, STL, 05 GM	4
10822	SPCR,WHEEL ADAPTER,05 C2500	1
10825	LUGNUT, SPLIT-FLANGE, M20	8
10826	STUD, WHEEL, 20MM, E-11706	8
500913	STEERING STOP KIT, TRUCK SET, '00-'10 GM HD PICKUP	1
500912	STEERING STOP, '00-'10 GM HD PICKUP	2
20716	FLAT WASHER, 5/8", GR8	2
605017	LOCKNUT, M16, TYPE C	2
551002	WHEEL SPACER, 05-11GM ADAPTER, 3/16"	2

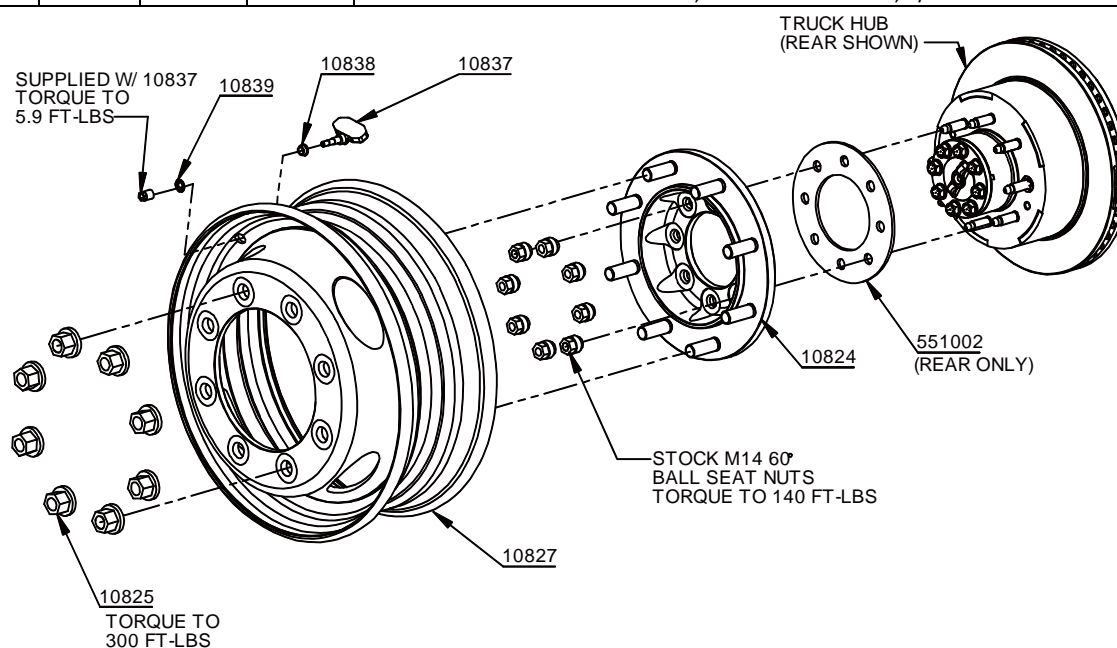


Figure 1 – Installation/Exploded Parts Diagram

Recommended Tires

Mud/Snow/All position

Goodyear G622 245/70R19.5

Michelin XDS2 245/70R19.5

Steer/Highway

Goodyear G647 245/70R19.5

Installation

Warning!

- Never use anti-seize on studs or lug nuts.
- Hand torque all fasteners to the provided specifications using a torque wrench.
- Improper installation or failure to perform a thorough check for clearances once this unit is installed may lead to damage to the chassis, wheels/tires, Railgear or personnel.

1. Install TPMS sensors into 19.5" rims as shown in Figure 1
2. Install and Inflate 19.5" Tires
 - a. Mount and balance tires.
 - b. Inflate tires to a cold pressure of 85 psi.
3. Remove Stock Wheels & Tires
 - a. Lift the vehicle and properly support using jack-stands.
 - b. Remove the stock wheels and tires, retaining the stock lug nuts for reuse.
4. Install Steering Stops as shown in Figure 2
 - a. Remove "Lower Kingpin Nut" from each side
 - b. Install Steering Stop on each side using provided M16 Type C nut.
 - c. Actuate steering to its extents in both directions and verify that the Steering Stops are contacting stop surfaces.
5. Install Adapters, 19.5" Wheels & Tires as shown in Figure 2
 - a. Remove and discard the factory lug retaining clips.
 - b. Mount the Wheel Adapters using the stock lug nuts. Torque as specified in Figure 1.
 - c. Mount the 19.5" rims with 19.5" tires to the Wheel Adapter using the provided M20 Split Flange Nuts. Torque as specified in Figure 1.

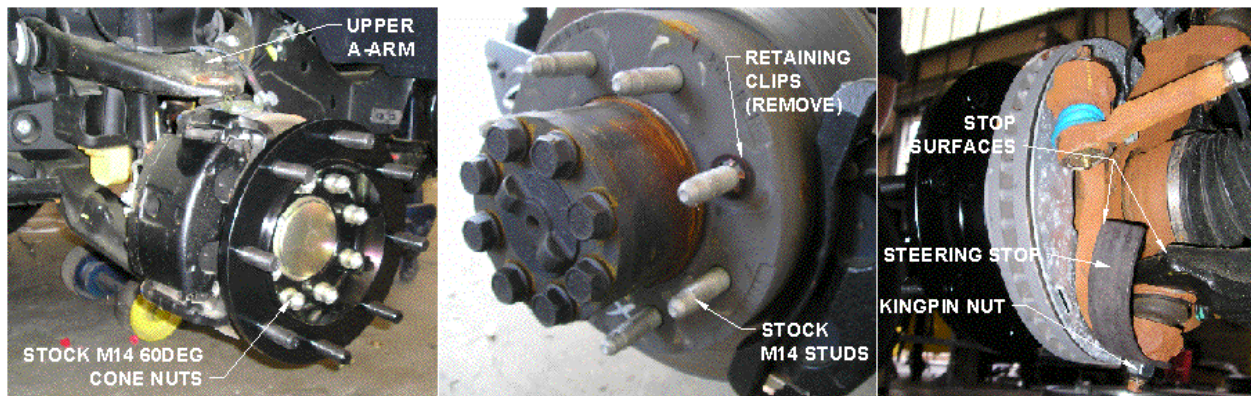


Figure 2 - Wheel Adapter Details

6. Clearance Check(s)
 - a. Verify that neither the rims nor tires contact any frame or suspension components in any combination of steering positions and axle droop/jounce conditions.
 - b. Verify that all brake, ABS sensor and other wires or hoses are clear in all steering and suspension positions. Restrain if necessary.
7. Relocate TPMS Receiver Module
 - a. Remove nuts from the main rear seat mounting studs. (If applicable)
 - b. Carefully lift and remove the rear seat. (If applicable)
 - c. Remove the trim panel on the driver's side B-Pillar (C-Pillar on crew cab models).
 - d. The TPMS Receiver Module will be located as shown in Figure 3.



Figure 3 – Original TPMS Receiver Location

- e. Detach the wiring connectors from the TPMS Receiver and carefully remove it.
- f. Carefully pull back the insulation along the rearmost cab wall.
- g. Reroute the TPMS Receiver wiring through the lowest portion of the driver's side rear vent as shown in Figure 4.
- h. Drill a small hole in the side of the provided enclosure and securely mount it to the underside of the bed on the driver's side just behind the cab as shown in Figure 4.
- i. Reconnect the appropriate wires and seal the enclosure using a bead of silicone and the provided hardware.
- j. Replace interior insulation and trim ensuring that no wires are pinched or routed in a manner that might cause them to be damaged.
- k. Replace the rear seat and tighten the lower mounting bolts. (If applicable)



Figure 4 – Mounting Location

NOTE: The following steps must be performed at a dealer as modification of these settings requires a software update specific to your vehicle that must come directly from GM.


8. Re-calibrating Speedometer
 - a. The speedometer calibration is limited to stock tire sizes.
 - b. As the tires we recommend are not a stock size for this vehicle, the stock LT265/60R20 tire setting should be selected as it is the most comparable in size.
9. Program Tire Pressure Monitoring System
 - a. The TPMS system must be reprogrammed to correspond with the correct pressure settings for use with these wheel modifications.
 - b. Ensure that the dealer sets the TPMS for a nominal pressure of 85 psi.
10. Re-establish sensor positions
 - a. Ensure that the dealer has re-established the sensor locations.
 - b. This step may also be performed by referring to the vehicle's owner's manual.

Testing

1. It is the responsibility of the installer to certify that the truck complies with all applicable State and Federal regulations.
2. In particular, the regulations and test procedures outlined in FMVSS Standard 138 must be performed in order to ensure compliance.

Inspection & Maintenance

1. Visually inspect wheels & tires both prior to and after use on rail (look for damage, loose hardware, etc.)
2. Check the fastener torque 50 miles after wheel/tire change and every 2000 miles or 6 months.

	TITLE: WHEEL MOD KIT, '11GM HD PICKUP W/ RIMS & TPMS			
	DRAWING #:	509033	BY: WAK	DATE: 3-15-11
RW-1013/15	DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512			
REV:	DATE:	DESCRIPTION:		BY:
A	3-22-12	Reformatted/Corrected		BJF
-	-	-		-

2011+ GM HD Pickup Wheel Adapter Kit

Description

Diversified Metal Fabricator's 509033 Wheel Adapter Kit allows for the use of aftermarket 19.5" rims on 2011+ GM 2500HD and 3500HD SRW trucks for use on rail. This kit is not compatible with 2011 Suburban/Yukon's which continue to use DMF Wheel Adapter kit # 509029.

Kit Contents

PART #	DESCRIPTION	QTY.
509033	WHEEL MOD KIT, '11 GM HD PICKUP W/ RIMS & TPMS	EA.
10833	TPMS SENSOR KIT, 07-12 GM (Truck Set)	1
600617	WIRING ENCLOSURE BOX, 4.7" X 2.2" X 3.3"	1
10836	TPMS SENSOR KIT, 07-12 GM (per wheel)	5
10838	TPMS ADAPTER WASHER-GM	1
10839	TPMS ADAPTER GROMETT-GM	1
10837	TPMS SENSOR, GM 07-12, 20158	1
10859	WHEEL, ACCURIDE 28680/50180, W/DECAL	5
10827	WHEEL, ACCURIDE 28680/50180	1
10831	DECAL, '05 GM WHEEL ADAPTER	1
509034	WHEEL ADPT, 11C25/3500, W/STEERING STOPS	1
10818	WHEEL ADAPTER, STL, '11 GM C/K 25/3500	4
10819	DETAIL, WHEEL ADAPTER, '11 GM C/K25/3500	1
10825	LUGNUT, SPLIT-FLANGE, M20	8
10826	STUD, WHEEL, 20MM, E-11706	8
500915	'11 GM HD PICKUP, 1013/15 STEERING STOP KIT, TRUCK SET	1
500937	STEERING STOP, 11GM25HD, DS	1
500938	STEERING STOP, 11GM25HD, PS	1
20716	FLAT WASHER, 5/8", GR8	2
605017	LOCKNUT, M16, TYPE C	2

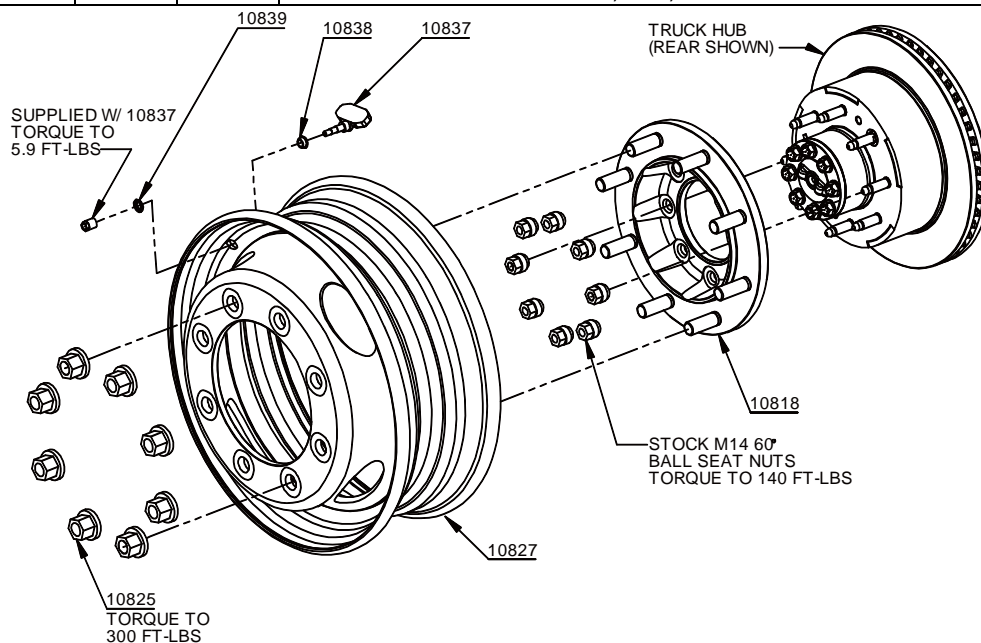


Figure 1 – Installation/Exploded Parts Diagram

Recommended Tires

Mud/Snow/All position

Goodyear G622 245/70R19.5

Michelin XDS2 245/70R19.5

Steer/Highway

Goodyear G647 245/70R19.5

Installation

Warning!

- Never use anti-seize on studs or lug nuts.
- Hand torque all fasteners to the provided specifications using a torque wrench.
- Improper installation or failure to perform a thorough check for clearances once this unit is installed may lead to damage to the chassis, wheels/tires, Railgear or personnel.

1. Install TPMS sensors into 19.5" rims as shown in Figure 1
2. Install and Inflate 19.5" Tires
 - a. Mount and balance tires.
 - b. Inflate tires to a cold pressure of 85 psi.
3. Remove Stock Wheels & Tires
 - a. Lift the vehicle and properly support using jack-stands.
 - b. Remove the stock wheels and tires, retaining the stock lug nuts for reuse.
4. Install Steering Stops as shown in Figure 2
 - a. Remove "Lower Kingpin Nut" from each side
 - b. Install Steering Stop on each side using provided M16 Type C nut.
 - c. Actuate steering to its extents in both directions and verify that the Steering Stops are contacting stop surfaces.
5. Install Adapters, 19.5" Wheels & Tires as shown in Figure 2
 - a. Remove and discard the factory lug retaining clips.
 - b. Mount the Wheel Adapters using the stock lug nuts. Torque as specified in Figure 1.
 - c. Mount the 19.5" rims with 19.5" tires to the Wheel Adapter using the provided M20 Split Flange Nuts. Torque as specified in Figure 1.



Figure 2 – Wheel Adapter Details

6. Clearance Check(s)
 - a. Verify that neither the rims nor tires contact any frame or suspension components in any combination of steering positions and axle droop/jounce conditions.
 - b. Verify that all brake, ABS sensor and other wires or hoses are clear in all steering and suspension positions. Restrain if necessary.
7. Relocate TPMS Receiver Module
 - a. Remove nuts from the main rear seat mounting studs. (If applicable)
 - b. Carefully lift and remove the rear seat. (If applicable)
 - c. Remove the trim panel on the driver's side B-Pillar (C-Pillar on crew cab models).
 - d. The TPMS Receiver Module will be located as shown in Figure 3.



Figure 3 – Original TPMS Receiver Location

- e. Detach the wiring connectors from the TPMS Receiver and carefully remove it.
- f. Carefully pull back the insulation along the rearmost cab wall.
- g. Reroute the TPMS Receiver wiring through the lowest portion of the driver's side rear vent as shown in Figure 4.
- h. Drill a small hole in the side of the provided enclosure and securely mount it to the underside of the bed on the driver's side just behind the cab as shown in Figure 4.
- i. Reconnect the appropriate wires and seal the enclosure using a bead of silicone and the provided hardware.
- j. Replace interior insulation and trim ensuring that no wires are pinched or routed in a manner that might cause them to be damaged.
- k. Replace the rear seat and tighten the lower mounting bolts. (If applicable)



Figure 4 – Mounting Location

NOTE: The following steps must be performed at a dealer as modification of these settings requires a software update specific to your vehicle that must come directly from GM.


8. Re-calibrate Speedometer
 - a. The speedometer calibration is limited to stock tire sizes.
 - b. As the tires we recommend are not a stock size for this vehicle, the stock LT265/60R20 tire setting should be selected as it is the most comparable in size.
9. Program Tire Pressure Monitoring System
 - a. The TPMS system must be reprogrammed to correspond with the correct pressure settings for use with these wheel modifications.
 - b. Ensure that the dealer sets the TPMS for a nominal pressure of 85 psi.
10. Re-establish sensor positions
 - a. Ensure that the dealer has re-established the sensor locations.
 - b. This step may also be performed by referring to the vehicle's owner's manual.

Testing

1. It is the responsibility of the installer to certify that the truck complies with all applicable State and Federal regulations.
2. In particular, the regulations and test procedures outlined in FMVSS Standard 138 must be performed in order to ensure compliance.

Inspection & Maintenance

1. Visually inspect wheels & tires both prior to and after use on rail (look for damage, loose hardware, etc.)
2. Check the fastener torque 50 miles after wheel/tire change and every 2000 miles or 6 months.

	TITLE: WHEEL MOD KIT, 2010+ F-2/350 4X2, W/RIMS			
	DRAWING #:	509048	BY: BJF	DATE: 3-23-12
RW-1013/15	DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512			
REV:	DATE:	DESCRIPTION:		BY:
-	-	-		-
-	-	-		-

2010+ Ford F-2/350 4x2 Wheel Adapter Kit

Description

Diversified Metal Fabricator's 509048 Wheel Adapter Kit allows for the use of aftermarket 19.5" rims on 2010+ Ford F-2/350 4x2 vehicles for use on rail.

Kit Contents

PART #				DESCRIPTION	QTY.
509048				WHEEL MOD KIT, 2010+ F-2/350 4X2, W/RIMS & TPMS	EA.
	10851			TPMS SENSOR KIT, '10-12 F-2/350 (Truck Set)	1
		10857		TPMS SENSOR KIT, '10-12 F-2/350 (PER WHEEL)	5
			10838	TPMS ADAPTER WASHER-GM	1
			10839	TPMS ADAPTER GROMET-GM	1
			10852	DILL VALVE STEM VS-925A	1
			10853	TPMS SENSOR, '10-12 FORD	1
	10861			WHEEL, ACCURIDE 28680/50180, W/DECAL, F-2/350 00-12	5
		10827		WHEEL, ACCURIDE 28680/50180	1
		10832		DECAL, '05-'12 FORD WHEEL ADAPTER	1
	509040			WHEEL ADPT, '05-12 FORD F-2/350 4X2, W/STEERING STOPS	1
		10823		WHEEL ADAPTER, STL, 05-12 F-2/350	4
			10821	SPCR, WHEEL ADAPTER, 05-12 F2/350	1
			10825	LUGNUT, SPLIT-FLANGE, M20	8
			10826	STUD, WHEEL, 20MM, E-11706	8
		515060		STEERING STOP KIT, '00-'12 FORD F-2/350 4X2, RW-1013/15	1
			515025	STEERING STOP, DS, '00-12 F-2/350 4X2	1
			515027	STEERING STOP, PS, '00-12 F-2/350 4X2	1

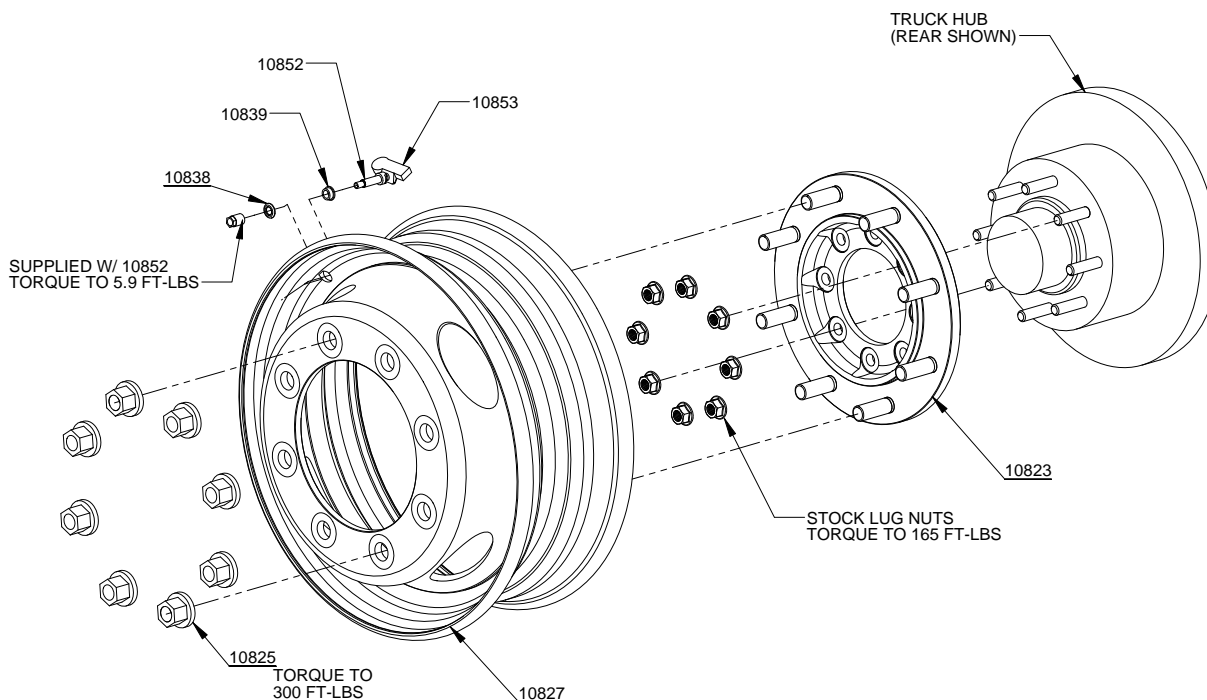


Figure 1 – Installation/Exploded Parts Diagram

Recommended Tires

Mud/Snow/All position

Goodyear G622	225/70R19.5
Michelin XDS2	225/70R19.5

Steer/Highway

Goodyear G647	225/70R19.5
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Installation

Warning!

- Never use anti-seize on studs or lug nuts.
- Hand-torque all fasteners to the provided specifications using a torque wrench.
- Improper installation or failure to perform a thorough check for clearances once this unit is installed may lead to damage to the chassis, wheels/tires, or personnel.

1. Install TPMS sensor into 19.5" rims as shown in Figure 1
2. Install and Inflate 19.5" Tires
 - a. Mount and balance tires.
 - b. Inflate tires to a cold pressure of 85 psi.
3. Remove Stock Wheels & Tires
 - a. Lift the vehicle and properly support using jack-stands.
 - b. Remove the stock wheels and tires, retaining the stock lug nuts for reuse.
4. Install Steering Stops
 - a. Install Steering Stops.
 - b. Actuate steering to its extents in both directions and verify that the Steering Stops are contacting stop surfaces.
5. Install Adapters, 19.5" Wheels & Tires as shown in Figure 2
 - a. Remove and discard the factory lug retaining clips.
 - b. Mount the Wheel Adapters using the stock lug nuts. Torque as specified in Figure 1.
 - c. Mount the 19.5" rims with 19.5" tires to the Wheel Adapter using the provided M20 Split Flange Nuts. Torque as specified in Figure 1.



Figure 2 – Wheel Adapter Details

6. Clearance Check(s)
 - a. Verify that neither the rims nor tires contact any frame or suspension components in any combination of steering positions and axle droop/jounce conditions.
 - b. Verify that all brake, ABS sensor and other wires or hoses are clear in all steering and suspension positions. Restrain if necessary.

NOTE: The following steps must be performed at a dealer as modification of these settings requires a software update specific to your vehicle.

7. Re-calibrating Speedometer
 - a. The speedometer calibration is limited to stock tire sizes.
 - b. As the tires we recommend are not a stock size for this vehicle, the stock LT265/60R20 tire setting should be selected as it is the most comparable in size.
8. Program Tire Pressure Monitoring System
 - a. The TPMS system must be reprogrammed to correspond with the correct pressure settings for use with these wheel modifications.
 - b. Ensure that the dealer sets the TPMS for a nominal pressure of 85 psi.
9. Re-establish sensor positions
 - a. Ensure that the dealer has re-established the sensor locations.
 - b. This step may also be performed by referring to the vehicle's owner's manual.


Testing

1. It is the responsibility of the installer to certify that the truck complies with all applicable State and Federal regulations.
2. In particular, the regulations and test procedures outlined in FMVSS Standard 138 must be performed in order to ensure compliance.

Inspection & Maintenance

1. Visually inspect wheels & tires both prior to and after use on rail (look for damage, loose hardware, etc.)
2. Check the fastener torque 50 miles after wheel/tire change and every 2000 miles or 6 months.

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	TITLE: WHEEL MOD KIT, '10-12 F-2/350 4X4, W/RIMS & TPMS			
	DRAWING #:	509049	BY: BJB	DATE: 3-23-12
RW-1013/15	DIVERSIFIED METAL FABRICATORS, INC. (404) 875-1512			
REV:	DATE:	DESCRIPTION:		BY:
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-	-	-		-

2010+ Ford F-2/350 4x4 Wheel Adapter Kit

Description

Diversified Metal Fabricator's 509049 Wheel Adapter Kit allows for the use of aftermarket 19.5" rims on 2010+ Ford F-2/350 4x4 vehicles for use on rail.

Kit Contents

PART #				DESCRIPTION	QTY.
509049				WHEEL MOD KIT, 2010+ F-2/350 4X4, W/RIMS & TPMS	EA.
	10851			TPMS SENSOR KIT, '10-12 F-2/350 (Truck Set)	1
		10857		TPMS SENSOR KIT, '10-12 F-2/350 (PER WHEEL)	5
			10838	TPMS ADAPTER WASHER-GM	1
			10839	TPMS ADAPTER GROMET-GM	1
			10852	DILL VALVE STEM VS-925A	1
			10853	TPMS SENSOR, '10-12 FORD	1
	10861			WHEEL, ACCURIDE 28680/50180, W/DECAL, F-2/350 00-12	5
		10827		WHEEL, ACCURIDE 28680/50180	1
		10832		DECAL, '05-'12 FORD WHEEL ADAPTER	1
	509041			WHEEL ADPT, '05-12 FORD F-2/350 4X4, W/STEERING STOPS	1
		10823		WHEEL ADAPTER, STL, 05-12 F-2/350	4
			10821	SPCR, WHEEL ADAPTER, 05-12 F2/350	1
			10825	LUGNUT, SPLIT-FLANGE, M20	8
			10826	STUD, WHEEL, 20MM, E-11706	8
		515062		STEERING STOP KIT, '05-'12 FORD F-2/350 4X4, RW-1013/15	1
			515021	STEERING STOP, '05-'12 F-2/350 4X4	2

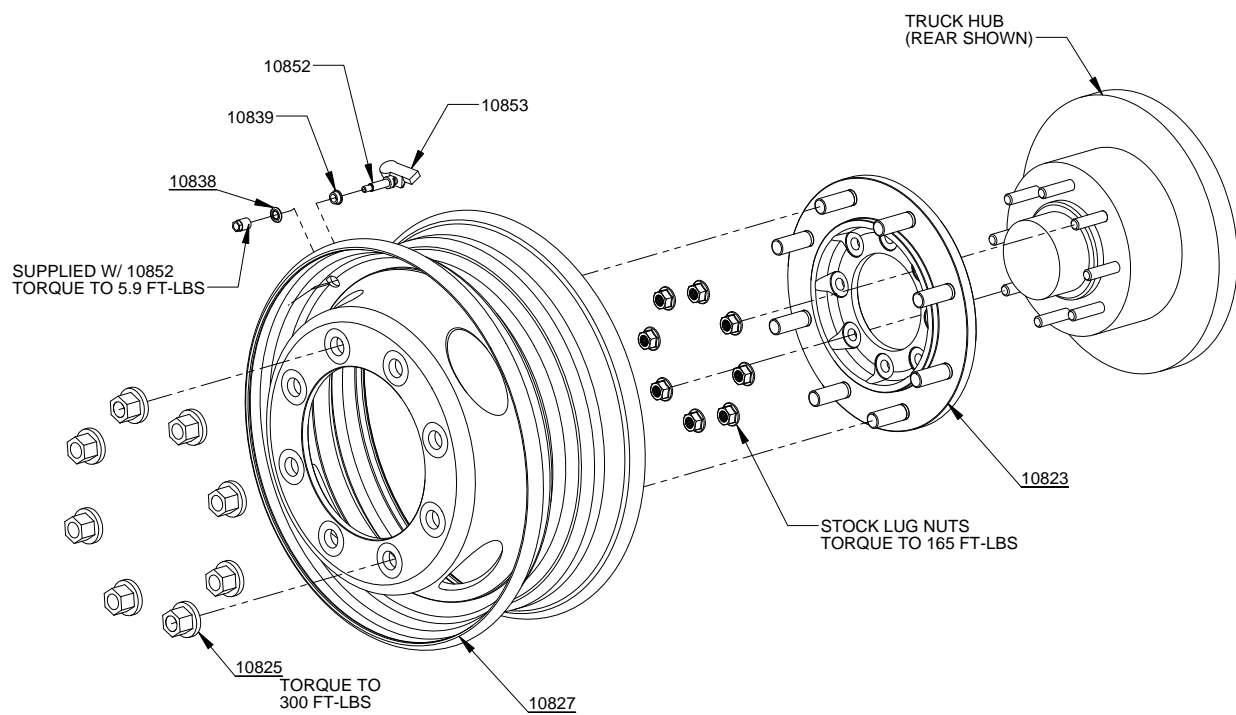


Figure 1 – Installation/Exploded Parts Diagram

Recommended Tires

Mud/Snow/All position

Goodyear G622	225/70R19.5
Michelin XDS2	225/70R19.5

Steer/Highway

Goodyear G647	225/70R19.5
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Installation

Warning!

- Never use anti-seize on studs or lug nuts.
- Hand-torque all fasteners to the provided specifications using a torque wrench.
- Improper installation or failure to perform a thorough check for clearances once this unit is installed may lead to damage to the chassis, wheels/tires, or personnel.

1. Install TPMS sensor into 19.5" rims as shown in Figure 1
2. Install and Inflate 19.5" Tires
 - a. Mount and balance tires.
 - b. Inflate tires to a cold pressure of 85 psi.
3. Remove Stock Wheels & Tires
 - a. Lift the vehicle and properly support using jack-stands.
 - b. Remove the stock wheels and tires, retaining the stock lug nuts for reuse.
4. Install Steering Stops as shown in Figure 2
 - a. Remove "Lower Brake Housing Bolt" from each side
 - b. Install Steering Stops as shown, re-using the stock bolt.
 - c. Actuate steering to its extents in both directions and verify that the Steering Stops are contacting stop surfaces.

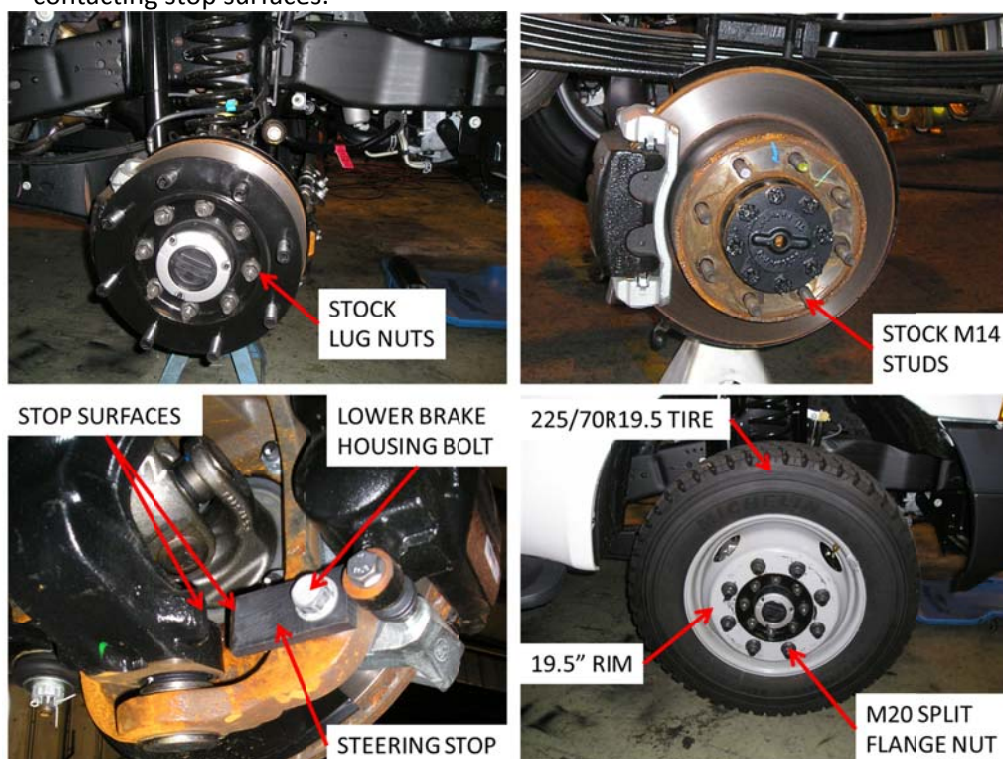


Figure 2 – Wheel Adapter Details

5. Install Adapters, 19.5" Wheels & Tires as shown in Figure 2
 - a. Remove and discard the factory lug retaining clips.
 - b. Mount the Wheel Adapters using the stock lug nuts. Torque as specified in Figure 1.
 - c. Mount the 19.5" rims with 19.5" tires to the Wheel Adapter using the provided M20 Split Flange Nuts. Torque as specified in Figure 1.
6. Clearance Check(s)
 - a. Verify that neither the rims nor tires contact any frame or suspension components in any combination of steering positions and axle droop/jounce conditions.
 - b. Verify that all brake, ABS sensor and other wires or hoses are clear in all steering and suspension positions. Restrain if necessary.

<p>NOTE: The following steps must be performed at a dealer as modification of these settings requires a software update specific to your vehicle.</p>
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7. Re-calibrating Speedometer
 - a. The speedometer calibration is limited to stock tire sizes.
 - b. As the tires we recommend are not a stock size for this vehicle, the stock LT265/60R20 tire setting should be selected as it is the most comparable in size.
8. Program Tire Pressure Monitoring System
 - a. The TPMS system must be reprogrammed to correspond with the correct pressure settings for use with these wheel modifications.
 - b. Ensure that the dealer sets the TPMS for a nominal pressure of 85 psi.
9. Re-establish sensor positions
 - a. Ensure that the dealer has re-established the sensor locations.
 - b. This step may also be performed by referring to the vehicle's owner's manual.

Testing

1. It is the responsibility of the installer to certify that the truck complies with all applicable State and Federal regulations.
2. In particular, the regulations and test procedures outlined in FMVSS Standard 138 must be performed in order to ensure compliance.

Inspection & Maintenance

1. Visually inspect wheels & tires both prior to and after use on rail (look for damage, loose hardware, etc.)
2. Check the fastener torque 50 miles after wheel/tire change and every 2000 miles or 6 months.

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DMF Limited Warranty Policy

RW-1013 Railgear

Diversified Metal Fabricators (DMF) products are designed to provide the utmost service and reliability. Competent workmen, guided by stringent quality standards, manufacture the products from high-grade material. **DMF** warrants products of its manufacturer to be free of defects in material and workmanship, under normal use and service, for a period of **TWO CALENDAR YEARS**. **DMF's obligation** under this warranty is limited to repairing or replacing at its factory, or other location designated by us, any part or parts there-of which shall, within 30 DAYS of the date of failure or notice of defect, be returned, and which upon examination shall appear to **DMF's** satisfaction to have been defective. Such repair or replacement does not include the cost of installing the new part or any other expenses incident thereto; however, the outbound direct ground freight on the part will be prepaid to locations within the continental United States and Canada. **DMF** shall not be liable for other loss, damage, or expense directly or indirectly arising from the use of its products.

Ordinary wear and tear, abuse, misuse, neglect, or alteration is not covered by this warranty. **DMF** assumes no liability for expenses or repairs made outside its factory except by written consent. Warranty is null and void if instructions and operating procedures specifically referring to warranty coverage are not followed.

Equipment or parts not manufactured by this company, but which are furnished in connection with **DMF** products are covered directly and solely by the warranty of the manufacturer supplying them.

This warranty is in lieu of other warranties, expressed or implied, including any implied warranties of merchantability or fitness for a particular purpose and any liability for special or consequential damages.



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