Our neoprene diaphragm has been improved to provide greater durability and long life. Its hybrid design utilizes the benefits of nitrile rubber combined with the oil-resistant qualities of neoprene:

- Nitrile rubber shell to provide added strength and durability
- Skimmed neoprene coating facing the air side to resist oil contamination
- Reliable performance over a wide temperature range
- Outstanding physical toughness
- Resists damage caused by flexing and stretching

Brake chambers with the skimmed neoprene diaphragms are the best choice to keep your vocational fleet in action and out of the shop—saving you money.

*Approximately -40°C to 80°C (-40°F to 176°F)

All neoprene diaphragm and severe service brake chambers with welded yokes now come standard with stainless steel clevis pins.

**BRAKE CHAMBERS DESIGNED SPECIFICALLY FOR THE VOCATIONAL MARKET**

(AVAILABLE WITH NITRILE RUBBER OR SKIMMED NEOPRENE DIAPHRAGMS)

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Along with chambers equipped with standard 8-inch fully threaded push-rods, MGM Brakes also offers a variety of standard rubber and neoprene diaphragm chambers with welded yokes.

**KEY BENEFITS OF THE WELDED YOKE**

- Reduces chamber replacement time
- No push-rod cutting required
- Save money—no need to buy separate, expensive yoke
- Retains exact chamber to slack adjuster factory set-up

Welded yoke chambers have a preset y-dimension, measured from the bottom of the non-pressure chamber (NPC) to the center line of the yoke pin.

Because some y-dimensions are relatively short, the corresponding x-dimension will also be short, at approximately 3/4 to 1-inch (measured from the bottom of the NPC to the end of the push-rod). Consequently, if a replacement unit with a ‘universal’ all-threaded cut-to-fit push-rod is used, the ‘stack-up’ of the yoke and jam nut could exceed the x-dimension by approximately 1/8-inch. In some cases, this could prevent the unit from achieving zero-stroke. Also, if the push-rod opening in the NPC is large enough, the jam nut may protrude into the NPC and damage the protective stone shield. Spring brakes and service chambers must fully retract to zero-stroke in order to completely release the foundation brakes so the lining no longer contacts the drum, and to allow the automatic slack adjusters to properly operate and adjust the stroke.

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**MGM Vocational Breakdown Sheet - Neoprene and Non-Neoprene**

<table>
<thead>
<tr>
<th>Application</th>
<th>Steer Axle</th>
<th>Front/Rear</th>
<th>Rear/Rear</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>All Mack, International, Freightliner,</td>
<td>1427001</td>
<td>3431051</td>
<td>3431051</td>
<td>For Type 20 steer: 1420001</td>
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<tr>
<td>Sterling 2005 and older &amp; all CCC, Auto-</td>
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<td>3431051</td>
<td>For Type 20L steer: 1421001</td>
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<tr>
<td>car, Kenworth, Peterbilt</td>
<td>1427001</td>
<td>3431051</td>
<td>3431051</td>
<td>For Type 20L steer welded yoke: 1621901</td>
</tr>
</tbody>
</table>

**WARNING:** Every day, more and more vehicles are being manufactured with spring brakes and service chambers with the yoke welded to the service push-rod.

Units manufactured with a welded yoke have a preset y-dimension, measured from the bottom of the NPC to the center-line of the yoke pin. There are many different preset y-dimensions depending on the application. It is very important that you obtain this y-measurement from your current chamber in order to replace “like for like” to continue proper operation.