

# YOU GOTTA BE TOUGH TO WORK IN THESE ENVIRONMENTS



**CORROSION**  
FIGHTER<sup>®</sup>  
TECHNOLOGY

- Composite Guide - A standard feature constructed from heavy-duty, non-metallic composite material. Available on all TR standard type 30 spring side models and long stroke model chambers.
- The new spring guide also ensures precise alignment of the power spring inside the brake. Accurate alignment of the head side of the power spring compliments our patented Center-Hole Diaphragm (CHD) design providing longer center seal and power spring life.

## BRAKE CHAMBERS DESIGNED SPECIFICALLY FOR THE VOCATIONAL MARKET

(AVAILABLE WITH NITRILE RUBBER OR SKIMMED NEOPRENE DIAPHRAGMS)

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.



Form 5093



**MGM Brakes**  
A Division of Indian Head Industries, Inc.

[WWW.MGMBRAKES.COM](http://WWW.MGMBRAKES.COM)



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.

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

Application:	Steer Axle	Front/Rear	Rear/Rear	Comments
All Mack, International, Freightliner, Sterling 2005 and older & all CCC, Autocar, Kenworth, Peterbilt	1427001	3431051	3431051	For Type 20 steer: 1420001 For Type 20L steer: 1421001
	1427801 - Neoprene	3430851 - Neoprene	3430851 - Neoprene	For Type 20L steer welded yoke: 1621901
2006+ Freightliner, Sterling, Western Star, International with long stroke brake chambers	1427001	3232951	3232951	For Type 20 steer: 1420001 For Type 20L steer: 1421001
	1428902 - Neoprene	3232952 - Neoprene	3232952 - Neoprene	For Type 20L steer welded yoke: 1621901
2006+ Mack Camelback Suspension (All) and Hendrickson with 3030 chambers (standard stroke)	1427901	3431951	3431952	For long stroke 3.00" on steer, use 1428901 or 1428902 - neoprene
	1427902 - Neoprene	3431953 - Neoprene	3431954 - Neoprene	
2010+ Mack with T-Ride Suspension	1428901	3431951	3431951	For long stroke 3.00" on steer, use 1428901 or 1428902 - neoprene
	1428902 - Neoprene	3431953 - Neoprene	3431953 - Neoprene	
2005+ Mack with Hendrickson Spring Suspension using welded yoke chambers	1427901	3531951	3531952	For long stroke 3.00" on steer, use 1428901 or 1428902 - neoprene
	1427902 - Neoprene	3532954 - Neoprene	3532953 - Neoprene	
2006+ Mack Camelback Suspension with optional long stroke brake chambers	1427901	3232951	3233953 - Neoprene	For long stroke 3.00" on steer, use 1428901 or 1428902 - neoprene
	1427902 - Neoprene	3233952 - Neoprene	3233953 - Neoprene	
2005+ Autocar and Peterbilt with S-Cam Brakes	1427904 Type 24	3431956	3431956	NEW welded yoke chambers for TR-3030 and TR-3036
	1430904 Type 30	3431955 - Neoprene	3431955 - Neoprene	
2007+ Mack with Type 3636 on single-axle	1427902 (2.5")	3436952		On steer axle, make sure to change the correct stroke
	1428902 (3.0")	3436952		
2010+ Mack with Primaxx Air-Suspension	1428902 (3.0")	3531951	3531951	TR-3036 Chambers One chamber for both rear axles-welded yoke
		3532954 - Neoprene	3532954 - Neoprene	

**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.

