



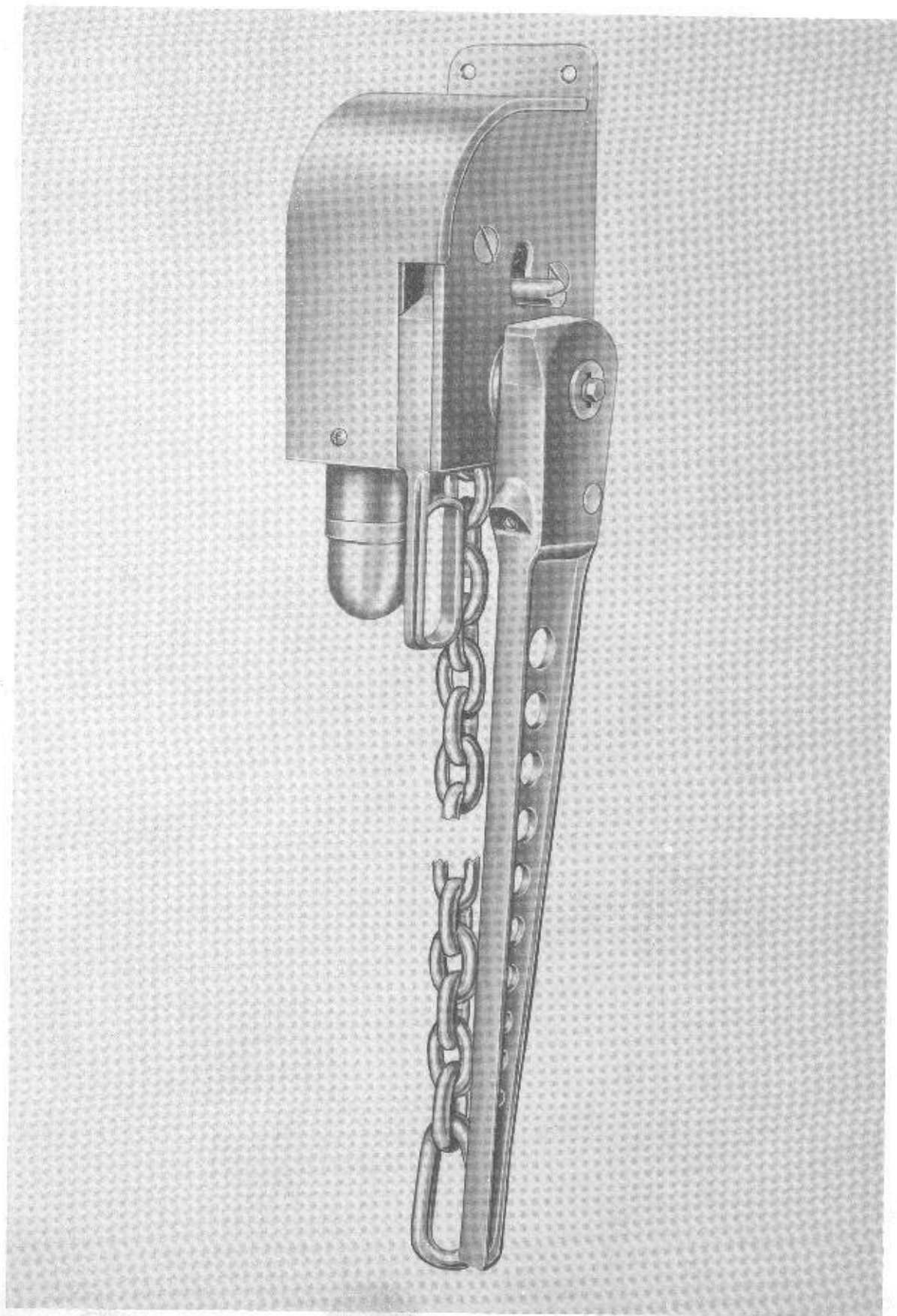
PEACOCK BRAKE

MODEL NO.

800

NATIONAL BRAKE CO., INC.
NEW YORK 7, N. Y.

NO. 800-RE BRAKE
NO. 800-LE BRAKE



GENERAL DATA

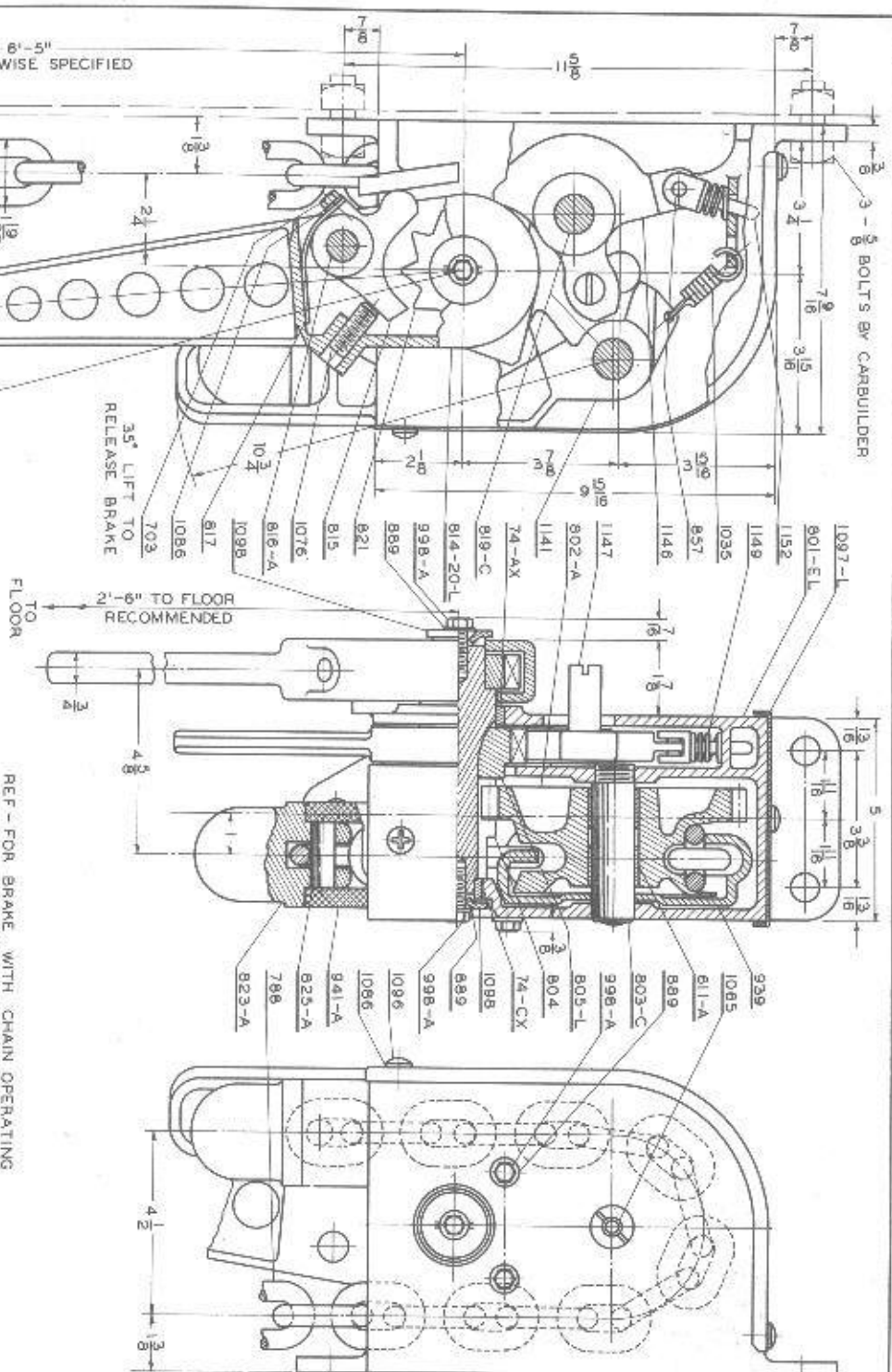
MADE IN MALLEABLE & STEEL
CONSTRUCTION WITH PAINTED,
CADMIUM, OR CHROME FINISH
WEIGHT - MALL. & STEEL CONSTR
24" HAND LEVER - 75 LBS
GEAR RATIO - 5:1
CHAIN TRAVEL - UNLIMITED

FORCES

HAND LEVERS
THEORETICAL 16" 18" 20" 24"
A.A.R. 3600# 4170# 4720# 5640#
ACTUAL - 125%
ON HANDLE 3000# 3300# 3600# 4180#
ACTUAL - BY
AVERAGE MAN 3600# 4400# 4900# 6000#

LUBRICATION - INTERNAL MECH-
ANISM SHOULD BE THOROUGHLY
BLOWN FREE OF ALL GRIT, DUST,
ETC., AND LUBRICATED BY SPRAY-
ING WITH A LIGHT OIL AT LEAST
ONCE A YEAR

BRAKE RIGGING TO BE EQUIPPED
WITH A SUITABLE RETURN SPRING
IN ORDER TO EFFECT A FULL
RELEASE OF HAND BRAKE.



REF - FOR BRAKE WITH CHAIN OPERATING
OUT OF BACK SEE DWG. C-1553

801-EL HOUSING	1141	TRIP LEVER
1097-L	1096	COVER
1098	1096	SCREW
1098	1096	LOCKWASHER
74-AX	814-18-L	HAND LEVER - 18"
74-CX	814-20-L	" - 20"
802-A	814-24-L	" - 24"
803-C	815	CHAIN DRUM
811-A	816-A	SHAFT
1065	817	BUSHING
804	817	SHAFT OIL CUP
805-L	821	PINION
1098	821	RATCHET
998-A	998-A	RETAINER
889	889	SCREW
1146	1076	LOCKWASHER
1147	786	CHAIN 1/2" - 14,000 P.T. 28-0-0-A
819-C	941-A	SNUBBER
1149	825-A	WEIGHT
1152	939	GUIDE
857	998-A	SCREW
	889	LOCKWASHER

PEACOCK BRAKE

NATIONAL BRAKE CO., INC.

30 CHURCH ST.

NO. 800-LE BRAKE

(LEFT HAND TYPE)

SCALE 8" = 1'-0"

DATE 1-4-52

APPROVED

C-1550

HAND LEVER CLEARANCE
CAN BE ADJUSTED
BY MEANS OF SCREW NO 1076

PATENTED AND
PATENTS PENDING

UNLESS OTHERWISE SPECIFIED

20" 814-20-L
SHOWN
SPECIFY WHETHER
16", 18", 20" OR 24"

35" LIFT TO
RELEASE BRAKE

2'-6" TO FLOOR
RECOMMENDED

TO
FLOOR

GENERAL DATA

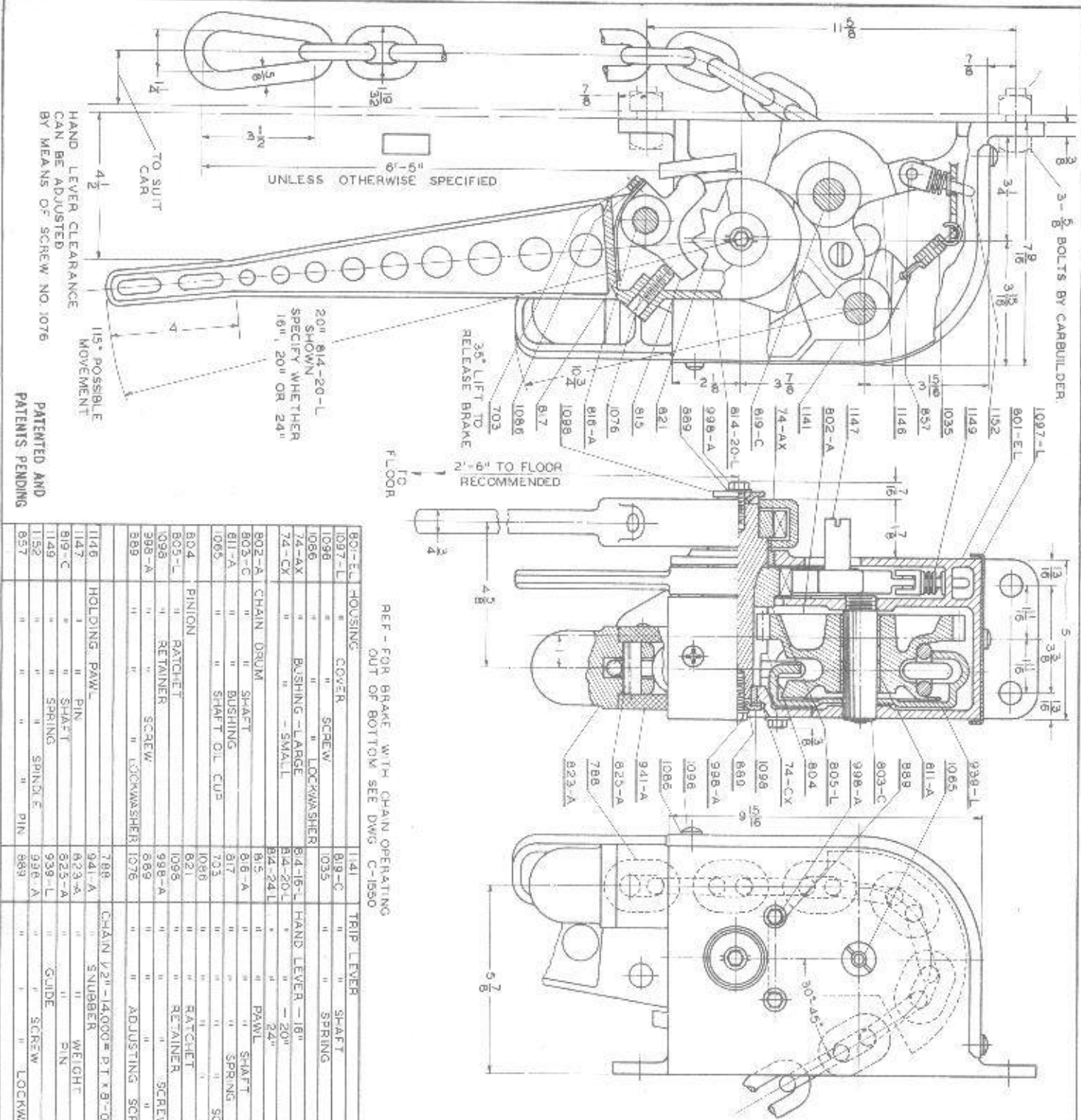
MADE IN MALLEABLE & STEEL
CONSTRUCTION WITH PAINTED,
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WEIGHT - MALL. & STEEL CONSTR
24" HAND LEVER - 75 LBS
GEAR RATIO - 5:1
CHAIN TRAVEL - UNLIMITED

FORCES

HAND LEVERS
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A.A.R. 3600 4720 5840
ACTUAL - 125%
ON HANDLE 3000 3600 4180
ACTUAL - BY
AVERAGE MAN 3600 4900 6000

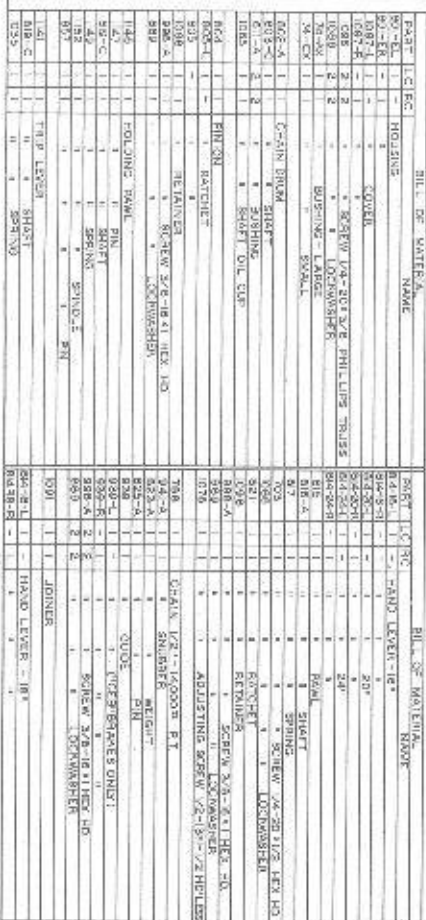
LUBRICATION - INTERNAL MECH-
ANISM SHOULD BE THOROUGHLY
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ETC., AND LUBRICATED BY SPRAY-
ING WITH A LIGHT OIL AT LEAST
ONCE A YEAR

BRAKE RIGGING TO BE EQUIPPED
WITH A SUITABLE RETURN SPRING
IN ORDER TO EFFECT A FULL
RELEASE OF HAND BRAKE



REF - FOR BRAKE WITH CHAIN OPERATING
OUT OF BOTTOM SEE DWG C-1550

801-EL	HOUSING			1141	TRIP	EVER
1097-L	"	COVER			"	SHAFT
1096	"	SCREW		1035	"	SPRING
1095	"	"	LOCKWASHER		"	
74-AX	"	BUSHING-LARGE		84-16-L	HAND LEVER-18"	
74-CX	"	"	-SMALL	84-20-L	"	-20"
				84-24-L	"	24"
802-A	CHAIN	DRUM		815	"	PAWL
803-C	"	SHAFT		816-A	"	"
811-A	"	BUSHING		817	"	SHAFT
1095	"	SHAFT OIL CUP		753	"	SPRING
	"	"			"	"
	"	"		1096	"	"
804	PINION			821	"	RATCHET
805-L	"	RATCHET		1098	"	"
1098	"	RETAINER		998-A	"	RETAINER
908-A	"	SCREW		889	"	SCREW
	"	"	LOCKWASHER	1076	"	ADJUSTING SCREW
1146	HOLDING	PAWL		789	CHAIN 1/2"-14,000# PT X 9'-0"-O.A.	
1147	"	"		941-A	"	SNUBBER
819-C	"	PIN		823-A	"	"
1149	"	SHAFT		825-A	"	WEIGHT
1152	"	SPRING		939-L	"	PIN
	"	"	SPINDLE	936-A	"	GUIDE
857	"	"	PIN	869	"	SCREW
	"	"			"	LOCKWASHER



FOR ASSEMBLY OF PARTS
SHOWN HERE SEE DWGS.
C-1549, C-1550, C-1552 &
C-2223

NATIONAL BRAKE CO., INC. 32 CUNEIFORM ST. NEW YORK, N.Y. IDENTIFICATION CHART NO. 200-RE & LE BRAKES		PEACOCK BRAKE 140-154 CUNEIFORM STATION, NEW YORK, N.Y. 140-154 CUNEIFORM STATION, NEW YORK, N.Y. 140-154 CUNEIFORM STATION, NEW YORK, N.Y.	
DATE	1-9-52	DATE	1-9-52
BY	QC	BY	QC
DX-1551		DX-1551	

OPERATIONAL INSTRUCTIONS

PEACOCK NO. 800 BRAKES

SETTING BRAKE

- This is a power type Non-lift-the-load hand brake and is usually attached to the foundation rigging in such a way that it will apply as much or some times more force than the service air brake. To set the brake it is only necessary to operate hand lever upward (pumping action) until the brake is set. It is not necessary to manipulate the trip lever in any way while brake is being set.

RELEASING BRAKE

- To release the brake, return hand lever to its retainer spring clip (if one is used), if not, push the hand lever as far back as it will go and leave there, but do not push against handle with the foot as this retards the releasing action. Then pull upward and outward on the trip lever, holding it only until the chain weight and its rubber snubber come up against bottom of brake housing. If chain weight and its rubber snubber do not return up to bottom of housing, reset the brake and repeat release.

VISUAL CHECK FOR FULL RELEASE

- Car should never be operated with brake partially applied. To insure this, all operating personnel should make sure the chain weight, #823-A, and its rubber snubber, #941, are up against the bottom of the housing. If not, the brake should again be fully set and then released.

October 1, 1947

NATIONAL BRAKE COMPANY, INC.
NEW YORK, N.Y.

MAINTENANCE INSTRUCTIONS

PEACOCK NO. 800 BRAKES

LUBRICATION

- All rotating or moving parts should be periodically lubricated with a medium oil or light grease (preferably graphite impregnated oil). Length of time between lubrications will depend on use of brake, operating conditions, climate, etc., but, in any event, brakes should be lubricated about once a year. Older models can usually be cleaned and lubricated by blowing out rust, dirt, etc. with an air hose, inserting it in all openings such as chain entrance and exit holes, trip lever clearance hole, etc. Newer models are provided with an inspection window or removable cover to facilitate this work. After this has been done, a light oil should be sprayed in these same openings as well as directly on all visible rotating points.

SCREWS, NUTS, - BOLTS, ETC.

Brakes should be periodically inspected for, and all loose screws, nuts or bolts should, of course, be tightened. EXCEPTION - Hand lever adjusting screw, part #1076, located in the front edge of the hand lever near the top, should not be turned except as outlined in the following paragraph.

HAND LEVER CLEARANCE

- All late models are equipped with a hand lever adjusting screw located in the front edge of the hand lever near the top which by turning adjusts the hand lever clearance between the handle and the nearest part of the car structure. Turning this screw clockwise increases the clearance and counter-clockwise decreases it. It will seldom, if ever, be necessary to move this screw once the car is built. However, should it be necessary, the screw should be respiked by center-punching the threads into the slot extending across the head of the screw. All older models have the hand lever clearance fixed and cannot be adjusted and likewise these are not equipped with an adjusting screw.

CAUTION

- If hand brake rigging is not provided with some type of return spring, the hand brake itself will not fully release with air brake set. In this event, it may be necessary to reset the hand brake unusually hard so the momentum of the release will carry the chain all the way through the brake or until the chain weight and snubber come up against the bottom of the housing. The alternate - release the air brake first.

REPLACEMENT OF CHAIN

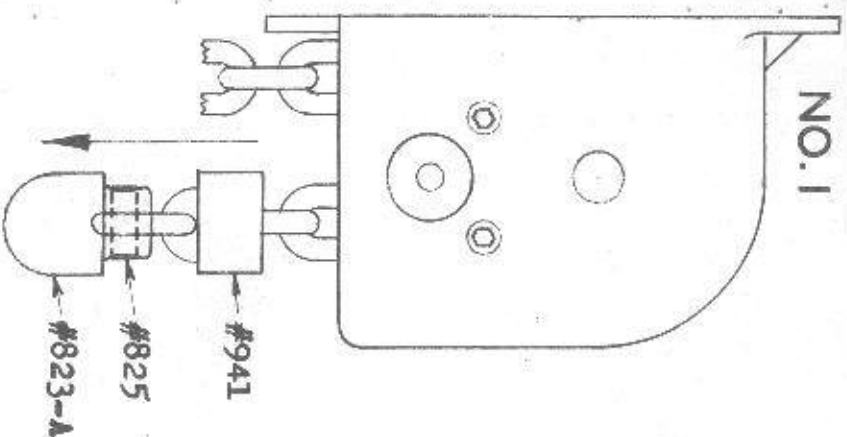
- See operating drawing A-1209 attached.

Sheet No. 1

New October 28, 1947
Revised August 1, 1950

NATIONAL BRAKE COMPANY, INC.
NEW YORK, N.Y.

NO.1

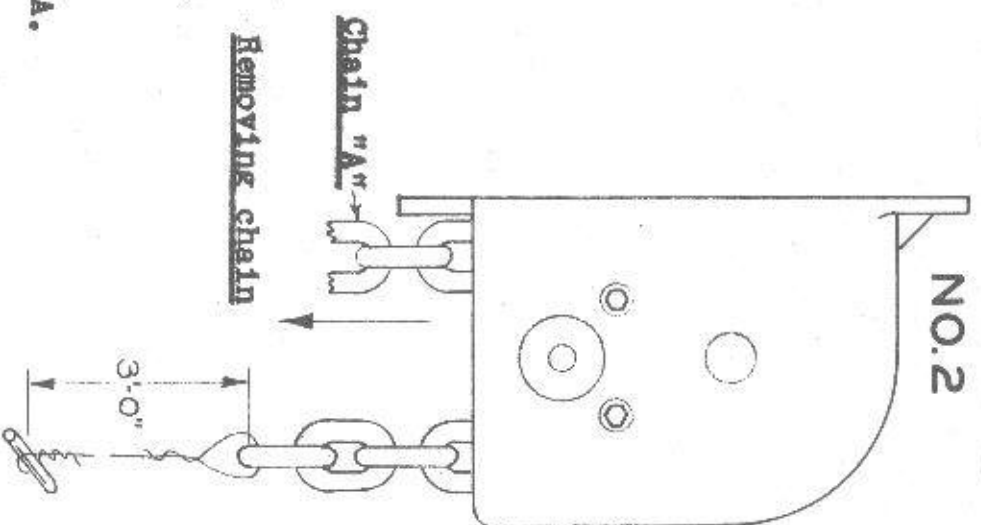


Pull down weighted end of chain #823-A.

Slide rubber snubber #941 up chain as shown.

Remove chain snubber pin #825.

NO.2



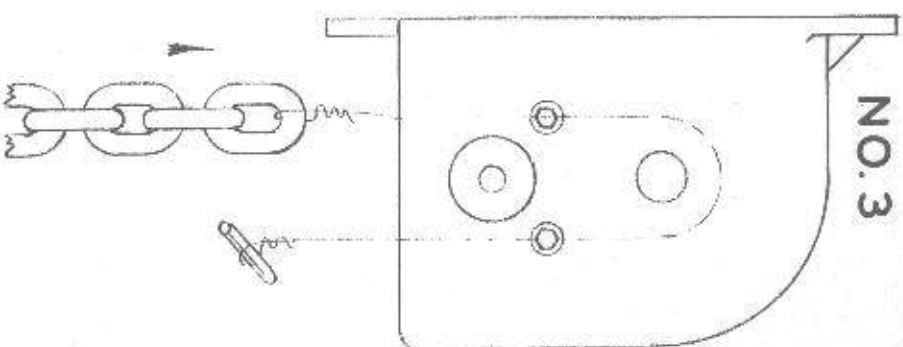
Attach piece of bale wire approximately 3 feet long to loose end of chain with a loop or other means of preventing the wire from passing through the housing.

Pull down on chain "A" until the wire hangs about evenly on both sides of the drum as shown. Disconnect wire from old chain and attach to new chain.

Pull down on the handle end of wire at the same time assisting the operation by raising chain up and starting it through the bottom of the housing. Continue this operation until chain has been drawn entirely through housing and hanging as shown in Sketch 1.

Slide snubber #941 up chain, attach weight #823-A by inserting pin #825, slide snubber down over the end of the weight #823-A, and connect the far end of chain to brake rigging.

NO.3



Reapplying chain

MAINTENANCE INSTRUCTIONS

METHOD OF CHANGING CHAINS
PEACOCK NO.800 BRAKES

THE NATIONAL BRAKE CO.

30 CHURCH ST.

NEW YORK

A-1209

GENERAL DATA

MADE IN MALLEABLE & STEEL
CONSTRUCTION WITH PAINTED
CADMIUM, OR CHROME FINISH.

WEIGHT - MALL & STEEL CONSTR.
24" HAND LEVER - 75 LBS.

GEAR RATIO - 5:1

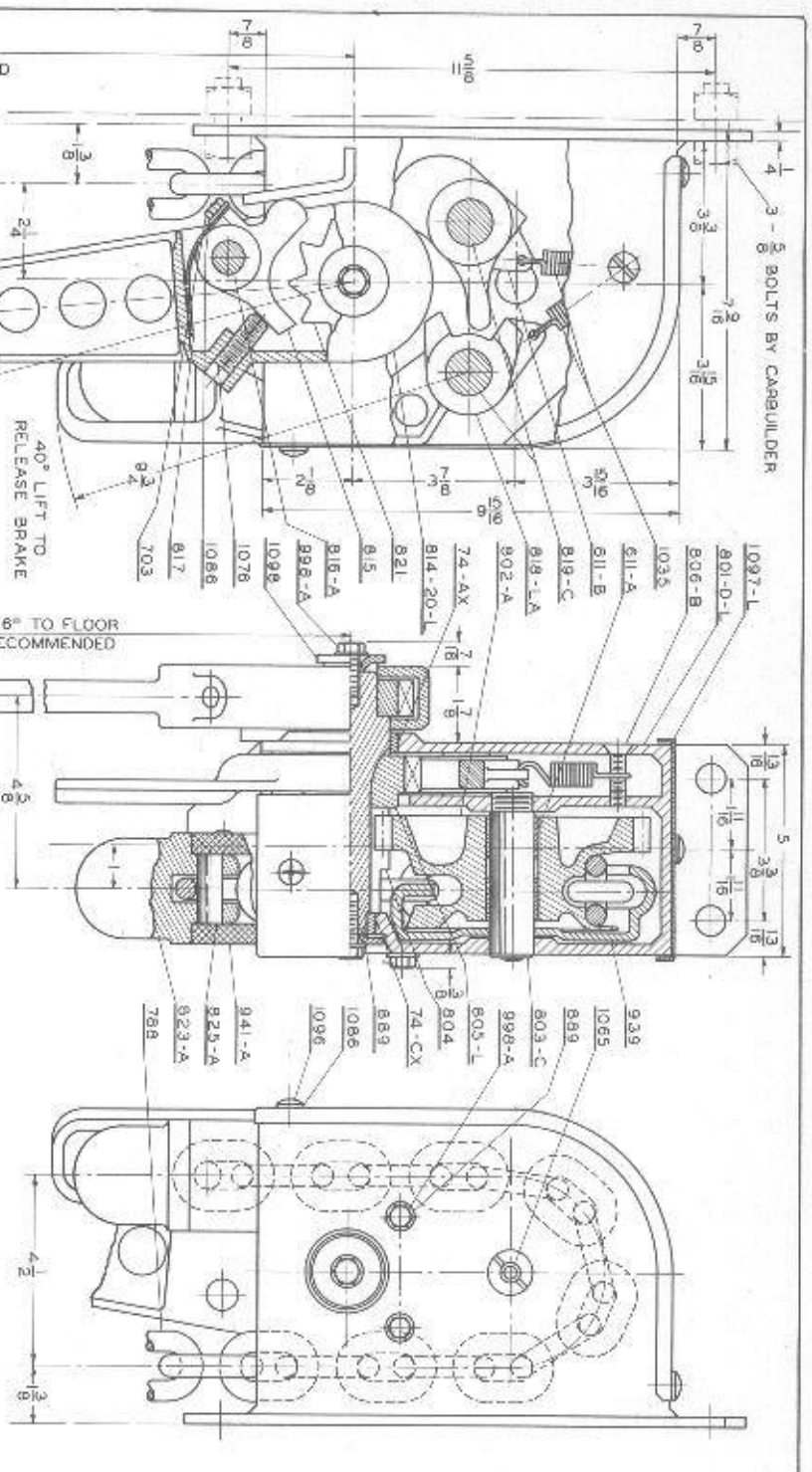
CHAIN TRAVEL - UNLIMITED

FORCES

HAND LEVERS
THEORETICAL 18" 20" 24"
A.A.R. 3800# 4720# 5840#
ACTUAL - 125#
ON HANDLE 3000# 3800# 4180#
ACTUAL - BY
AVERAGE MAN 3900# 4900# 6000#

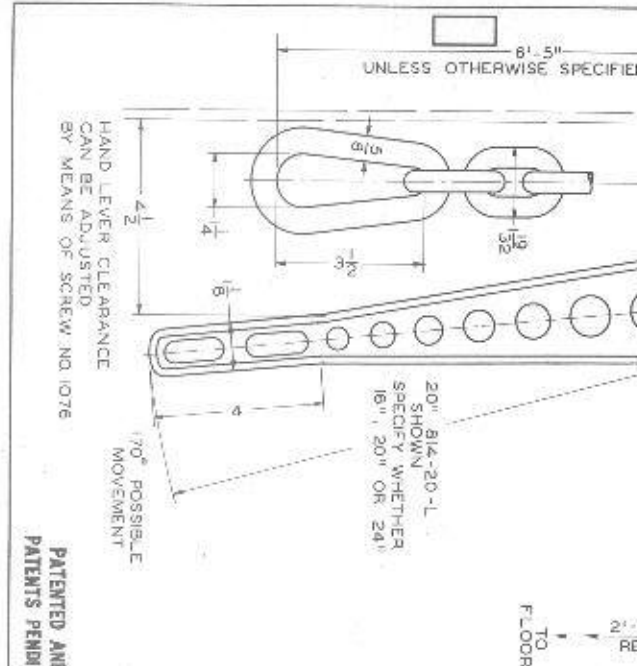
LUBRICATION - INTERNAL MECH-
ANISM SHOULD BE THOROUGHLY
BLOWN FREE OF ALL GRIT, DUST,
ETC., AND LUBRICATED BY SPRAY-
ING WITH A LIGHT OIL AT LEAST
ONCE A YEAR.

BRAKE RIGGING TO BE EQUIPPED
WITH A SUITABLE RETURN SPRING
IN ORDER TO EFFECT A FULL
RELEASE OF HAND BRAKE.



2'-6" TO FLOOR
RECOMMENDED

REF - FOR BRAKE WITH CHAIN OPERATING
OUT OF BACK SEE DWG C-1380



801-D-L HOUSING		819-C TRIP LEVER SHAFT	
1097-L	" COVER	814-B-L	HAND LEVER - 16"
1098	" SCREW	814-20-L	" 20"
74-AX	" BUSHING - LARGE	814-24-L	" 24"
74-CX	" - SMALL	815	" PAWL
802-A	" CHAIN DRUM	816-A	" SHAFT
803-C	" SHAFT	817	" SPRING
811-A	" BUSHING	1096	" SCREW
1065	" SHAFT OIL CUP	621	" LOCKW/ R
804	" PINION	1098	" RATCHET
805-L	" RATCHET	998-A	" RETAINER
1098	" RETAINER	889	" SCREW
998-A	" SCREW	1076	" ADJUSTING SCREW
889	" LOCKWASHER	788	" CHAIN 1/2"-14 000* RT. 1.8"-0" O.A.
811-B	" HOLDING PAWL	941-A	" SNUGGER
819-C	" SHAFT	825-A	" WEIGHT
1035	" 8" T.L. SPRING	929	" PIN
808-B	" SCREW	998-A	" GUIDE
810-LA	" TRIP LEVER	889	" SCREW
			" LOCKWASHER

Will be discontinued
after the present
supply of components
is exhausted by
the superseded by
Model 800-LE

PEACOCK BRAKE

NATIONAL BRAKE CO., INC.

30 CHURCH ST.
NEW YORK, N.Y.
NO. 800-LC BRAKE
(LEFT HAND TYPE)

MADE IN U.S.A.
C-1376

CHAIN TRAVEL - UNLIMITED

HAND LEVERS

LUBRICATION - INTERNAL MECHANISM SHOULD BE THOROUGHLY BLOWN FREE OF ALL GRIT, DUST, ETC., AND LUBRICATED BY SPRAYING WITH A LIGHT OIL AT LEAST ONCE A YEAR.

BO-D-R	HOUSING	B19-C	TRIP LEVER	SHAFT
1097-R	" COVER			
1096	" " SCREW	B14-R	HAND LEVER - 16"	
1086	" " LOCKWASHER	B14-2-R	" " 20"	
74-AX	" BUSHING - LARGE	B14-2-R	" " 24"	
74-CX	" " - SMALL	B15	" " " PAWL	
802-A	CHAIN DRUM	B16-A	" " " SHAFT	
803-C	" SHAFT	B17	" " " SPRING	
611-A	" " BUSHING	703	" " " SCREW	
1065	" " SHAFT OIL CUP	1086	" " " " LOCKWR	
		B21	" " " RATCHET	
		1098	" " " RETAINER	
B04	PIVION	998-A	" " " SCREW	
B05	" RATCHET	889	" " " LOCKWR	
1098	" RETAINER	1076	" " " ADJUSTING SCREW	
998-A	" " SCREW			
889	" " LOCKWASHER	788	CHAIN 1/2" 14,000* RT. X B. 0" O.A.	
B11-B	HOLDING PAWL	941-A	" " SNUBBER	
B19-C	" " SHAFT	823-A	" " " WEIGHT	
1035	" " & T.L. SPRING	930-R	" " " PIN	
806-B	" " " SCREW	998-A	" " " SCREW	
B18-A	TRIP LEVER	889	" " " LOCKWASHER	

REF - FOR BRAKE WITH CHAIN OPERATING
OUT OF BOTTOM SEE DWG. C-1372

2'-6" TO FLOOR
RECOMMENDED
40° LIFT TO
RELEASE BRAKE
3/4" Ø

UNLESS OTHERWISE SPECIFIED

will be discontinued
after the present
supply of components
has been exhausted and will
be superseded by
Model 800-RE (CER).

170° POSSIBLE
MOVEMENT

HAND LEVER CLEARANCE
CAN BE ADJUSTED BY
MEANS OF SCREW N° 1076

PEACOCK BRAKE
NATIONAL BRAKE CO., INC.
30 CHURCH ST.

NEW YORK, N.Y.
NO 800-RC (CEB) BRAKE
(RIGHT HAND TYPE)

SCALE 6"=1'-0"	
DATE 3-18-49	DIXON
DRG. No. 766	
APPROVED	C-1379

C-1379

MADE IN MALLEABLE & STEEL
CONSTRUCTION WITH PAINTED,
CADMIUM, OR CHROME FINISH.
WEIGHT - MALL & STEEL CONSTR.
24" HAND LEVER - 75 LBS.

GEAR RATIO - 5:1
CHAIN TRAVEL - UNLIMITED

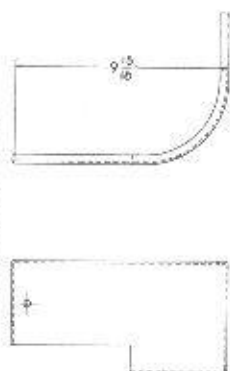
HAND LEVERS
16" 20" 24"

	16	20	24
THEORETICAL	3600*	4720*	5640*
A. A. R.			
ACTUAL - 1/25*			
ON HANDLE	3000*	3600*	4180*
ACTUAL - BY			
AVERAGE MAN	3800*	4900*	6000*

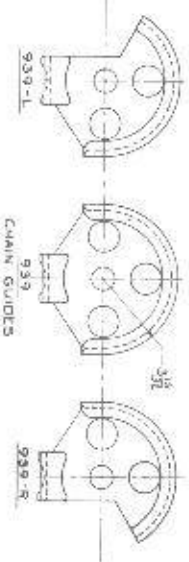
LUBRICATION - INTERNAL MECHANISM SHOULD BE THOROUGHLY BLOWN FREE OF ALL GRIT, DUST, ETC., AND LUBRICATED BY SPRAYING WITH A LIGHT OIL AT LEAST ONCE A YEAR.

Will be discontinued
after the present
supply of components
has been used up by
the end of 1980.
Model 800-LE (CER)

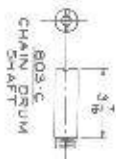




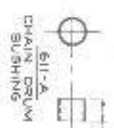
COVER
1097-L & 1097-R (same)



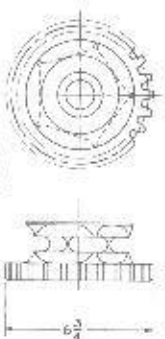
CHAIN GUIDES
939-L
939
939-R



CHAIN DRUM
SHAFT
803-C



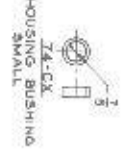
CHAIN DRUM
BUSHING
811-A



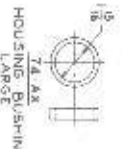
CHAIN DRUM
802-A



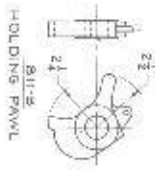
PINION RATCHET
803-L & 803-R (same)



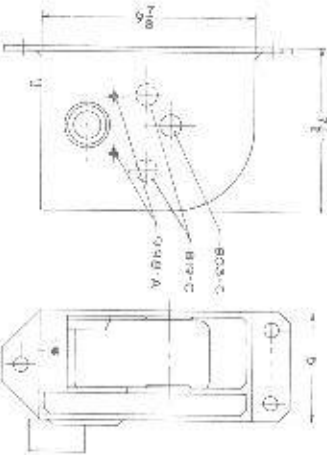
HOUSING BUSHING
SMALL
74-CX



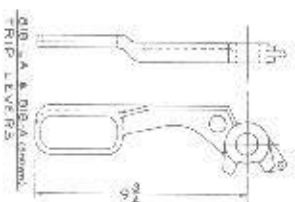
HOUSING BUSHING
LARGE
74-AX



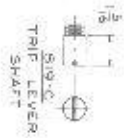
HOLDING PAWL
811-B



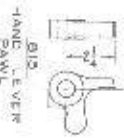
HOUSING
801-E-L & 801-E-R (same)



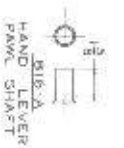
TRIP LEVERS
810-A & 810-A (same)



TRIP LEVER
SHAFT
819-C



HAND LEVER
PAWL
815



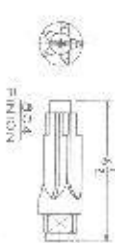
HAND LEVER
PAWL SHAFT
815-A



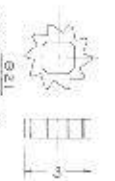
HAND LEVER
PAWL SPRING
811



HOLDING PAWL &
TRIP LEVER SPRING
1035



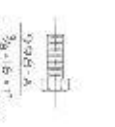
PINION
803-A



HAND LEVER
RATCHET
802

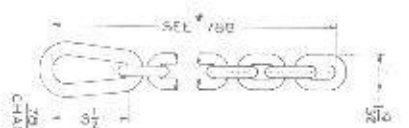


PAWL
1038

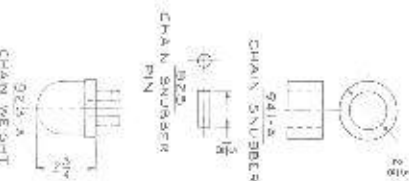


PAWL & CHAIN GUIDE
SCREW
996-A

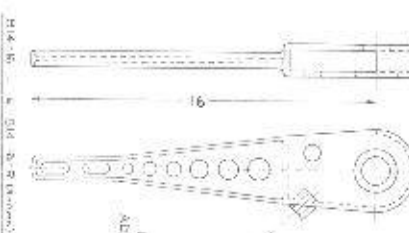
(WITH LOCKWASHER)



CHAIN
702



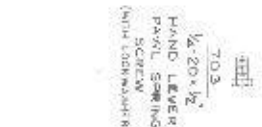
CHAIN SNUBBER
PIN
822



HAND LEVER
814-B-L & 814-B-R (same)



HOLDING PAWL &
TRIP LEVER SPRING
SCREW
806-B



HAND LEVER
PAWL SPRING
SCREW
703



COVER SCREW
(NUT LOCKWASHER)



OIL CUP
1096

PEACOCK BRAKE	
NATIONAL BRAKE CO., INC.	
30 CHURCH ST.	
NEW YORK, N. Y.	
MAINTENANCE CHART	
FOR BOD MC & RC BRAKES	
DATE	
BY	
REVISION	
D-1382	

LIST OF COMPONENTS APPLICABLE TO
PEACOCK 800-RC & 800-LC BRAKES

#74-AX Housing Bushing - large
Used on all models.
Maintain in kind.

#74-CX Housing Bushing - small
Used on all models.
Maintain in kind.

#611-A Chain Drum Bushing
Furnished in either one long or two
short pieces.
Used on all models.

#703 Hand Lever Pawl Spring Screw - 1/4"-20 x 1/2" Hex Cap
Used on all models.
Maintain in kind.

#788 Chains
All brakes are equipped with the same type
of chain, only the length varies. In
specifying replacement chains, either one
of two dimensions can be used, i.e. length
below hand lever fulcrum or the overall
length. Difference between length below hand
lever fulcrum and overall length is 1'-9".

#801-DR and #801-DL Housing
Maintain in kind.

Uses #818-A Trip Lever
#819-C Trip Lever Shaft
#803-C Drum Shaft, shouldered & threaded type) Maintain in
kind

This housing with the three components mentioned
can be used to replace all older models, namely
#801-A, #801-B and #801-C.

#802-A Chain Drum
Furnished equipped with #611-A bushing.
Used on all models.
Maintain in kind.

#803-C Chain Drum Shaft - shouldered and threaded
on one end only.

Used in this model only.

Maintain in kind.

#804 Pinion

Used in all models.

Maintain in kind.

#805 and #805-L Pinion Ratchet

Used in all models - #805 in right hand

#805-L in left hand models.

Maintain in kind.

#806-B Holding Pawl Stop Screw - 3/8"-16 x 1-1/2" FHMS

Used in this model.

Maintain in kind.

#811-B Holding Pawl

Maintain in kind using #1035 coil spring. Can
also be used in combination with #1035 coil
spring on all earlier models.

#814-16 R & L, #814-20 R & L, #814-24 R & L Hand Levers

Early models not provided with #1076 Adjusting
Screw. Should be maintained with latest type.

#815 Hand Lever Pawl

Used in all models.

Maintain in kind.

#816-A Hand Lever Pawl Shaft

Used in all models.

Maintain in kind.

#817 Hand Lever Pawl Spring

Used in all models.

Maintain in kind.

#818-A and #818-LA Trip Lever

Used in this model.

Maintain in kind.

#819-C Trip Lever Shaft - shouldered and threaded
on one end only.
Used in this model only.
Maintain in kind.

#821 Hand Lever Ratchet
Used in all models.
Maintain in kind.

#823-A Chain Weight
Used in this model.
Maintain in kind.

#825 Chain Pin
Used in this model.
Maintain in kind.

#939 Chain Guide
Used with all models except those with
chains extending out of the rear side
of the brake.
Maintain in kind.

#939-R Chain Guide
Used with right hand models with chains
extending out of the rear of the housing.
Maintain in kind.

#939-L Chain Guide
Used with left hand models with chains
extending out of the rear of the housing.
Maintain in kind.

#941-A Chain Snubber
Used in this model.
Maintain in kind.

#998-A Pinion Retainer Screw - 3/8"-16 x 1" Hex Head
Cap Screw
Used in this model.
Maintain in kind.

#998-A Chain Guide Screw - 3/8"-16 x 1" Hex Head Cap Screw
Used in this model.
Maintain in kind.

#1035 Holding Pawl Spring and Trip Lever Spring
Used in this model.
Maintain in kind.

#1065 Chain Drum Shaft Oil Cup
Used in this model.
Maintain in kind.

#1076 Hand Lever Adjusting Screw
Used for adjusting hand lever clearance.
Once this has been set, the screw should
be spiked so it cannot turn.

#1096 Housing Cover Screw - 1/4"-20 x 3/8" Phillips Truss Head
Used in this model.
Maintain in kind.

#1097-R and #1097-L Housing Cover
Used in these models - #1097-R in right hand
#1097-L in left hand models.
Maintain in kind.

#1098 Pinion and Hand Lever Retainer
This retainer to be used to replace #807-C
and #822-B used on earlier models.
Maintain in kind.

National Brake Co., Inc.
30 Church Street
New York 7, N.Y.

July 20, 1949

GENERAL DATA

MADE IN MALLEABLE AND STEEL, PAINTED OR CADMIUM PLATED, OR SEMI-ALUMINUM, WEIGHT - MALL. & STEEL CONSTR. 24" HAND LEVER - 75 LBS.

GEAR RATIO 5:1

CHAIN TRAVEL - UNLIMITED

FORCES

HAND LEVERS

THEORETICAL 16" 20" 24"

A.A.R. 3600* 4720* 5840*

ACTUAL - 125* 3000* 3800* 4180*

ON HANDLE 3000* 3800* 4180*

ACTUAL - BY AVERAGE MAN 3800* 4900* 6000*

NOTE: LUBRICATE POINTS WITH A MEDIUM OIL.

NOTE: No 807-C AND 822-B RETAINERS CENTER PINCHED IN SLOT OF No 806-A FOR PERMANENT RETENTION

Will be discontinued after the present supply of components is exhausted and will be superseded by Model 800-LC

PEACOCK BRAKE

NATIONAL BRAKE CO., INC.

30 CHURCH ST.

NEW YORK, N.Y.

NO. 800-L PEACOCK BRAKE (LEFT HAND TYPE)

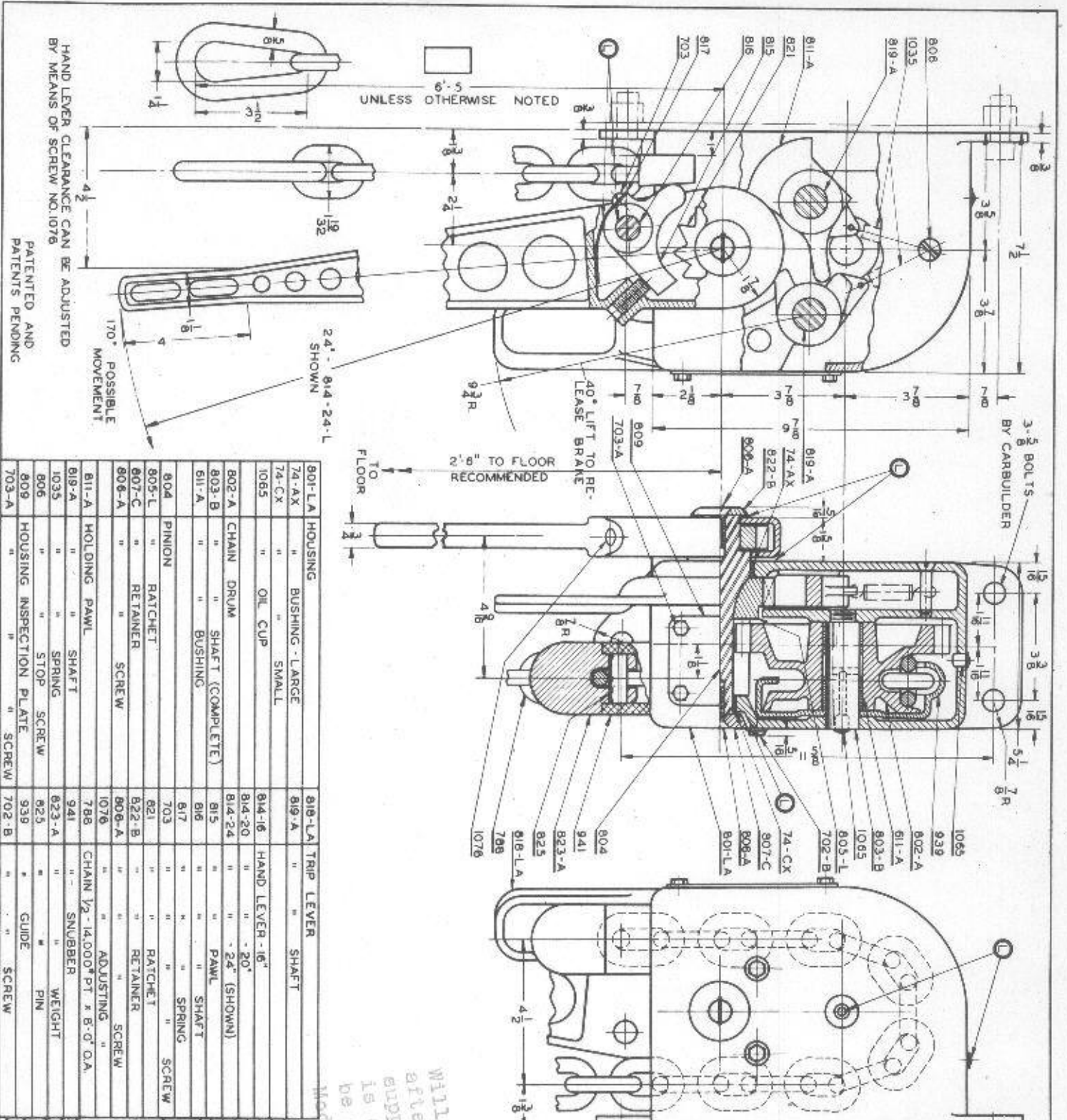
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DATE: 4-22-39

BY: [Signature]

APPROVED: [Signature]

C-1034



801-LA	HOUSING	810-LA	TRIP LEVER
74-AX	" BUSHING - LARGE	819-A	" SHAFT
74-CX	" " SMALL	814-16	HAND LEVER - 16"
1065	" OIL CUP	814-20	" " - 20"
802-A	CHAIN DRUM	814-24	" " - 24" (SHOWN)
803-B	" SHAFT (COMPLETE)	815	" PAWL
811-A	" BUSHING	816	" SHAFT
804	PINION	817	" " SPRING
805-L	" RATCHET	703	" " SCREW
807-C	" RETAINER	822-B	" RATCHET
808-A	" SCREW	808-A	" RETAINER
811-A	HOLDING PAWL	1076	" ADJUSTING SCREW
819-A	" SHAFT	788	CHAIN 1/2 - 14.000" PT. x 8-0" O.A.
1035	" SPRING	941	" SNUBBER
806	" STOP SCREW	823-A	" WEIGHT
809	HOUSING INSPECTION PLATE	939	" PIN
703-A	" SCREW	702-B	" GUIDE SCREW

HAND LEVER CLEARANCE CAN BE ADJUSTED BY MEANS OF SCREW NO. 1076

PATENTED AND PATENTS PENDING

GENERAL DATA

MADE IN MALLEABLE AND STEEL,
PAINTED OR CADMIUM PLATED,
OR SEMI-ALUMINUM.

WEIGHT - MALL & STEEL CONSTR.
24" HAND LEVER - 75 LBS.

GEAR RATIO 5:1
CHAIN TRAVEL - UNLIMITED

FORCES

	HAND LEVERS		
	16"	20"	24"
THEORETICAL	16"	20"	24"
A.A.R.	3600*	4720*	5840*
ACTUAL - 125*			
ON HANDLE	3000*	3800*	4180*
ACTUAL - BY			
AVERAGE MAN	3800*	4800*	6000*

NOTE: LUBRICATE POINTS
WITH A MEDIUM OIL.

NOTE: NO 807-C AND 822-B
RETAINERS CENTER PUNCHED
IN SLOT OF NO 806-A FOR
PERMANENT RETENTION

PATENTED AND
PATENTS PENDING

UNLESS OTHERWISE SPECIFIED

2" TO FLOOR
RECOMMENDED

40° LIFT TO RE-
LEASE BRAKE

3 - 5/8 BOLTS, BY CAR'BLDR

Will be discontinued
after the present
supply of components
is exhausted and will
be superseded by
Model 800-RC

PEACOCK BRAKE

NATIONAL BRAKE CO., INC.

30 CHURCH ST.
NEW YORK, N. Y.

NO. 800-RB PEACOCK BRAKE

(RIGHT HAND TYPE)

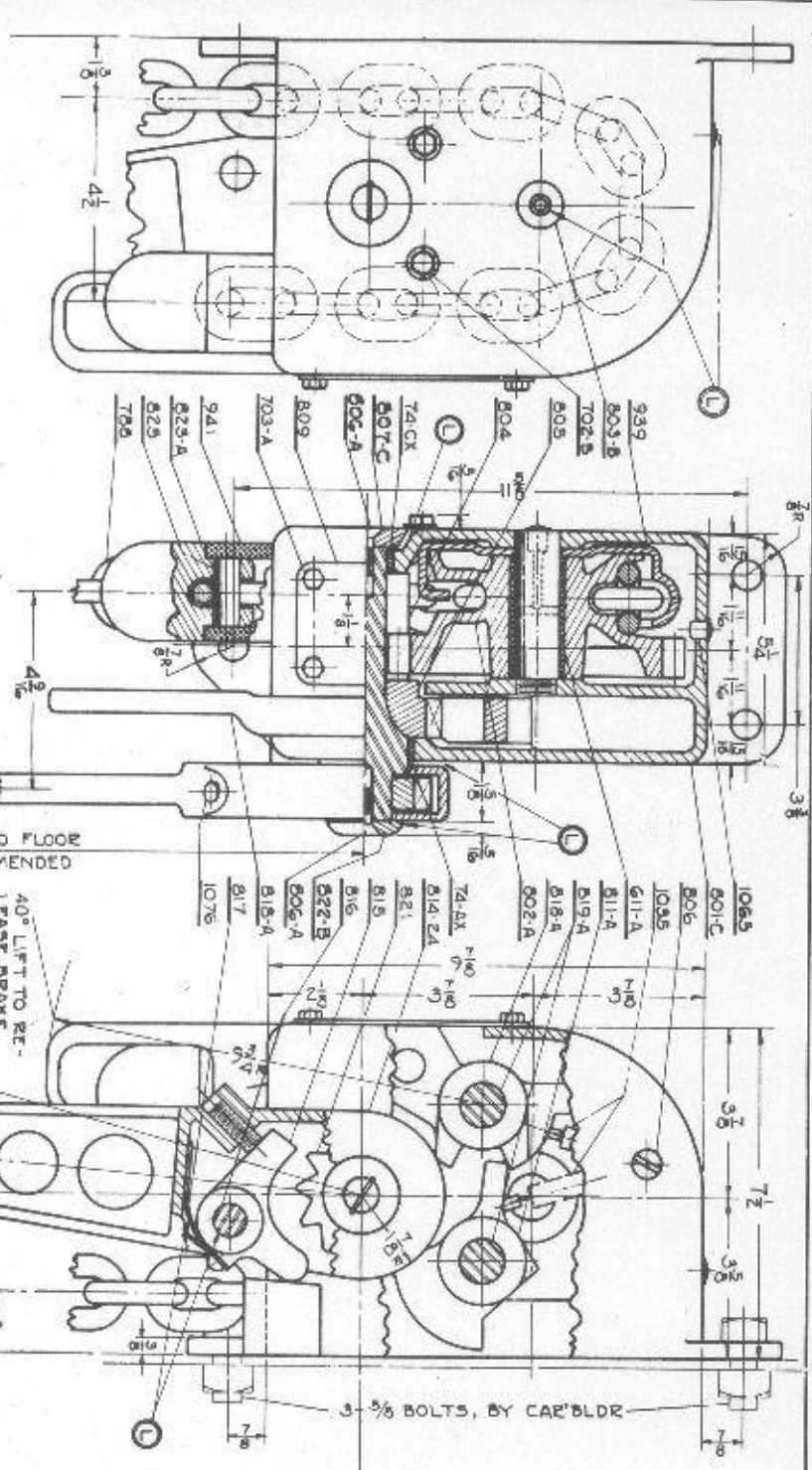
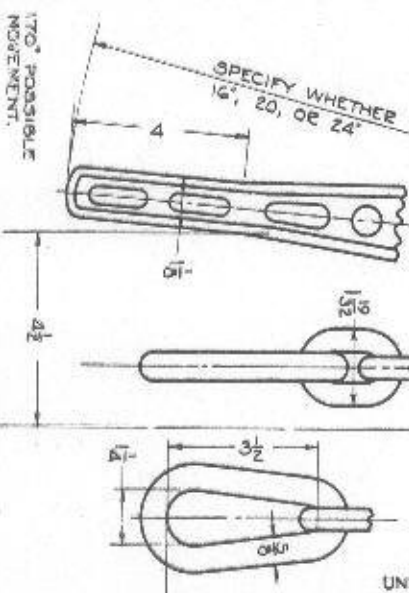
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DATE 3-4-41

DESIGNED BY

C-1091

804-C	HOUSING	814-16	HAND LEVER - 16"
74-CX	BUSHING - LARGE	814-20	" - 20"
802-A	CHAIN DEUM	814-24	" - 24"
803-B	"	815	" PAWL
811-A	SHAFT	816	" SHAFT
804	BUSHING	817	" SPRING
805	PINION	703	" SCREW
807-C	RETAINER	821	" EATCHET
808-A	SCREW	822-B	" RETAINER
811-A	HOLDING PAWL	806-A	" SCREW
819-A	"	708	CHAIN - 1/2" 14,000# PT
703	"	941	" SNUGGER
806	"	823-A	" BEACKET
818-A	"	825	" PIN
819-A	"	939	" GUIDE
809	"	702-B	" SCREW
703-A	"	1076	HQ. LEVER ADJUSTING SCREW
	"		SCREW



LIST OF COMPONENTS APPLICABLE TO
PEACOCK 800 R & L BRAKES
MODELS 800 A & B

#74-AX Housing Bushing - large
Used on all models.
Maintain in kind.

#74-CX Housing Bushing - small
Used on all models.
Maintain in kind.

#611-A Chain Drum Bushing
Furnished in either one long or
two short pieces.
Used on all models.

#702-B Chain Guide Screws - 5/16"-18 x 1" Hex Cap
Used on all models.
Maintain in kind.

#703 Hand Lever Pawl Spring Screw - 1/4"-20 x 1/2" Hex Cap
Used on all models.
Maintain in kind.

#703-A Inspection Plate Screws - 1/4"-20 x 3/8" Hex Cap
or "Truss Head Phillips" #1096
Used on later models only.

#788 Chains
All brakes are equipped with the same type of
chain, only the length varies. In specifying
replacement chains, either one or two dimensions
can be used, i.e. length below hand lever
fulcrum or the overall length. Difference
between length below hand lever fulcrum and
overall length is 1'-9".

#801-A and #801-LA Housing

Maintain in kind (or replace with latest model).

Uses #818 Trip Lever*
#819 Trip Lever Shaft) Maintain in kind
#803 Drum Shaft, plain type)

*Housings equipped with #818 Trip Levers can be converted to use #818-A Trip Levers by cutting out Hand Lever slot 1/2" higher than existing housings.

Early models of #801-A housings were provided with a double slotted chain hole. These holes can be drilled out to 2-1/8" diameter and chain fitted with #941-A snubber and #823-A weight.

Maintain in kind using #803 plain type Chain Drum Shaft.

#801-B and #801-LB Housing

Maintain in kind (or replace with latest model).

Uses #818-A Trip Lever
#819-A Trip Lever Shaft
#803-A Drum Shaft (Shouldered and Splined).

Maintain in kind using shouldered and splined #803-A Chain Drum Shaft.

#801-C and #801-LC Housing

Maintain in kind (or replace with latest model).

Uses #818-A Trip Lever
#819-A Trip Lever Shaft**
#803-B Drum Shaft (Shouldered and Threaded).

Maintain in kind using #803-B shouldered and threaded Chain Drum Shaft.

**#819-B Trip Lever Shaft - used in aluminum #801-C and #801-LC housings only.

#802-A Chain Drum

Furnished equipped with #611-A bushing.

Maintain in kind.

Used on all models.

#803 Chain Drum Shaft - plain type, same diameter throughout its entire length.

(Used in #801-A and #801-LA Housings).

#803-A Chain Drum Shaft - shouldered on one end,
splined on other end.
(Used in #801-B and #801-LB Housings).

#803-B Chain Drum Shaft - shouldered and threaded
on one end only.
(Used in #801-C and #801-LC Housings).

#804 Pinion
Early models equipped with #804 Pinion having
5/16"-18 threads in each end for retaining
screws. Can be maintained in kind.
Newer models equipped with 3/8"-16 threads in
each end. Can be used to replace above shafts.
New models also provided with shoulder at ends
of teeth.

#805 and #805-L Pinion Ratchet
Used on all models - #805 in right hand
#805-L in left hand models
Maintain in kind.

#806 Holding Pawl Stop Screw - 3/8"-16 x 1-3/4" FHMS
Used on all models.
Maintain in kind.

#806-A Pinion Retainer Screw - 3/8"-16 x 1" FHMS
(See #804 Pinion)

#807 Pinion Retainer
Equipped with #908 5/16"-18 x 1" Allen cap screw.
Can be maintained in kind, but #908 Allen screw
should be replaced with #908 Replacement hex head
cap screw when necessary.

#807-B Pinion Retainer
Can be maintained in kind using 5/16"-18 x 1"
counter-sunk head machine screw or #908 replacement
hex cap screw or replaced with #1098 Retainer.

#807-C Pinion Retainer

Maintain in kind using #806-A 3/8"-16 x 1" counter-sunk head machine screw or replace with #1098 Retainer.

#809 Housing Inspection Plate

Used on later models only.

Maintain in kind.

#811 Holding Pawl

Can be maintained in kind, but must be maintained with #813 flat Springs. Can also be maintained by using #811-A Holding Pawl but, if so, #1035 coil springs must be used.

#811-A Holding Pawl

Maintain in kind using #1035 coil spring or can be replaced with #811-B Pawl and #1035 coil spring.

Used on later models only.

#811-B Holding Pawl

Can be used in combination with #1035 coil spring to replace #811-A.

#813 Holding Pawl Spring

Used on earlier models only.

See #811 Holding Pawl.

#814-16 R & L, #814-20 R & L, #814-24 R & L Hand Levers

Early models not provided with #1076 Adjusting Screw. Should be maintained with latest type.

#815 Hand Lever Pawl

Used on all models.

Maintain in kind.

#816-A Hand Lever Pawl Shaft

Used on all models.

Maintain in kind.

#817 Hand Lever Pawl Spring
Used on all models.
Maintain in kind.

#818 & #818-L Trip Lever
Older models were equipped with #818
Trip Levers. These should be replaced
with #818-A and #818-LA Trip Levers.
(Used in #801-A and #801-LA Housings).

#818-A & #818-LA Trip Lever
Maintain in kind.
(Used in #801-B and #801-LB Housings).
(Used in #801-C and #801-LC Housings).

#819 Trip Lever Shaft
Used in #801-A and #801-LA Housings.
Maintain in kind.

#819-A Trip Lever Shaft - shouldered on one end
and splined on other end.
Used in #801-B and #801-C Housings (both right
and left).
Maintain in kind.

#819-B Trip Lever Shaft - shouldered and threaded on
one end only.
Used in #801-C and #801-LC aluminum housings
only.
Maintain in kind.

#821 Hand Lever Ratchet.
Used on all models.
Maintain in kind.

#822 Hand Lever Retainer
Equipped with #908 5/16"-18 x 1" Allen cap screw.
Can be maintained in kind, but #908 Allen screw
should be replaced with #908 Replacement hex head
cap screw.

#822-A Hand Lever Retainer

Can be maintained in kind using 5/16"-18 x 1" counter-sunk head machine screw or with #908 Replacement screw or replaced with #1098 Retainer.

#822-B Hand Lever Retainer

Uses #806-A 3/8"-16 x 1" counter-sunk head machine screw or replaced with #1098 Retainer.

#823 Chain Snubber Brackets

Used on older models, should be replaced with #823-A weighted type Chain Weights.

#823-A Chain Weight

Maintain in kind.

#825 Chain Pin

Older models were equipped with 5/8" pins. Newer models are equipped with 9/16" pins. 9/16" pins can be used for all replacements.

#908 Replacement Screw

Used with 7/16" ring type lockwasher to replace original screws in #807, #807-B, #807-C, #822-A and #822-B Pinion and Hand Lever Retainers.

#939 Chain Guide

Used with all models except those with chains extending out of the rear side of the brake. Maintain in kind.

#939-R Chain Guide

Used with right hand models with chains extending out of the rear of the housing. Maintain in kind.

#939-L Chain Guide

Used with left hand models with chains extending out of the rear of the housing. Maintain in kind.

#941 Chain Snubber

Older model housings #801-A, #801-B and #801-C are equipped with chain exit hole 1-7/8" diameter. Newer models with chain exit hole 2-1/8" diameter. Where housings are equipped with 2-1/8" chain exit hole, use #941-A rubber snubber 2-5/8" diameter. Older housings originally equipped with #941 rubber snubbers can be maintained with #941-A snubbers.

#1035 Holding Pawl Spring

Used on later models only.

Maintain in kind.

#1065 Housing Oil Cup

Used on all models.

Maintain in kind.

#1076 Hand Lever Adjusting Screw

Used for adjusting Hand Lever clearance.

Once this has been set, the screw should be spiked so it cannot turn.

#1096 Inspection Plate Screw - 1/4"-20 x 3/8"
Phillips Truss Head

Used on later models.

Maintain in kind.

#1098 Hand Lever & Pinion Retainer

Maintain in kind.

Also used to replace #807, #807-B, #807-C, #822-A and #822-B.

National Brake Co., Inc.
30 Church Street
New York 7, N.Y.

July 20, 1949