WOVEN AND MOLDED NON-ASBESTOS BLOCKS FOR DRAWWORKS

Installation Notes

1. Before removing old blocks, be sure the blocks that were sent will fit your bands. Visually or with tape measure, check blocks to be sure they are the correct size and have the correct number of holes and hole spacing. Count blocks to insure there was no packing error.

2. Be sure bands are correctly prepared before installing blocks. Bands must be clean from rust, oil, scale and any other foreign matter. The static friction between the blocks and band is very important to help keep blocks from displacing from band. Band must not be out of round, bent or kinked. Partial contact between blocks and drum will result in uneven wear and raise the operating temperature of the blocks that are making contact to the extent there could be a reduction in braking and could result in total failure to hold the load.

3. Sometimes the drilled holes of the band and block fail to perfectly align with each other. This can be due to tolerances given the band and block manufacture. Be sure the band is positioned as near possible to the same diameter as the drum when installing the blocks. This can be accomplished by tying the ends of the band with wire or lying on the floor and placing ends of band at the proper distance from each other to achieve the diameter of the drum. The holes of the band and blocks are now in the most perfect relationship to align.

4. When wiper blocks are included with sets, be sure they are installed in the proper location. We recommend they be placed on or near the "dead end" of the band. Since the wiper or molded block has a lower coefficient of friction and is more abrasive than the woven blocks, too many molded blocks could result in reducing the braking ability. Stay with manufacturer's recommendations when possible.

5. Some blocks fit any number of drawworks bands but the band may be a different drum diameter. Woven blocks are flexible enough to conform to most drum diameters. On the other hand molded blocks are more dense and molded to shape by heat and pressure. Sometimes installing a molded block with the wrong drum diameter will cause that block to crack, or going the other way will leave a gap under the block which will collect debris. Since changing the radius of the blocks actually changes the hole centers to a lesser or greater degree depending on the rate of change, we recommend installing the screw in the center hole first then work outward. Tighten in the same manner which should allow blocks to conform against band. Optimum torque of 3/8" screw is 10-15 ft lbs. *(or a comfortable 2-finger pull on 6" wrench). Do not use power impact tools.*

6. **We recommend you do not "burn-in" our blocks.** With our quality, non-asbestos A- blocks there is no need and this could actually change the characteristics of the block. In spite of every precaution in installation of blocks to bands and the bands to the anchoring devices, there can still be braking difficulties. Some causes of poor braking include:
    a. not removing paint, oil, grease or rust from band;
    b. thin or worn drums;
    c. improperly adjusting bands;
    d. cooling system not functioning properly;
    e. worn linkage;
    f. not using or poor functioning assist brake;
    g. equalizers not adjusted properly.