



TL113023
INSTALLATION MANUAL
FOR TELMA AF50-90
with
ROTARY FOOT SWITCH DESIGN 2
FORD F550 CAB CHASSIS
FROM MODEL YEAR 2011

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7.14 F550 252" WB 2-2 with 6.7L engine and 6R140 6 speed transmission

SECTION 1 PREPARATION OF THE CHASSIS

1.1 DRIVELINE

Remove the complete drive-shaft assembly after measurements have been taken.

1.2 EXHAUST

An exhaust modification is needed for all wheelbases. Keep all components at least ¼" away from the retarder bracket.

1.3 FUEL TANK

For 189 and 201" WB, an aft-of-axle fuel tank is required for Telma installation with no mid ship fuel tank.

1.4 DIESEL UREA TANK

In some cases depending on wheelbase and tank location, it may be necessary to relocate the urea tank when the Telma is installed. Refer to Ford recommended guidelines for details on proper relocation.

**SECTION 2 RETARDER INSTALLATION****2.1 INSTALLATION KIT TIK10688 with rotary foot switch bracket design 2**

PART NUMBER	DESCRIPTION	QTY
LBA101158	AF50-90 12V 1480/1550/1610	1
JZ1007XX-45	Rubber mount kit	1
TIB01017	CONTROL/RELAY BOX BRACKET	2
TIB01042	Rotary Foot Switch Bracket design 2	1
TIB03100	SPEED SWITCH / TRCM BRACKET	1
TIB03109	OUTSIDE MOUNT RELAY BOX BRACKET	1
TIB05055	Ford F-Series Left Outside Chassis Bracket	1
TIB05056	Ford F-Series Right Outside Chassis Bracket	1
TIB07010	AF5 retarder bracket - Zero Degrees	2
TID15001	Ford F550 harness for AD50-90 and rotary design 2	1
TIF01064	hex head bolt 1/4 - 28 x 1.25 grade 8 yellow zinc for TRCM mounting	2
TIF01066	nylon insert locknut 1/4-28UNF for TRCM mounting	2
TIF01067	M4-0.7 x 20mm DIN 933 Class 8.8 Zinc Cap Screw for rotary switch mounting	1
TIF01068	M4 DIN 137 Zinc Wave Washer for rotary switch mounting	1
TIF03001	all metal lock nut 3/8-24UNF	16
TIF05010	LOCKWASHER 5/16 SPLIT	4
TIF05011	NUT 5/16	4
TIF05012	BOLT 5/16-18UNC x 1-3/4 HEX HEAD G5	4
TIF05013	BOLT 1/2-13UNC x 1-1/2 HEX HEAD G5	2
TIF05014	LOCKWASHER 1/2 MED SPLIT	2
TIF05031	1/2 - 20 X 1.75 flanged head bolt	10
TIF05032	1/2 - 20 flanged nut	10
TIF07001	M12 x 1.75 x 35 Grade 10.9 DIN 933 Black Phosphate 200+ Salt	6
TIG11010	TELMA LIGHT BAR DISPLAY	1
TIG31062	Telma Control Module (TRCM)	1
TIG31066	rotary foot switch	1
VF201400	TREP washer M12	6

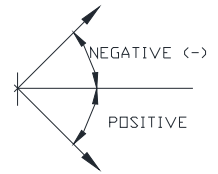
Note:

1480 Flange yokes 2 x Telma part number TIF01086 (158 index) / Spicer part number 3-2-499 must be ordered separately.

2.2 INSTALLATION OF THE CHASSIS BRACKETS

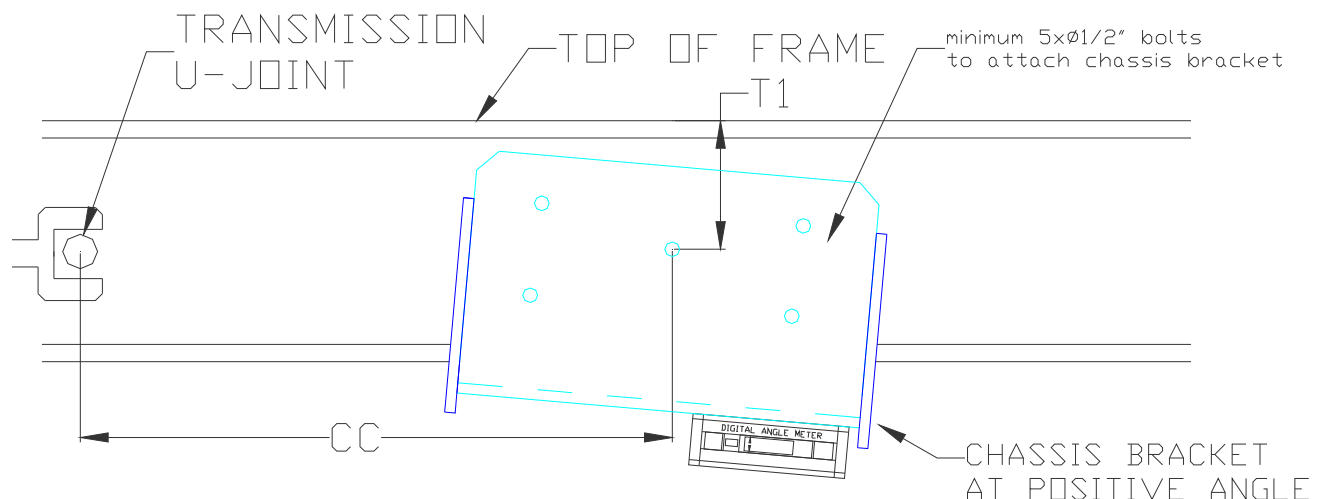
- Remove any bolts that will interfere with the chassis bracket mounting
- Drill a 1/2" reference hole in each frame at dimension T1 from the outside top of each frame rail and dimension CC from the transmission u-joint center or dimension BOC from the back of the cab indicated on the installation drawing.
- Align the reference hole of the chassis bracket (TIB05055 left side bracket / TIB05056 right side bracket) with the reference hole in the frame and assemble using the 1/2"-20UNF x 1.75" flanged bolt (TIF05031) and 1/2"-20UNF flanged nut (TIF05032) included in the kit.
- Rotate the bracket to the angle specified on the installation drawing and tighten the 1/2" reference bolt of each bracket to 100 lb-ft ($\pm 10\%$).

Note: Use an electronic angle meter with 0.1° accuracy (e.g. SPI Pro 360 digital protractor). Calibrate the angle meter using the frame rail to set an alternate reference so that all angles measured are with frame reference of 0°. In order to maintain calibration, do not rotate the angle meter in the horizontal plane after calibration.



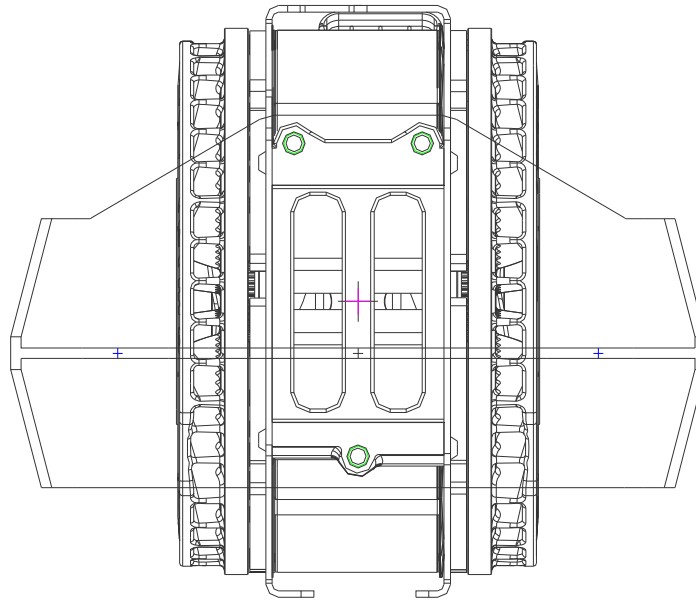
- Drill four more 1/2" holes in each chassis bracket and frame rail evenly distributed across the chassis bracket using existing holes when possible. Keep away from fuel and brake lines and secure with the 1/2"-20UNF x 1.75" flanged bolts (TIF05031) and 1/2"-20UNF flanged lock nuts (TIF05032) included in the kit. Tighten to 100 lb-ft ($\pm 10\%$).
- Drill through the chassis bracket any holes needed for battery box and/or exhaust hanger mounts and reinstall the original bolts that were previously removed. It may be necessary to make a 3/8" spacer to keep the accessory brackets flush on the outside of the frame rail.

OUTSIDE VIEW DRIVER SIDE FRAME RAIL

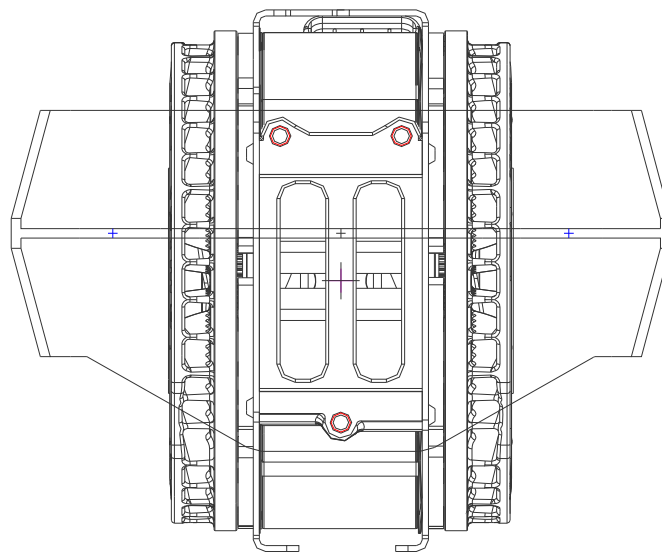


2.3 RETARDER BRACKET INSTALLATION

- Attach the retarder brackets TIB07010 to the retarder as shown below according to the position indicated on the installation drawing.
- Use three of the M12x1.75x35mm bolts (TIB07001), and Trep washers (VF201400) provided with the kit to fasten each Telma bracket onto the side of the unit. Tighten bolts to 35 lb.-ft. (± 5 lb-ft). CAUTION!! Do not overtighten.



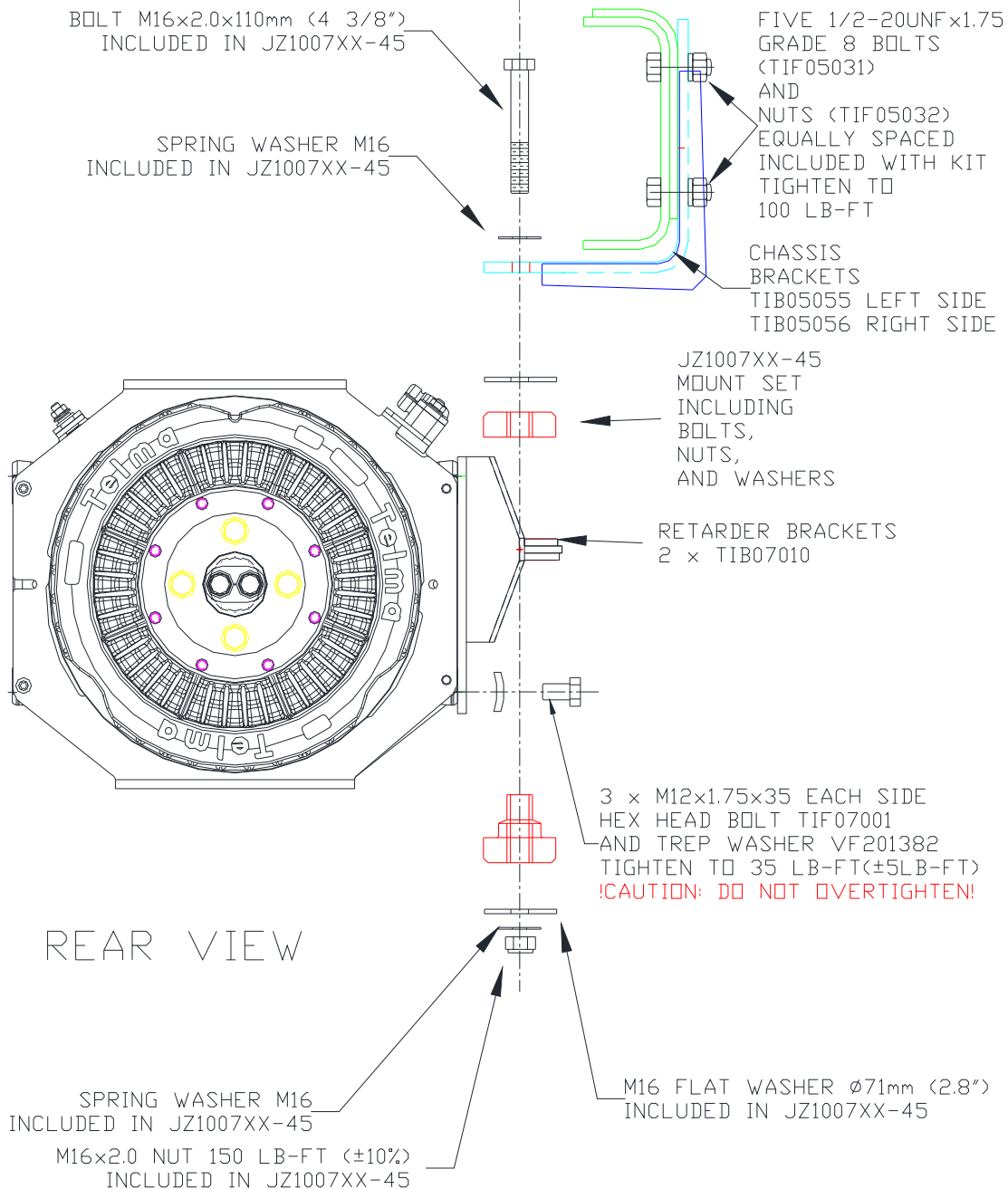
POSITION 1



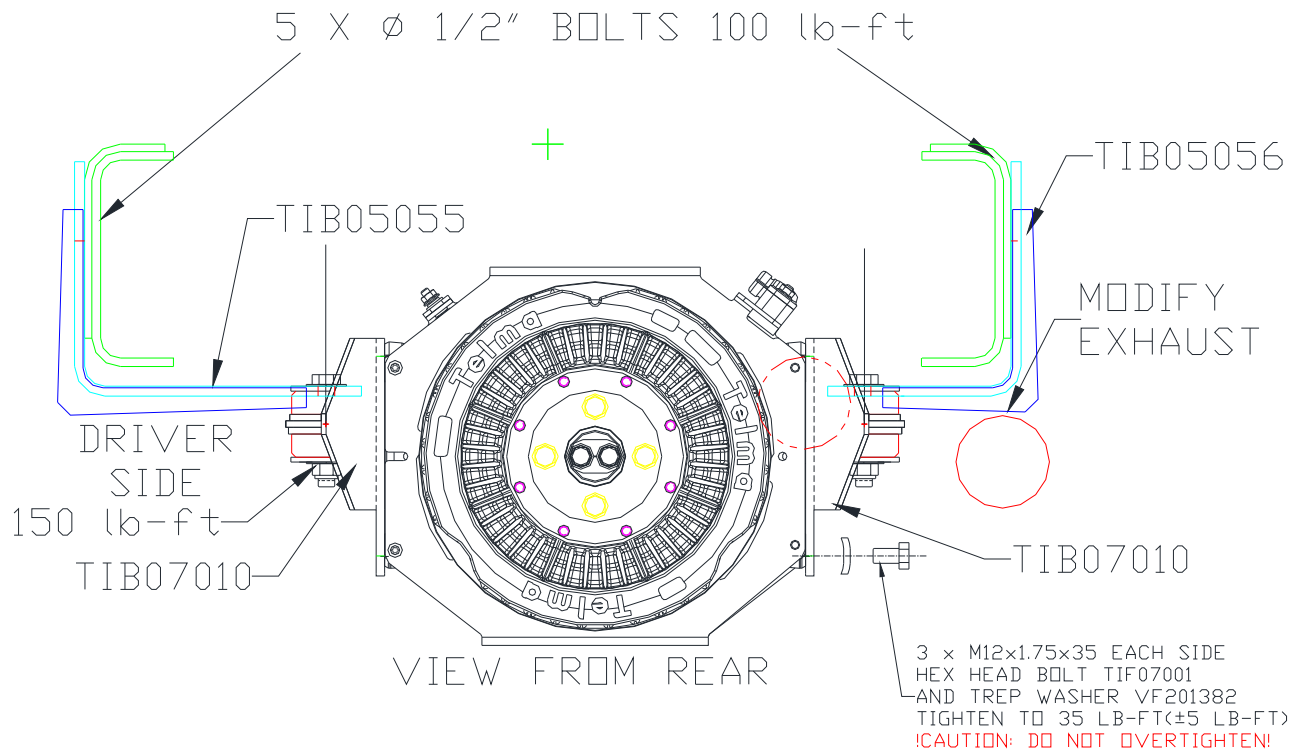
POSITION 2

2.4 INSTALLATION OF THE TELMA IN THE CHASSIS

- Assemble the mounts to the Telma brackets as shown below with the female portion of the mounts on the bottom side of the brackets.
- Use fasteners included in the rubber mount kit JZ1007XX-45 to attach the Telma and bracket assembly to the chassis brackets which were installed previously.
- Install the Telma, equipped with the brackets and rubber mounts to the chassis brackets in the hanging position.
- As shown below, secure the Telma to the chassis bracket using the M16x2.0x110mm long bolts through the holes in the chassis brackets, mounts and retarder brackets. At each mount, install two M16x71mm (2.80") diameter flat washers (one on each end of the rubber mount, one M16 spring washer under the head of the bolt and another between the large diameter flat washer and the M16 all metal lock nut. Tighten to 150 lb.-ft. (±10%).



2.5 END VIEW - TELMA INSTALLED IN CHASSIS

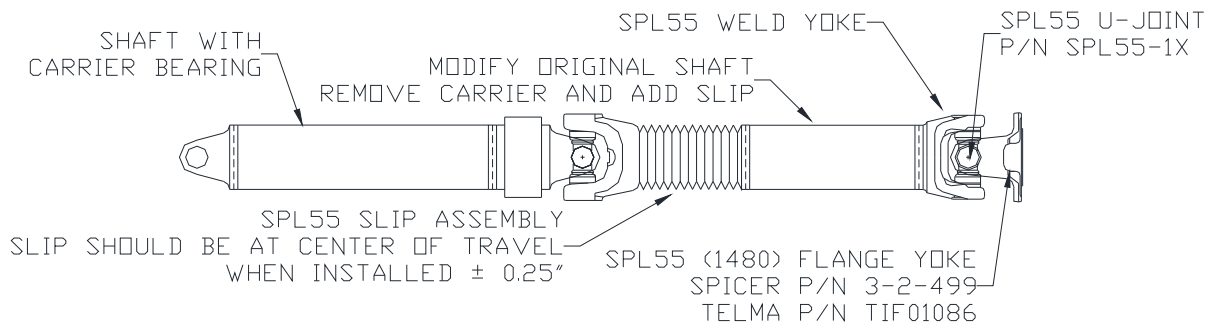


2.6 DRIVE SHAFT MODIFICATION GUIDELINES

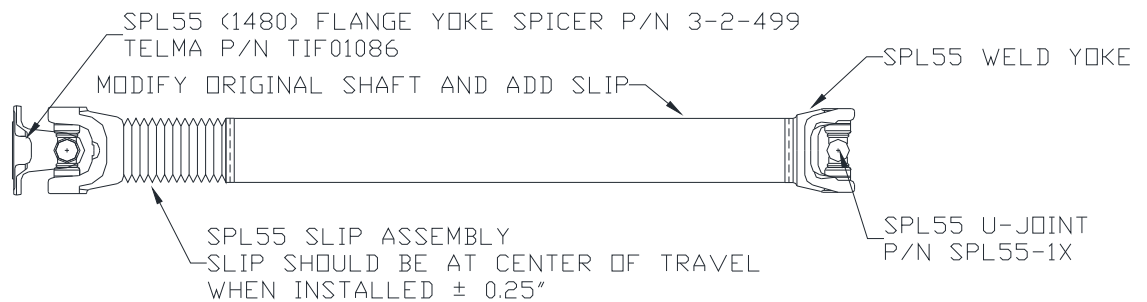
- A slip assembly is required on each side of the Telma. The slip position should be at center of slip travel when the shaft is installed.
- Refer to Ford guidelines for proper drive shaft manufacture, balance, straightness, and critical speed limits.
- Refer to the installation drawings for shaft length guidelines.
- Shaft lengths over 50" should use 4" tubing.
- Always verify proper shaft lengths before modification.
- Connect the flange yoke of each drive shaft to the Telma coupling flange using the supplied locknuts.

Note: Tighten the 3/8"-24UNF flange yoke all metal lock nuts (TIF03001) to 44 lb-ft. (±10%).

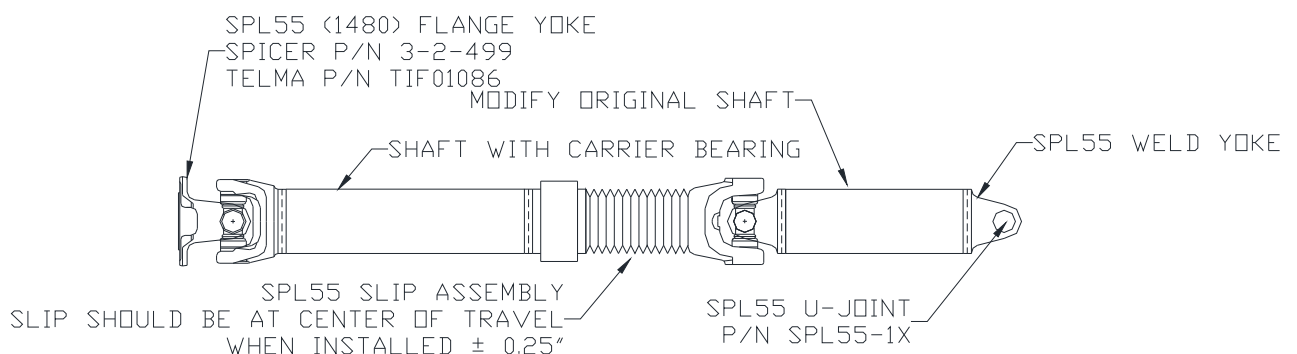
TWO PIECE FRONT SHAFT ASSEMBLY 2-1 / 2-2 CONFIGURATION



REAR SHAFT ASSEMBLY 2-1 CONFIGURATION



TWO PIECE REAR SHAFT ASSEMBLY 2-2 CONFIGURATION



2.7 AXLE SHIM INSTALLATION

Some installations require the addition of shims to adjust the axle angle.

Refer to Ford guidelines for proper shim type and procedure.

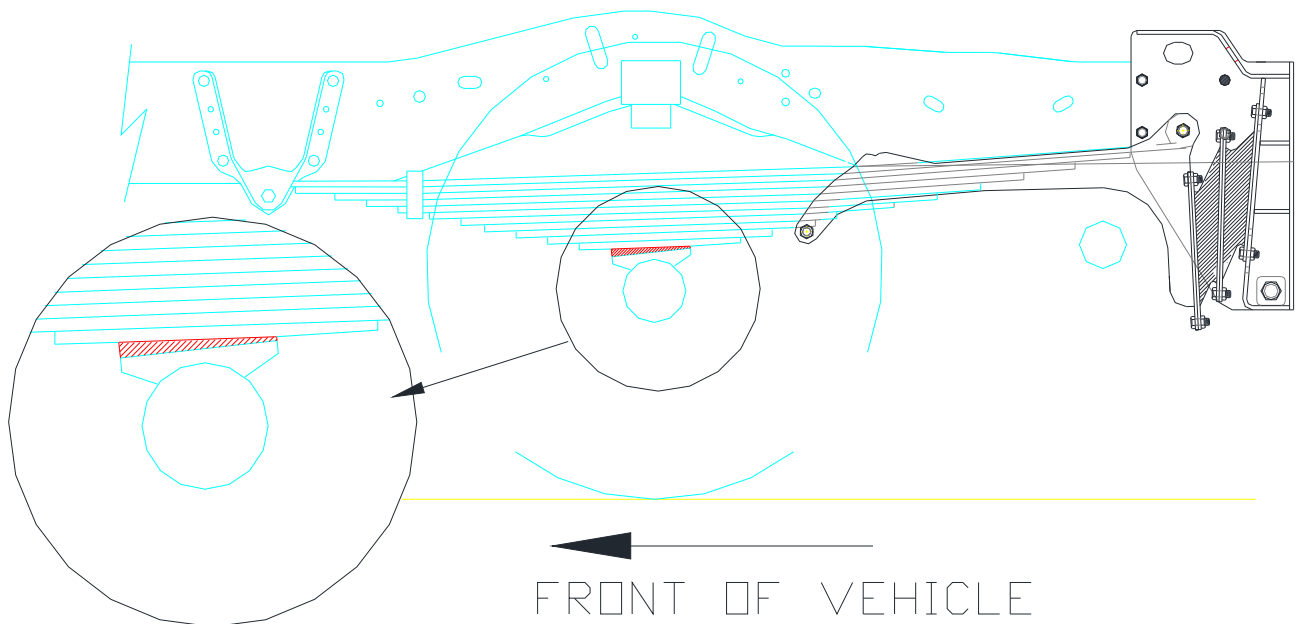
Below are some guidelines.

Axle shims are not included in the kit.

- Loosen the spring U-bolt nuts.
- Lift the chassis by the frame rail until the shim can be slid over the centering pin.
- To lower the axle angle (as shown in the example), the thicker part of the shim should be toward the front of the vehicle. The nose of the axle will go down.
- Lower the chassis and tighten the U-bolt nuts.

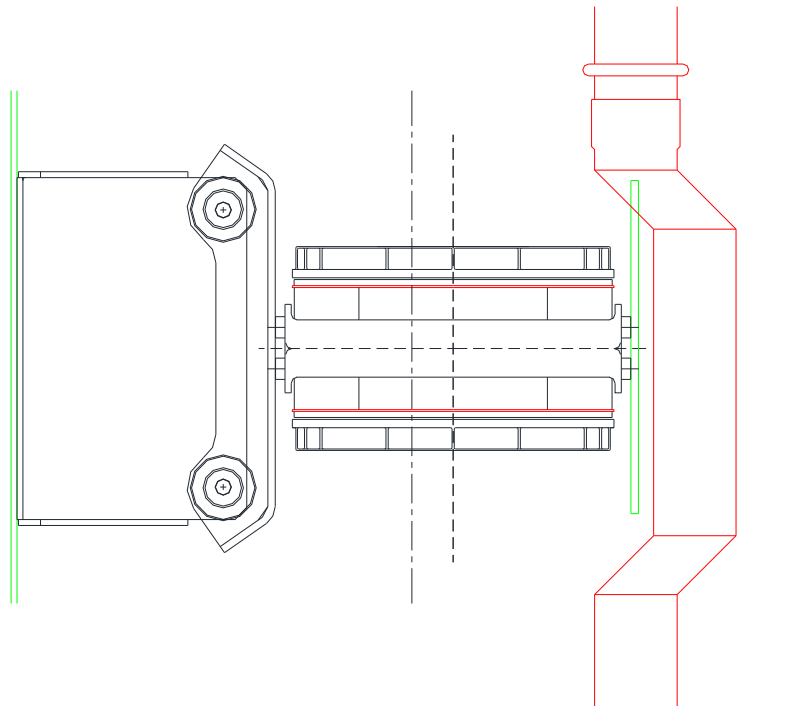
Caution:

- 1) Only steel shims with a hole (not a slot) for the spring pack bolt head should be used to avoid deterioration and breakage over time.
- 2) Make sure the head of the shim pack bolt protrudes above the top of the shim with sufficient height to fit properly into the spring seat hole. In some cases the spring pack bolt will need to be replaced with a taller head or the shim will need to be bolted to the shim pack with the head of the spring pack bolt above the shim. This may require a longer spring pack bolt to be used along with a special shim with a hole the correct size for the spring pack bolt.



2.8 EXHAUST MODIFICATION

Modify the exhaust to go around the Telma (for example four 45° bends).



SECTION 3 CONTROL SYSTEM COMPONENTS INSTALLATION

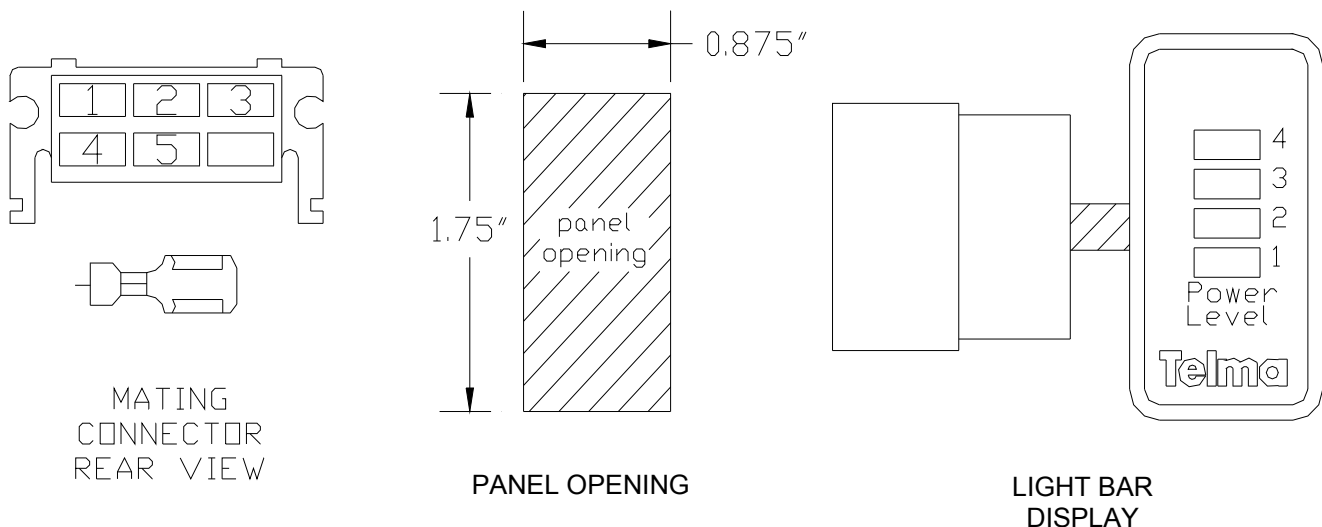
3.1 RELAY BOX MOUNTING

- Install the relay box on the inside of the driver side frame rail forward from the Telma and down approximately 3 1/2", from the top of the frame rail using the relay box mounting brackets TIB01017 x 2 and fasteners supplied in the kit.
- Tighten the four 5/16" bolts to 17 lb-ft ($\pm 10\%$) and the two 1/2" bolts to 75 lb-ft ($\pm 10\%$).



3.2 LIGHT BAR INSTALLATION

- The Light Bar TIG11010 should be mounted so that it is easily visible to the driver.
- Make a rectangular hole, 7/8" wide x 1 3/4" tall.
- Find the white female AMP receptacle and install the org/wht, blu,wht, yel/grn, brn/wht, blk wires in the control harness coming from the relay box harness equipped with the long male blade terminals into positions 1, 2, 3, 4, 5, respectively.
- Feed the harness through the hole in the dash where the light bar TIG11010 will be installed.
- Connect light bar mating connector to the harness and install the light bar into the hole in the dash.



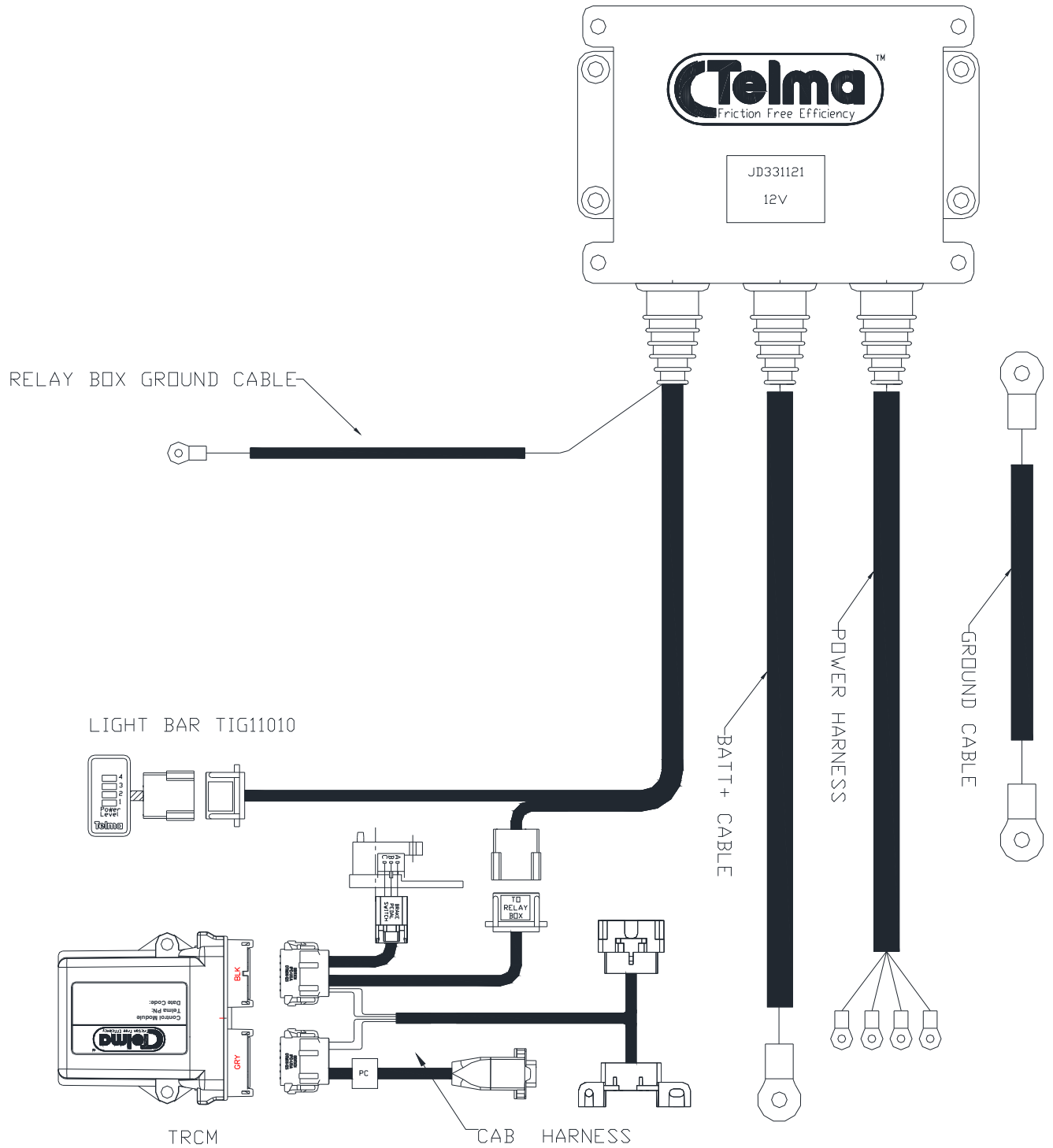
3.3 TRCM & FOOT CONTROL SWITCH INSTALLATION

- Mount the Telma Control Module as shown below to the stud mounted to the top of underside of the dash using bracket TIB03100.
- Install the rotary foot switch TIG31066 onto the foot switch bracket TIB01042 as shown below using M4x0.7x20 hex head bolt (TIF01067) and M4 spring washer (TIF01068) included in the kit.
- Install the bracket equipped with the switch on lower left pedal cluster mounting stud as shown below.



SECTION 4 WIRING HARNESS INSTALLATION

4.1 HARNESS ASSEMBLY



4.1 POWER HARNESS INSTALLATION

- From the relay box, route the Telma power connection and ground harness along the inside of the frame rail and up over the top along the middle of the Telma.
- Connect the 8G orange, blue, yellow, and brown wires to the connecting block at the top right corner.
- Connect the 8G relay box ground cable and the 2G Telma main ground cable to the insulated ground terminal at the Telma top left corner. Coat the terminals with anti-corrosion paint or body undercoat after the connections are made.
- Secure the harness to the center of the Telma brackets with rubber coated cable clamps. The harness should be secured along the centerline of the Telma and as far away as possible from either rotor to avoid heat damage to the harness. No cables should cross the heat outlets in the periphery of the rotors.
- Connect the black 2G ground cable to the negative terminal of the battery pack or frame mounted battery pack ground point. Secure the cable with rubber coated cable clamps.
- Connect the red 2G power positive cable to the positive terminal of the battery pack or battery disconnect switch. Secure the cable with rubber coated cable clamps.



GROUND CONNECTION AT
TOP LEFT CORNER

SECURE HARNESS TO
RETARDER USING RUBBER
COATED CABLE CLAMPS



POWER CONNECTIONS AT
TOP RIGHT CORNER

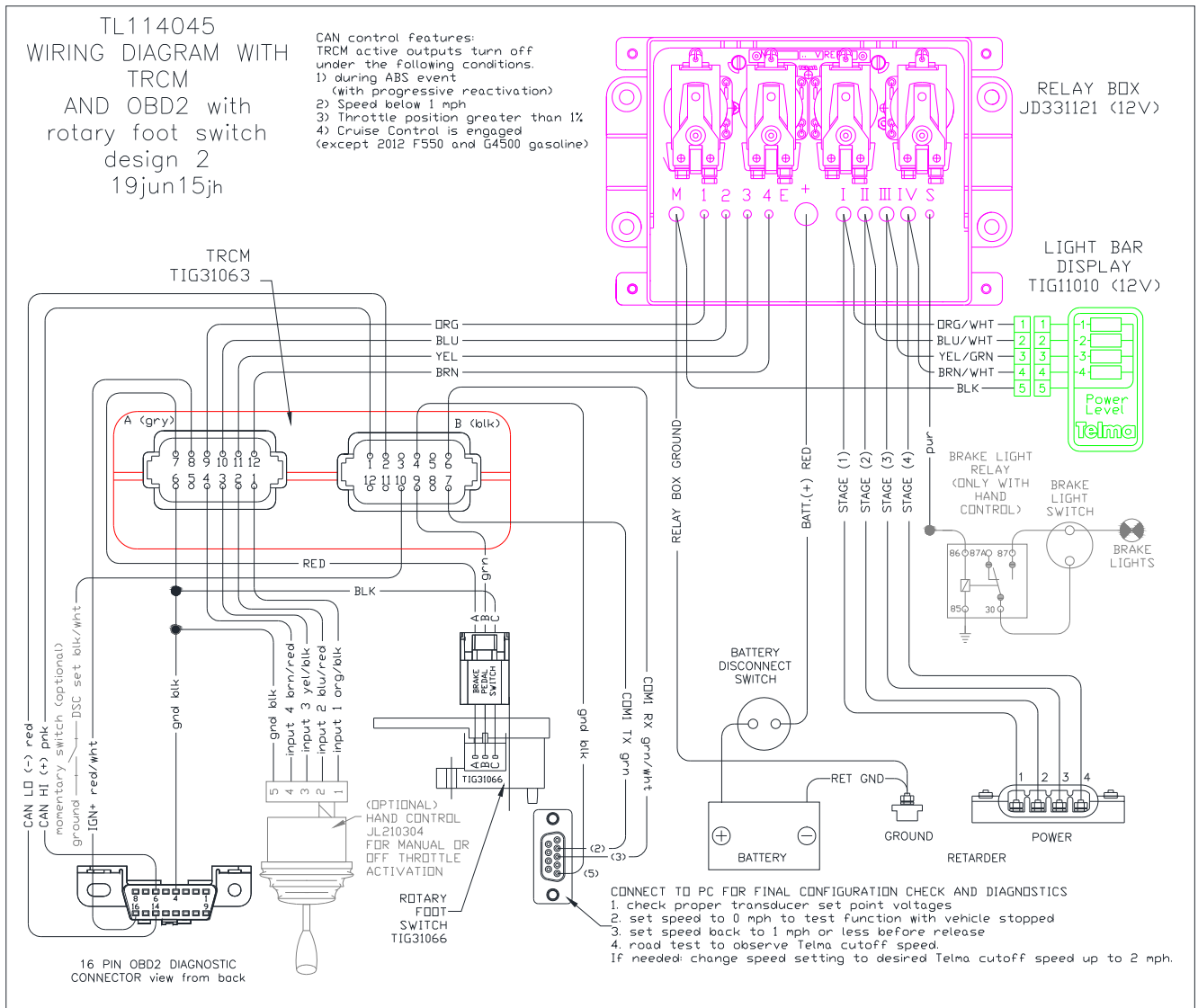
4.2 CONTROL HARNESS INSTALLATION

- Follow the OEM harness and route the control harness along the inside of the left frame through the firewall and into the cab on the left side. Connect the main harness to the cab harness at the connector labeled “TO RELAY BOX”.
- Find the Telma Control Module cab harness and plug the two connectors into the Telma Control Module.
- Plug the foot switch connector onto the rotary foot switch.
- Remove the OEM OBD2 diagnostics connector from its attachment points under the dash and plug the mating OBD2 connector of the Telma harness into the OEM OBD2 connector. Secure together with a wire tie. Attach the OBD2 connector of the Telma harness to the OEM attaching points where the OEM OBD2 diagnostics connector was installed.
- Attach the mating connector to the four wires (org, blu, yel, brn) found in the relay box control harness and plug into the cab harness receptacle labeled “to relay box”.
- Install the five wires (org/wht, blu/wht, yel/grn, brn/wht, blk) found in the relay box control harness into the Light Bar mating connector positions 1-5 respectively.
- Feed the harness equipped with the Lght Bar mating connector through the Light Bar hole and plug in the Light Bar.
- Plug the Light Bar into the hole.
- After final installation of the wiring, connect the PC to configure the Telma Control Module (TRCM) and check proper function. Unplug the gray connector from the module and reconnect in order to power cycle after a configuration change has been made if necessary.

Configuration Settings	Ford F550 shuttle with rotary foot switch
Low/High	Low
CAN	Ford F 2012*
Speed	1.0mph
Set point Stage 1	0.5
Set point Stage 2	1.0
Set point Stage 3	1.5
Set point Stage 4	6.5

* For Ford F Super Duty from model year 2012


4.3 WIRING DIAGRAM



SECTION 5 RECOMMENDED TOOLS

- Transmission Jack
- Heavy duty drill motor
- Standard assortment of mechanics hand tools
- Vehicle hoist, pit, or floor jack with stands
- Electrical connector crimping pliers for use with non-insulated connectors
- Electronic angle meter with 0.1° accuracy (e.g. SPI Pro360 digital protractor)
- Laptop or desktop Windows computer with DB9 serial port or USB-to-serial port adapter TIG01027.
- Straight through DB9 serial cable (male/female)



SECTION 6 INSTALLATION CHECKLIST			
TL133010 Revised 19may15		CHASSIS #: CHASSIS MAKE/MODEL: Telma part number: Telma Serial number: End Customer: INSTALLER: INSPECTION DATE: INSPECTED BY:	
INSTALLATION FOLLOWUP CHECKLIST  Retain a copy of this checklist in the chassis VIN record Record Telma serial number in electronic VIN record			
		√ X	COMMENTS
ELECTRICAL	harness properly routed along center of Telma away from rotors and secured with cable clamps to retarder bracket		
	minimum 1/4" clearance between chassis bracket and retarder bracket		
	harnesses routed on inside of frame rail away from heat sources, sharp edges, etc. and secured with rubber coated metal cable clamps		
	correct cable eyelet size at battery / disconnect switch		
	relay box mounted vertical with wiring exiting from the bottom and can be easily accessed		
	Telma battery power cable connected to battery switch or to battery "+" terminal and is protected with corrosion inhibitor		
	Telma battery ground cable connected to frame rail bare metal surface where battery pack is grounded or directly to battery ground post and protected with corrosion inhibitor		
	relay box ground connected to retarder ground post		
	electrical connections (weatherproof connectors, no quick splice, avoid butt connectors)		
	Light Bar Display installed correctly, visible to driver, and operates properly		
	Telma Control Module accessible and secured with screws		
	Telma foot control shuts off automatically at 1mph		
	Telma activates when moving and brakes are applied		
	Connect PC to TRCM to check proper configuration and function		
	MECHANICAL	Telma hydraulic brake foot switch brackets installed correctly	
cables, hoses and air lines are at least 4" from rotors or heat shield installed			
drive shaft weld quality, slip installed on each side of Telma at center of travel, balance, u-joints same quality as OEM			
Transmission angle measurement			
Telma angle measurement			
First shaft angle and installed length measurement			
Second shaft angle and installed length measurement			
Third shaft angle and installed length measurement			
Fourth shaft angle and installed length measurement			
Axle angle measurement			
drive shaft lengths/angles, Telma angle conforms to drawing			
Flange yokes are in same plane			

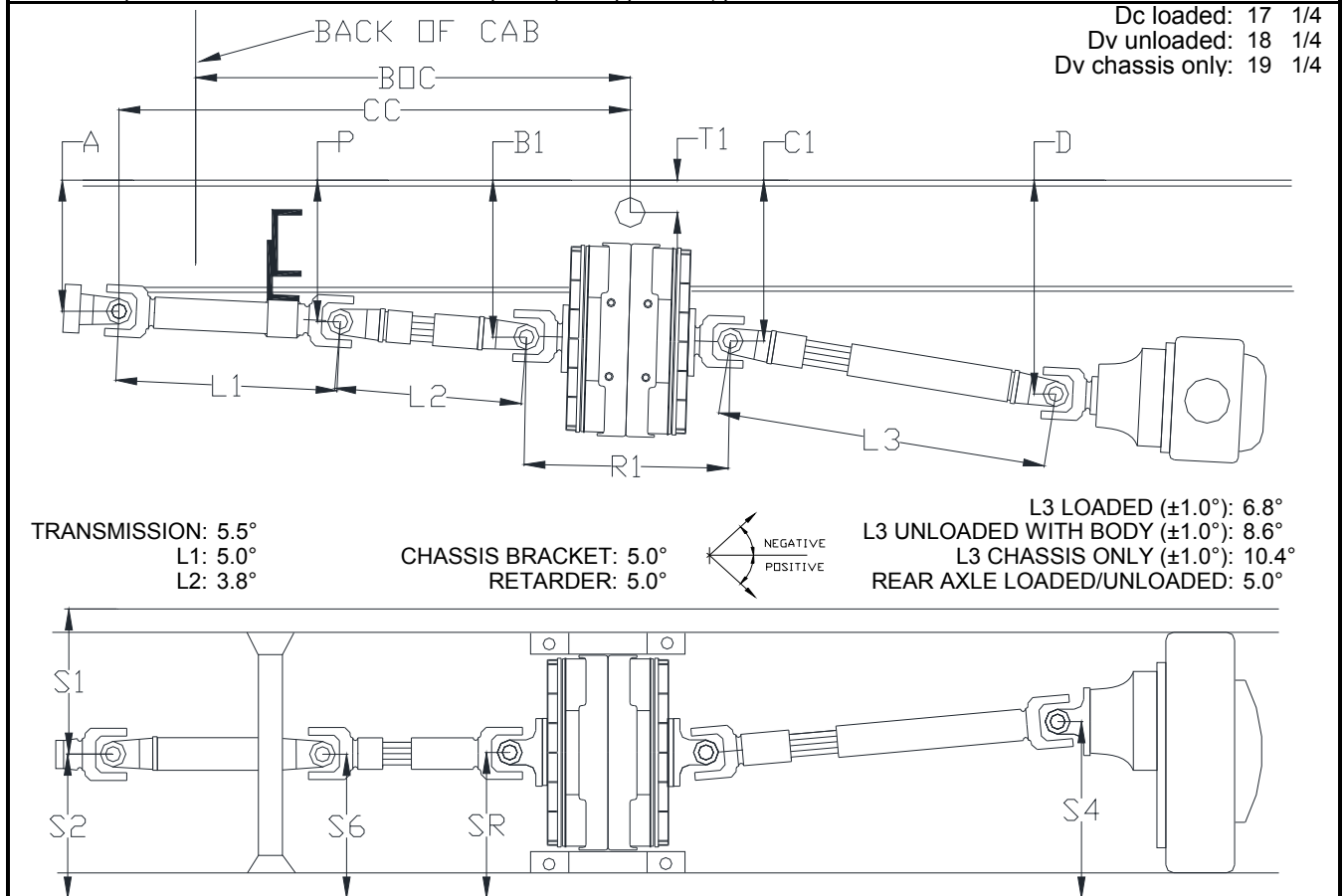


APPENDIX

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	189.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.



A	B1	C1	P	R1	T1	CC
6 3/8	12 1/4	13 7/16	9 1/16	13 11/16	4 1/4	85
S1	S2	S4	S6	SR	BOC	
15 3/4	19 1/4	18 3/4	19 1/4	19 1/4	55	

SHAFT LENGTH	L1	L2	L3
	30 1/2	47 7/8	32 7/16
SHAFT MIN TUBE DIA	3.00	3.00	3.00
SHAFT MIN TUBE THICKNESS	0.095	0.095	0.095

CAUTION:

back of cab to retarder centerline

NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths.

NOTE 2: All drive shafts must be dynamically balanced after modification.

NOTE 3: Always verify proper shaft lengths before modification

NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft

NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.

NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**

NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing.**

Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing

NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**

NOTE 9: **USE BRACKET POSITION 2**

NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.8° WITH CHASSIS REFERENCE OF 0°**

NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**

NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 5.0° WITH CHASSIS REFERENCE OF 0°**

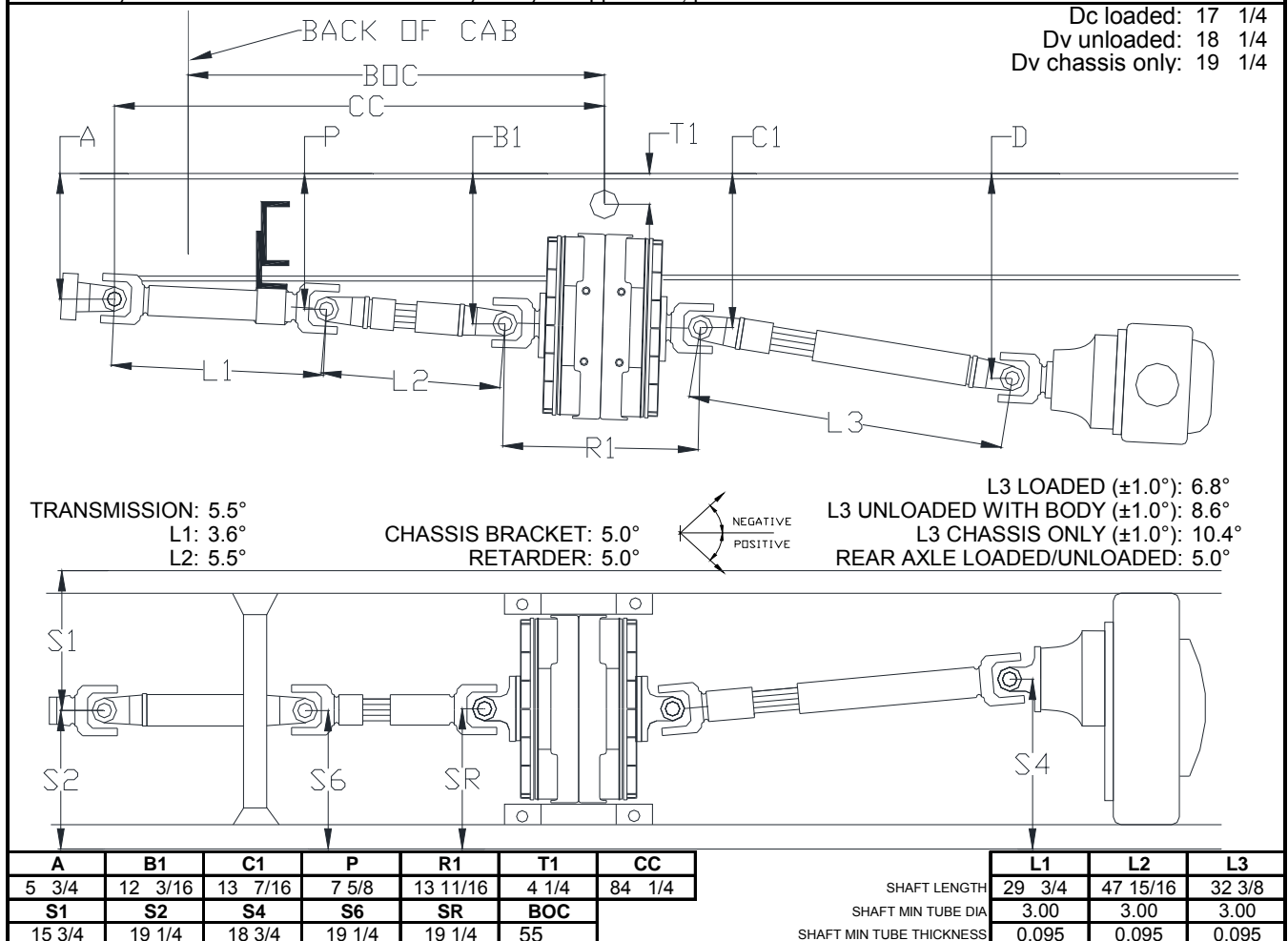
angle tolerance=±0.2°

dimension tolerance=±1/16"

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	189.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.

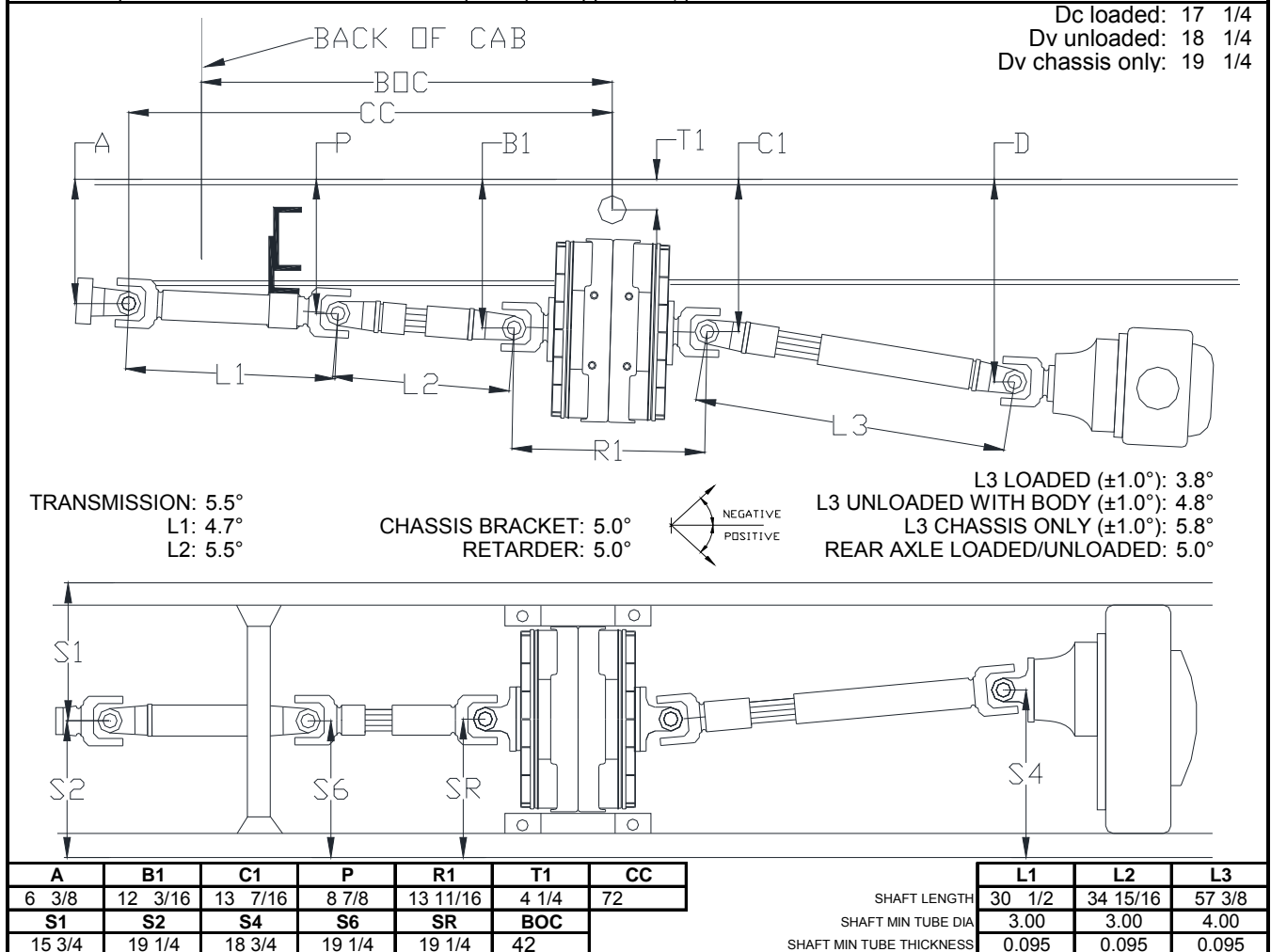

CAUTION:

- back of cab to retarder centerline
- NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: Always verify proper shaft lengths before modification
- NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft
- NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**
- NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**
- NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 9: **USE BRACKET POSITION 2**
- NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 5.5° WITH CHASSIS REFERENCE OF 0°**
- NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**
- NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 5.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	201.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.


CAUTION:

back of cab to retarder centerline

NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths.

NOTE 2: All drive shafts must be dynamically balanced after modification.

NOTE 3: Always verify proper shaft lengths before modification

NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft

NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.

NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**

NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing.**

Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing

NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**

NOTE 9: **USE BRACKET POSITION 2**

NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 5.5° WITH CHASSIS REFERENCE OF 0°**

NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**

NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 5.0° WITH CHASSIS REFERENCE OF 0°**

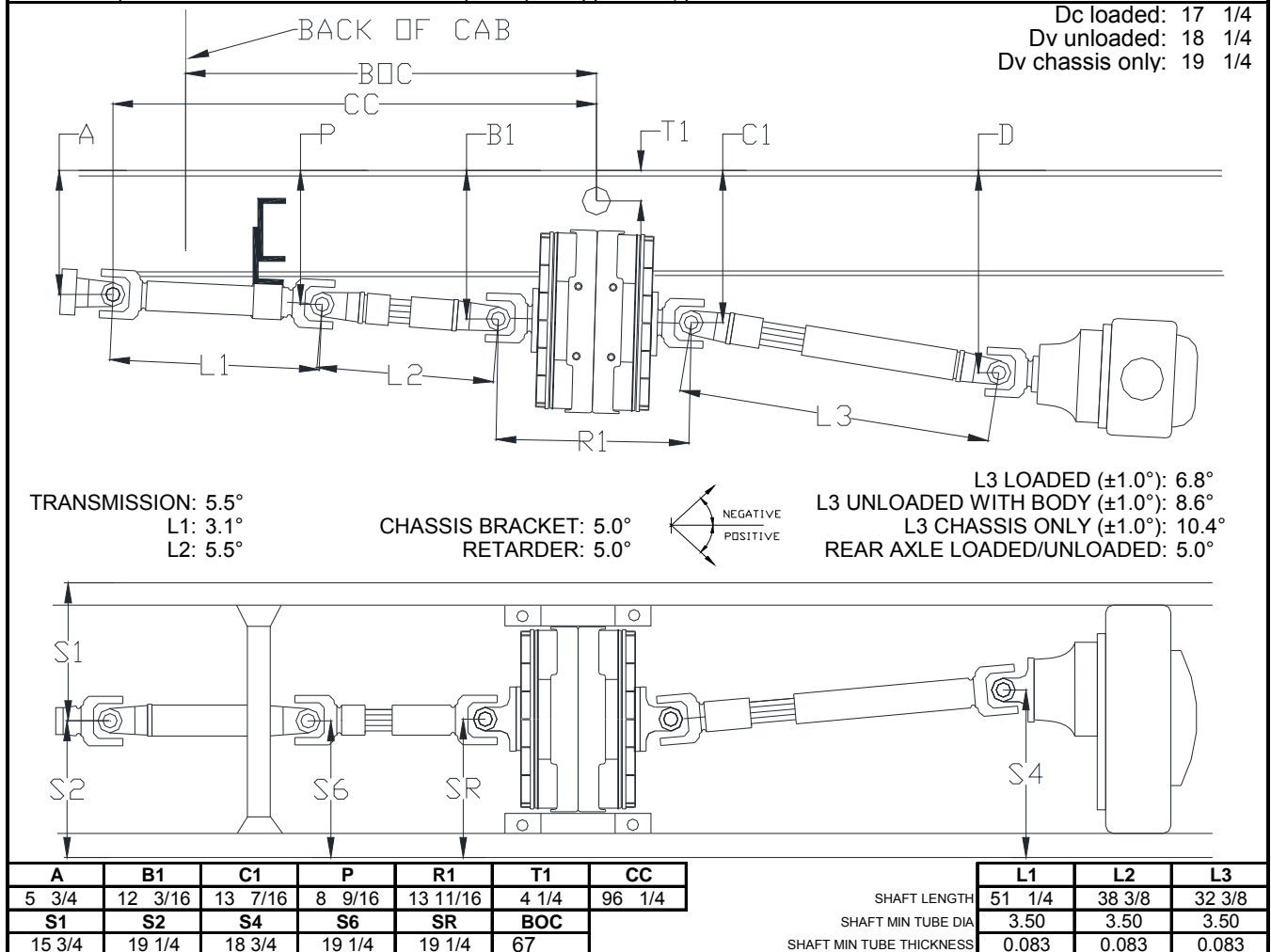
angle tolerance=±0.2°

dimension tolerance=±1/16"

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	201.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.

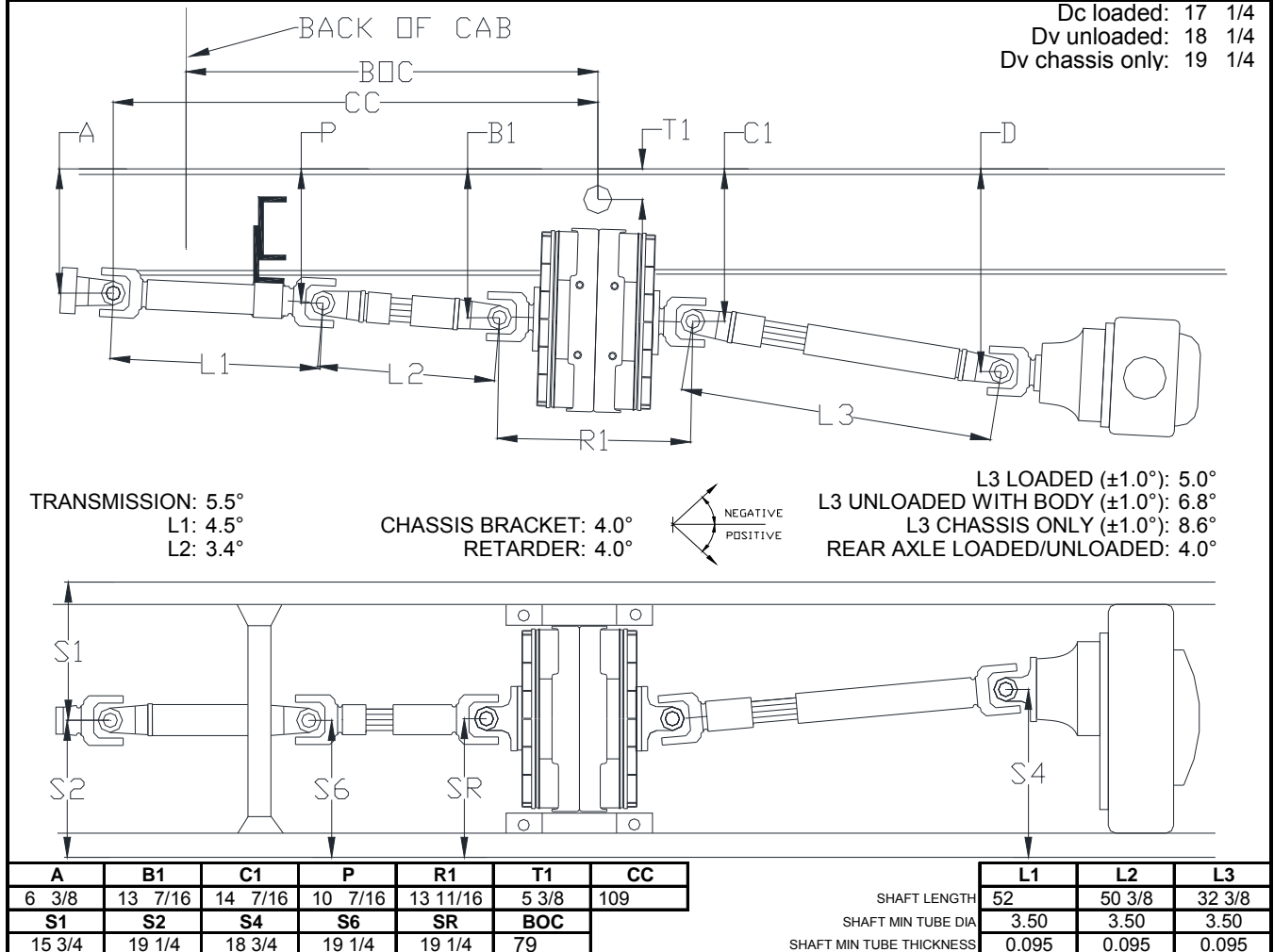

CAUTION:

- back of cab to retarder centerline
- NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: Always verify proper shaft lengths before modification
- NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft
- NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**
- NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**
- NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 9: **USE BRACKET POSITION 2**
- NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 5.5° WITH CHASSIS REFERENCE OF 0°**
- NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**
- NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 5.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	213.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.


CAUTION:

back of cab to retarder centerline

NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths.

NOTE 2: All drive shafts must be dynamically balanced after modification.

NOTE 3: Always verify proper shaft lengths before modification

NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft

NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.

 NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**

 NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing.**

Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing

 NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**

 NOTE 9: **USE BRACKET POSITION 2**

 NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.4° WITH CHASSIS REFERENCE OF 0°**

 NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**

 NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 4.0° WITH CHASSIS REFERENCE OF 0°**

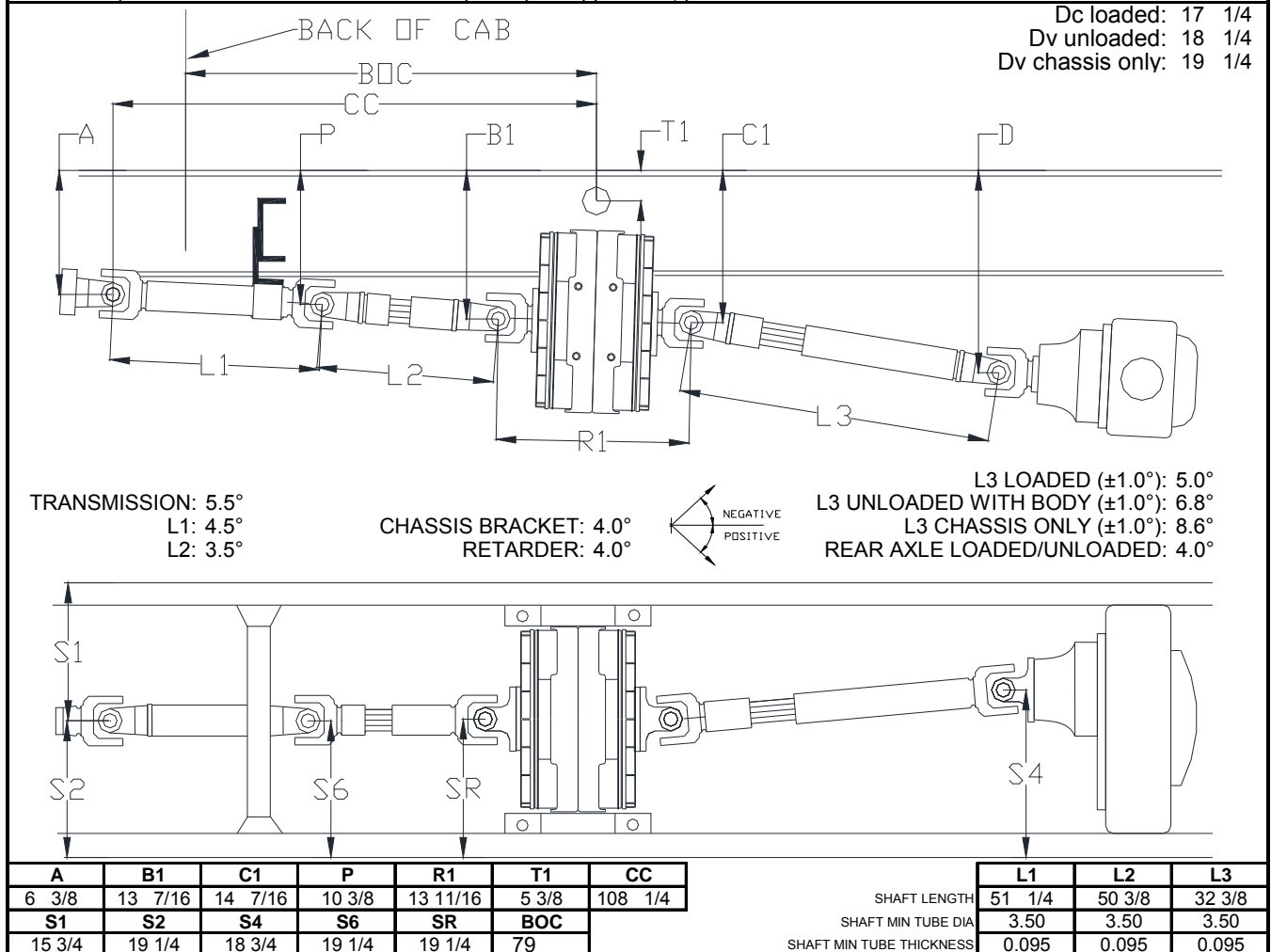
angle tolerance=±0.2°

dimension tolerance=±1/16"

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	213.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.


CAUTION:

back of cab to retarder centerline

NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths.

NOTE 2: All drive shafts must be dynamically balanced after modification.

NOTE 3: Always verify proper shaft lengths before modification

NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft

NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.

NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**

NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing.**

Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing

NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**

NOTE 9: **USE BRACKET POSITION 2**

NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.5° WITH CHASSIS REFERENCE OF 0°**

NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**

NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 4.0° WITH CHASSIS REFERENCE OF 0°**

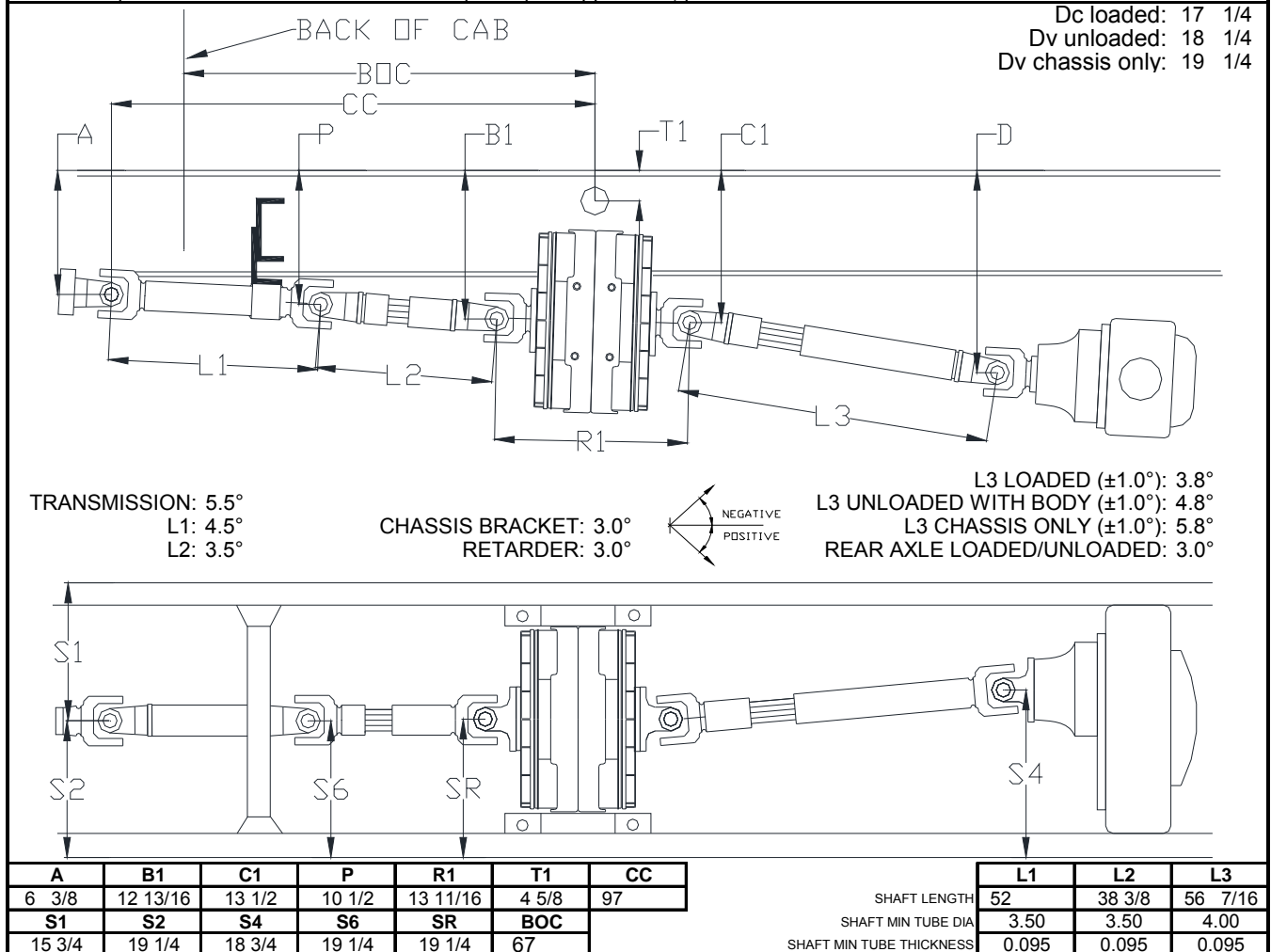
angle tolerance=±0.2°

dimension tolerance=±1/16"

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	225.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.



A	B1	C1	P	R1	T1	CC	L1	L2	L3
6 3/8	12 13/16	13 1/2	10 1/2	13 11/16	4 5/8	97	52	38 3/8	56 7/16
S1	S2	S4	S6	SR	BOC		3.50	3.50	4.00
15 3/4	19 1/4	18 3/4	19 1/4	19 1/4	67		0.095	0.095	0.095

CAUTION: back of cab to retarder centerline

NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"

NOTE 2: All drive shafts must be dynamically balanced after modification.

NOTE 3: Always verify proper shaft lengths before modification

NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft

NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.

NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**

NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**

NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**

NOTE 9: **USE BRACKET POSITION 2**

NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.5° WITH CHASSIS REFERENCE OF 0°**

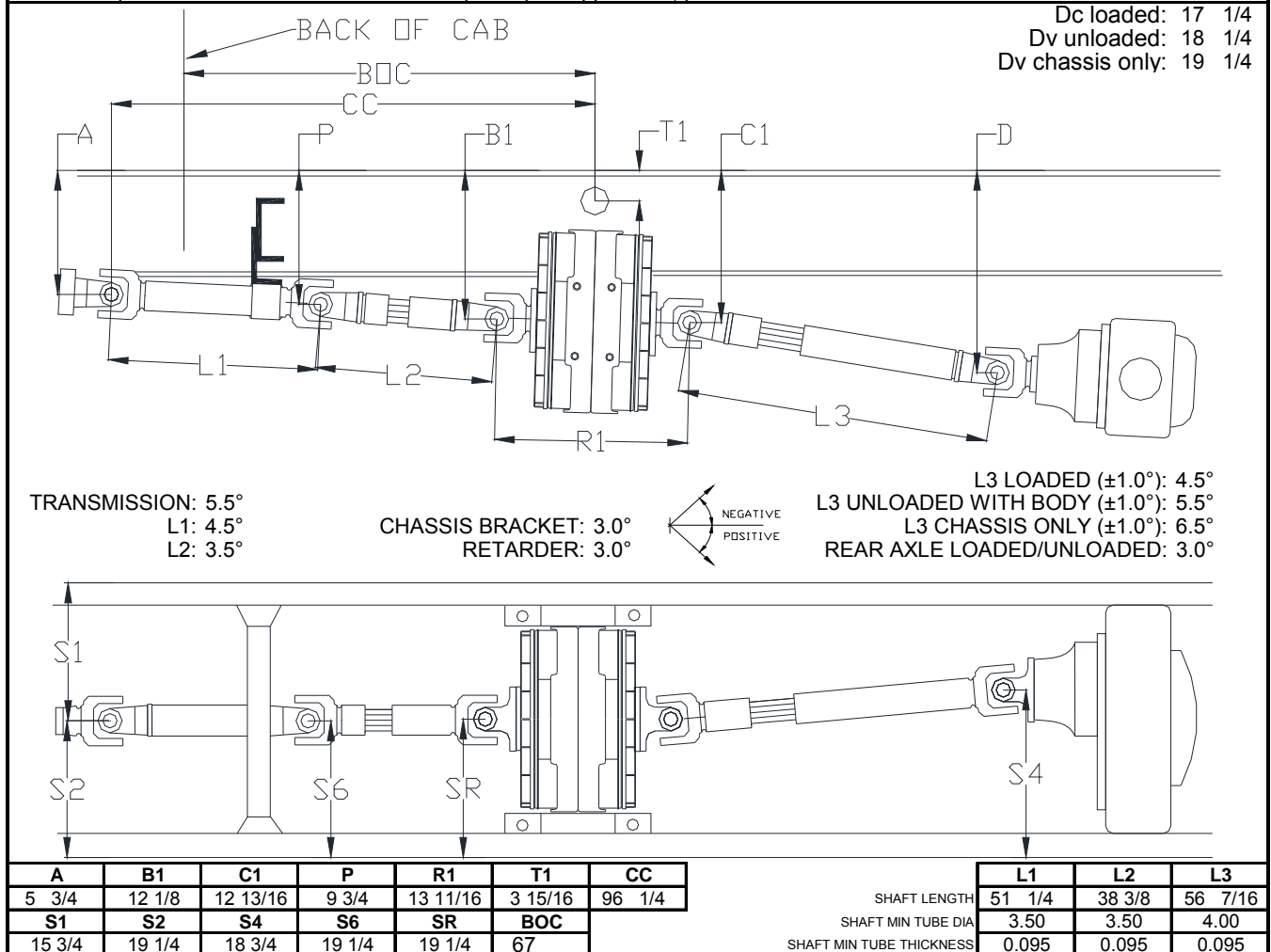
NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**

NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	225.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.

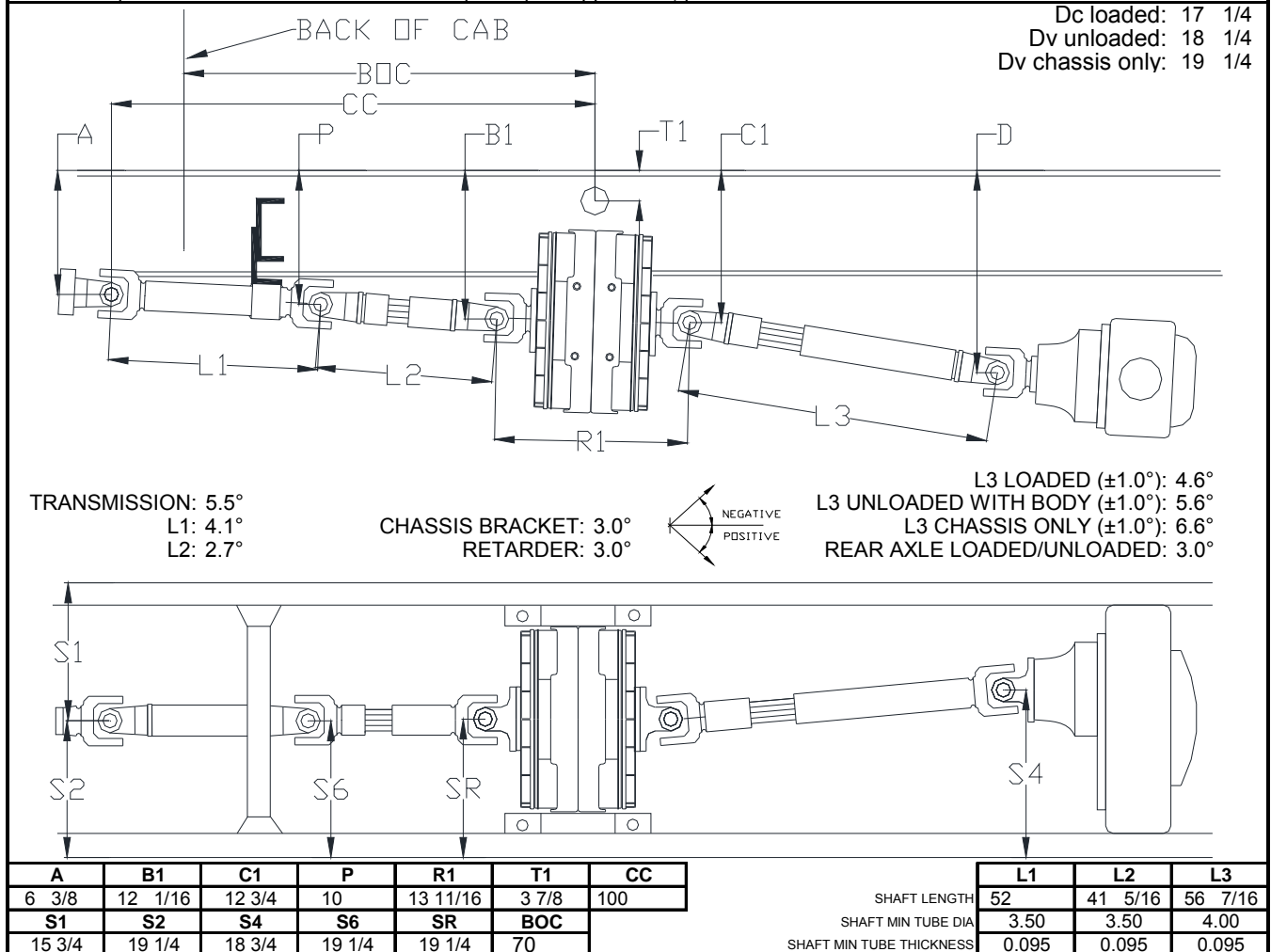

CAUTION:

- back of cab to retarder centerline
- NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: Always verify proper shaft lengths before modification
- NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft
- NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**
- NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**
- NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 9: **USE BRACKET POSITION 2**
- NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.5° WITH CHASSIS REFERENCE OF 0°**
- NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**
- NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	228.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.

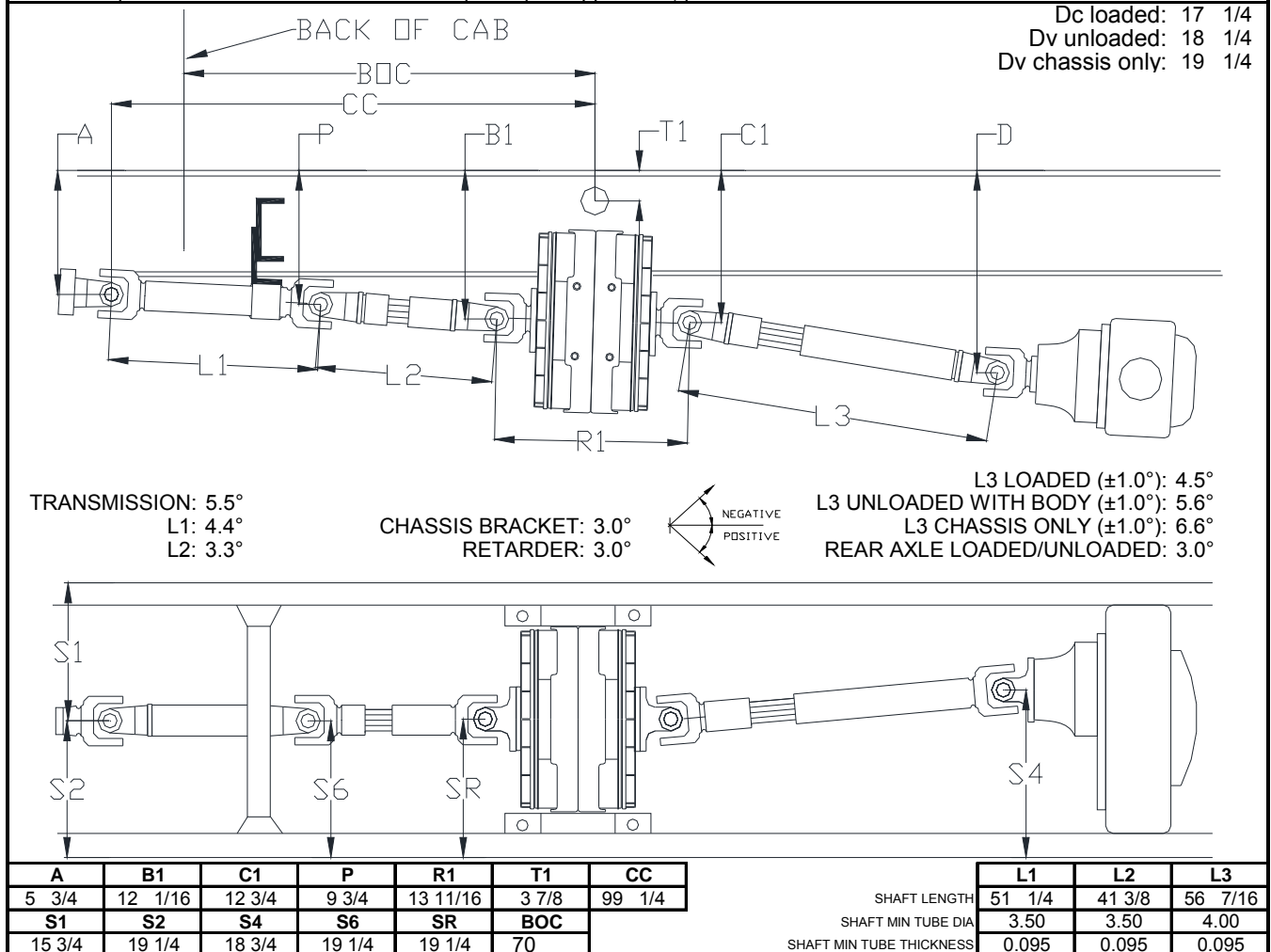

CAUTION:

- back of cab to retarder centerline
- NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: Always verify proper shaft lengths before modification
- NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft
- NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**
- NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**
- NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 9: **USE BRACKET POSITION 2**
- NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 2.7° WITH CHASSIS REFERENCE OF 0°**
- NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**
- NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	228.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

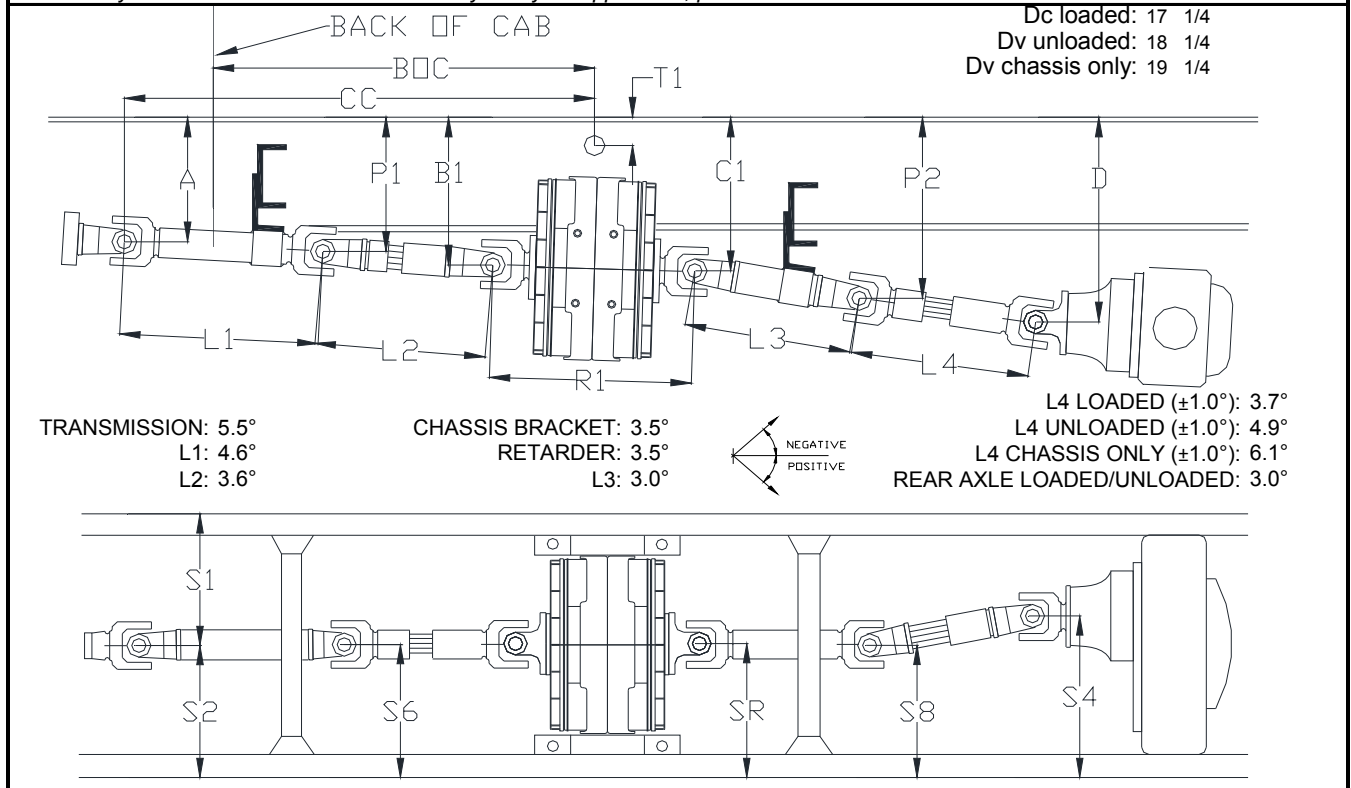
Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.


CAUTION:

- back of cab to retarder centerline
- NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: Always verify proper shaft lengths before modification
- NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft
- NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**
- NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**
- NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 9: **USE BRACKET POSITION 2**
- NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.3° WITH CHASSIS REFERENCE OF 0°**
- NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**
- NOTE 12: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA				
CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	233.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4x2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-479
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	shuttle

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.



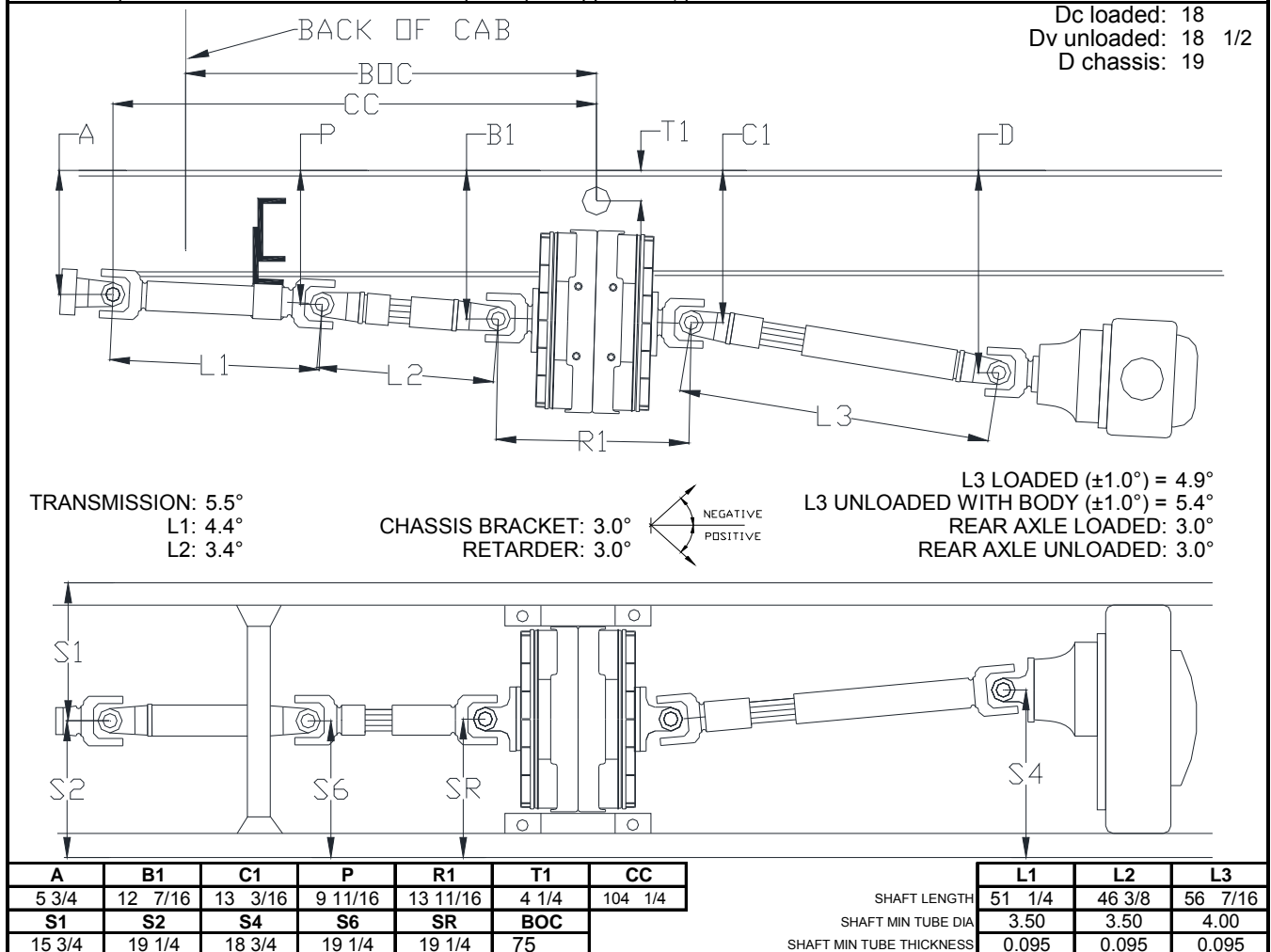
A	B1	C1	P1	P2	R1	T1	CC					
6 3/8	11 3/4	12 3/8	8 13/16	14 1/8	13 11/16	3 1/2	82	SHAFT LENGTH	L1	L2	L3	L4
S1	S2	S4	S6	S8	SR	BOC		SHAFT MIN TUBE DIA	30 1/2	44 13/16	31 7/16	48
15 3/4	19 1/4	18 3/4	19 1/4	19 1/4	19 1/4	52		SHAFT MIN TUBE THICKNESS	3.00	3.50	3.00	3.50
									0.095	0.095	0.095	0.095

- CAUTION:** back of cab to retarder centerline angle tolerance= $\pm 0.2^\circ$
dimension tolerance= $\pm 1/16"$
- NOTE 1: L1, L2 and L3 are measured from center of U-joint and are installed lengths.
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original driveshaft.
- NOTE 4: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 5: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 6: **USE RETARDER BRACKET POSITION 2**
- NOTE 7: **ADJUST FIRST SHAFT (L1) TO 4.6° WITH CHASSIS REFERENCE OF 0°**
- NOTE 8: **ADJUST THIRD SHAFT (L3) TO 3.0° WITH CHASSIS REFERENCE OF 0°**
- NOTE 9: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA

CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	233.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4X2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	SHUTTLE

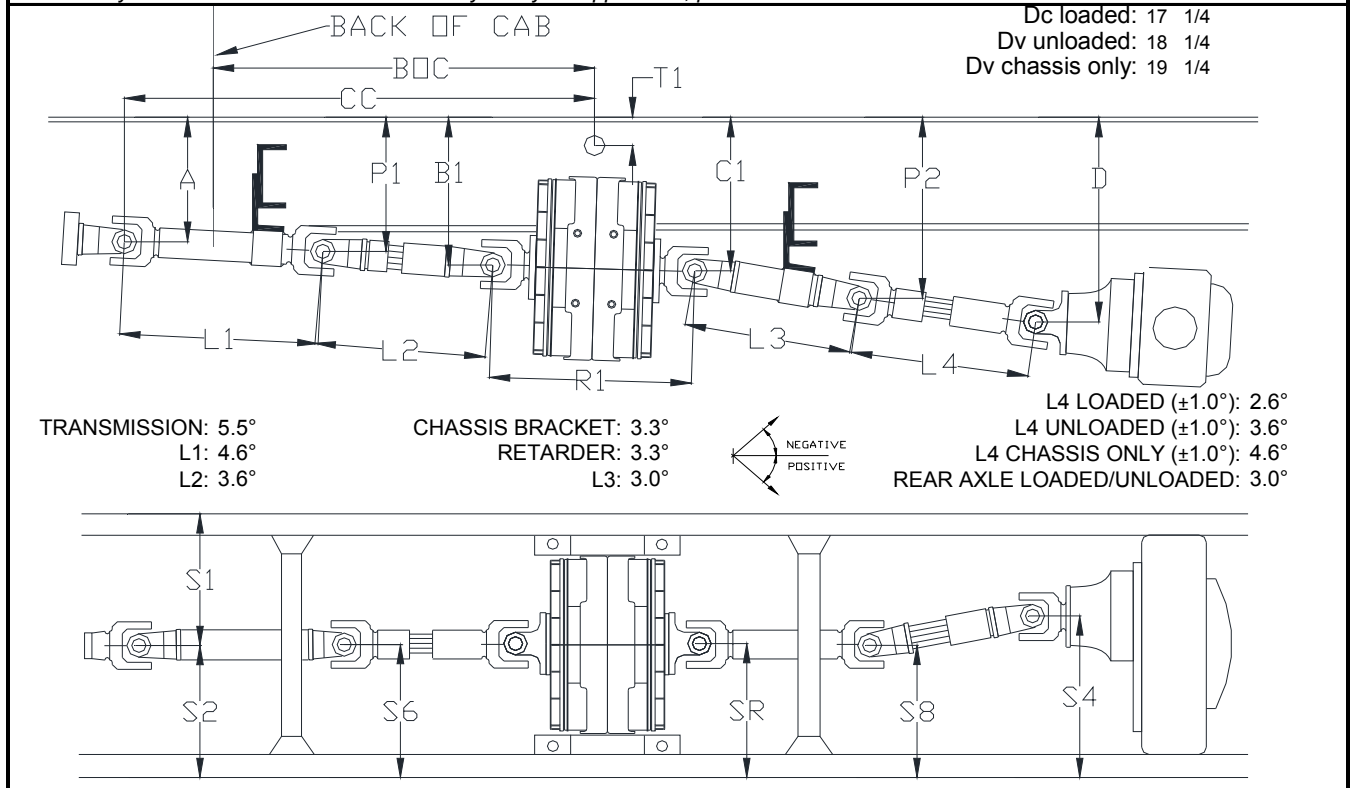
Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.


CAUTION:

- back of cab to retarder centerline
- NOTE 1: Drive shaft lengths are measured from center of U-joint and are installed lengths. angle tolerance=±0.2°
dimension tolerance=±1/16"
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: Always verify proper shaft lengths before modification
- NOTE 4: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original drive shaft
- NOTE 5: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 6: **Adjust Telma angle to angle indicated by rotating chassis bracket**
- NOTE 7: **After installation is completed, measure drive shaft angles and compare to the angles on the installation drawing. Contact TELMA Customer Support Engineering if the angles measured do not conform to the drawing**
- NOTE 8: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 9: **USE BRACKET POSITION 2**
- NOTE 10: **ADJUST CARRIER BEARING SO THAT SECOND SHAFT (L2) IS 3.4° WITH CHASSIS REFERENCE OF 0°**
- NOTE 11: **ADJUST CARRIER BEARING SO THAT SECOND U-JOINT OFFSET IS 1 3/4"**
- NOTE 12: **CHECK AFTER BODY IS INSTALLED AND IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA				
CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	252.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.8L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	5R110	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4x2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	shuttle

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.



A	B1	C1	P1	P2	R1	T1	CC					
6 3/8	11 13/16	12 5/16	8 13/16	14 9/16	13 11/16	3 1/2	82	SHAFT LENGTH	L1	L2	L3	L4
S1	S2	S4	S6	S8	SR	BOC		SHAFT MIN TUBE DIA	30 1/2	44 13/16	40 7/16	58
15 3/4	19 1/4	18 3/4	19 1/4	19 1/4	19 1/4	52		SHAFT MIN TUBE THICKNESS	3.00	3.50	3.50	4.00
									0.095	0.095	0.095	0.095

CAUTION: back of cab to retarder centerline angle tolerance=±0.2°
dimension tolerance=±1/16"

NOTE 1: L1, L2 and L3 are measured from center of U-joint and are installed lengths.

NOTE 2: All drive shafts must be dynamically balanced after modification.

NOTE 3: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original driveshaft.

NOTE 4: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.

NOTE 5: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**

NOTE 6: **USE RETARDER BRACKET POSITION 2**

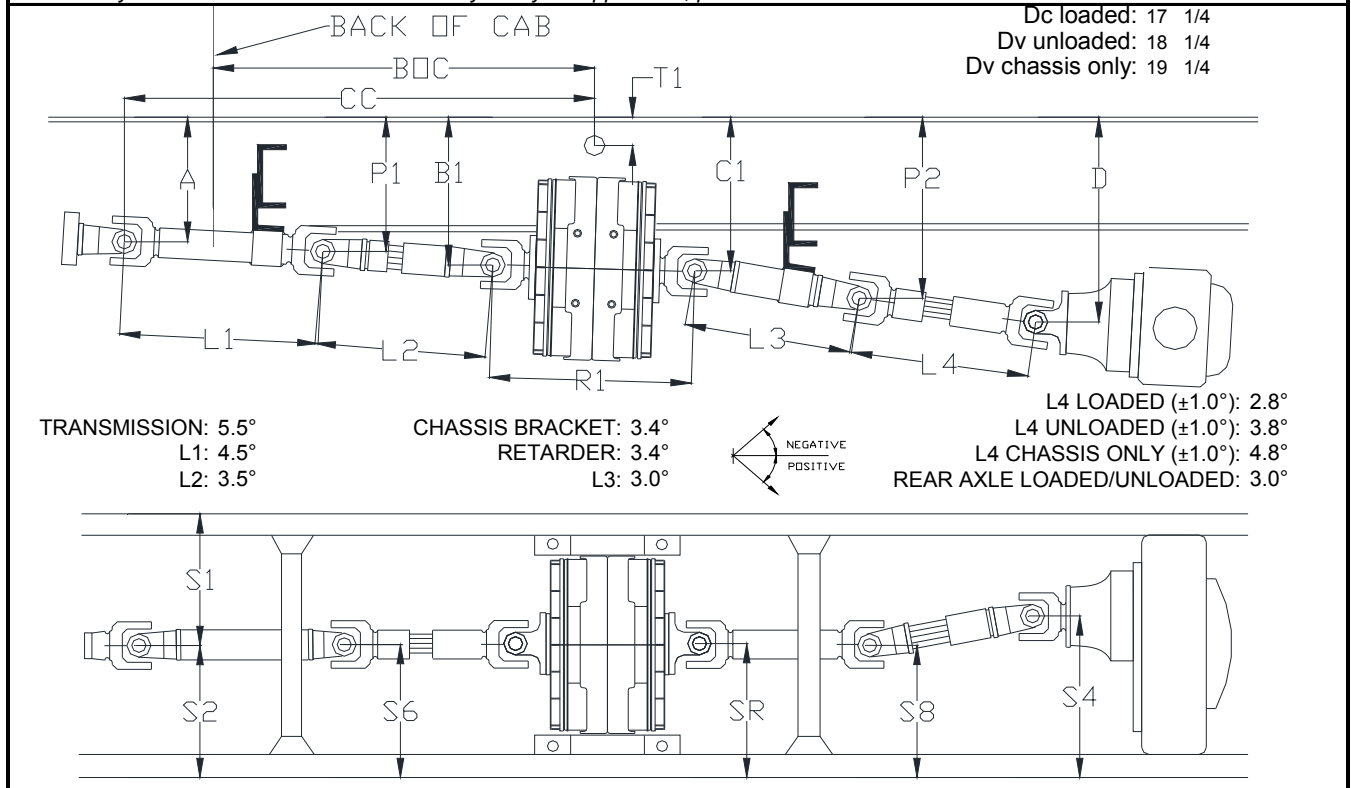
NOTE 7: **ADJUST FIRST SHAFT (L1) TO 4.6° WITH CHASSIS REFERENCE OF 0°**

NOTE 8: **ADJUST THIRD SHAFT (L3) TO 3.0° WITH CHASSIS REFERENCE OF 0°**

NOTE 9: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**

VEHICLE TECHNICAL DATA				
CHASSIS MAKE / MODEL	FORD	F550	CUSTOMER:	
WHEELBASE	252.0"		VEHICLE NUMBER	
ENGINE MAKE / MODEL	FORD	6.7L	SPEED SWITCH / INTERFACE	
TRANSMISSION MAKE / MODEL	FORD	6R140	TIRE SIZE	225/70R-19.5
AXLE MAKE / MODEL	DANA	S130	GVW / GCW	19500 lbs
DRIVE TYPE	4x2		BRAKES	HYD
RETARDER MODEL	AF50-90		ABS	TRW
RETARDER PART NUMBER	LBA101158		AXLE RATIO	4.88
RETARDER SERIAL NUMBER			DRIVE LINE SERIES	1480
RETARDER CONTROL SYSTEM	FOOT		FLANGE YOKE	3-2-499
MILEAGE AT TIME OF INSTALL			SUSPENSION TYPE	SPRING
HOURS AT TIME OF INSTALL			VOCATION	shuttle

Note: If any of the above mentioned factors vary with your application, please call our TECHNICAL DEPARTMENT.



A	B1	C1	P1	P2	R1	T1	CC		L1	L2	L3	L4
6 3/8	11 3/4	12 3/8	8 11/16	14 7/16	13 11/16	3 1/2	84 1/4	SHAFT LENGTH	29 3/4	47 13/16	37 7/16	58
S1	S2	S4	S6	S8	SR	BOC		SHAFT MIN TUBE DIA	3.00	3.50	3.50	4.00
15 3/4	19 1/4	18 3/4	19 1/4	19 1/4	19 1/4	55		SHAFT MIN TUBE THICKNESS	0.095	0.095	0.095	0.095

- CAUTION:** back of cab to retarder centerline angle tolerance= $\pm 0.2^\circ$
dimension tolerance= $\pm 1/16"$
- NOTE 1: L1, L2 and L3 are measured from center of U-joint and are installed lengths.
- NOTE 2: All drive shafts must be dynamically balanced after modification.
- NOTE 3: When not specified, the front & the rear drive shafts, on each retarder side, must have at least the same slip as the original driveshaft.
- NOTE 4: When not specified, the flange yoke on each retarder side must have the maximum working angle capacity available in the driveline series concerned.
- NOTE 5: **USE MOUNTING BRACKETS TIB05055, TIB05056, TIB07010**
- NOTE 6: **USE RETARDER BRACKET POSITION 2**
- NOTE 7: **ADJUST FIRST SHAFT (L1) TO 4.5° WITH CHASSIS REFERENCE OF 0°**
- NOTE 8: **ADJUST THIRD SHAFT (L3) TO 3.0° WITH CHASSIS REFERENCE OF 0°**
- NOTE 9: **IF NECESSARY ADJUST AXLE ANGLE TO 3.0° WITH CHASSIS REFERENCE OF 0°**