

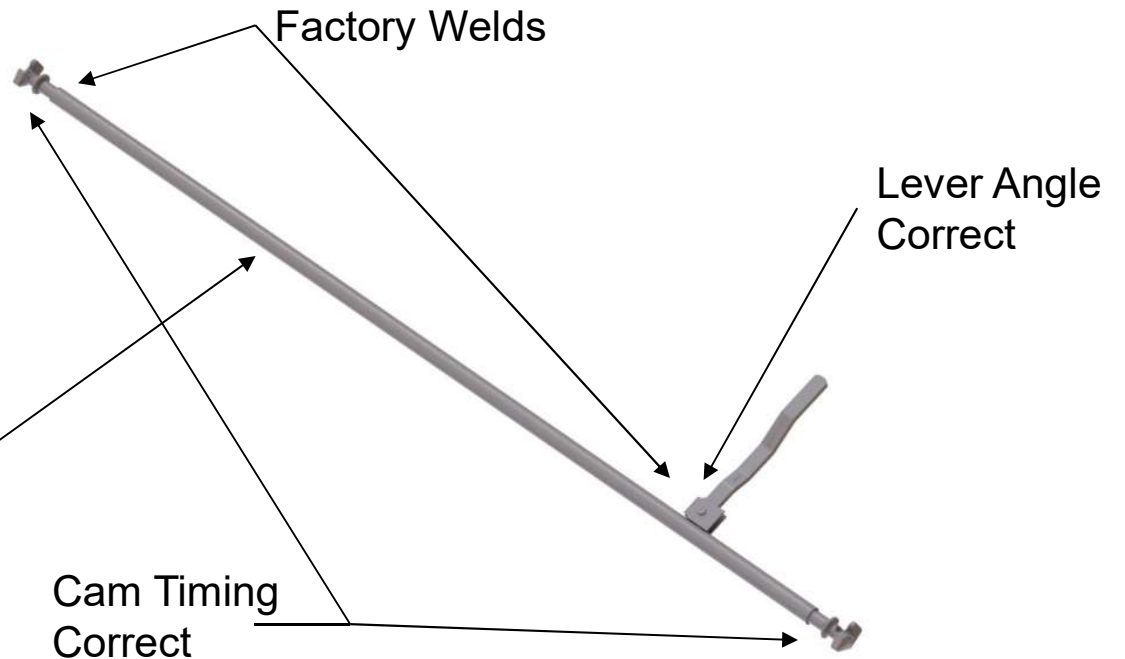


Lockrod Options - Finished Lockrods

Cam Timing and Lever Angle
Set By Factory



Part Number Inscribed
To Identify For Repair or Replacement



Entire Lockrod Hot Dip Galvanized After Welding
For Maximum Corrosion Resistance

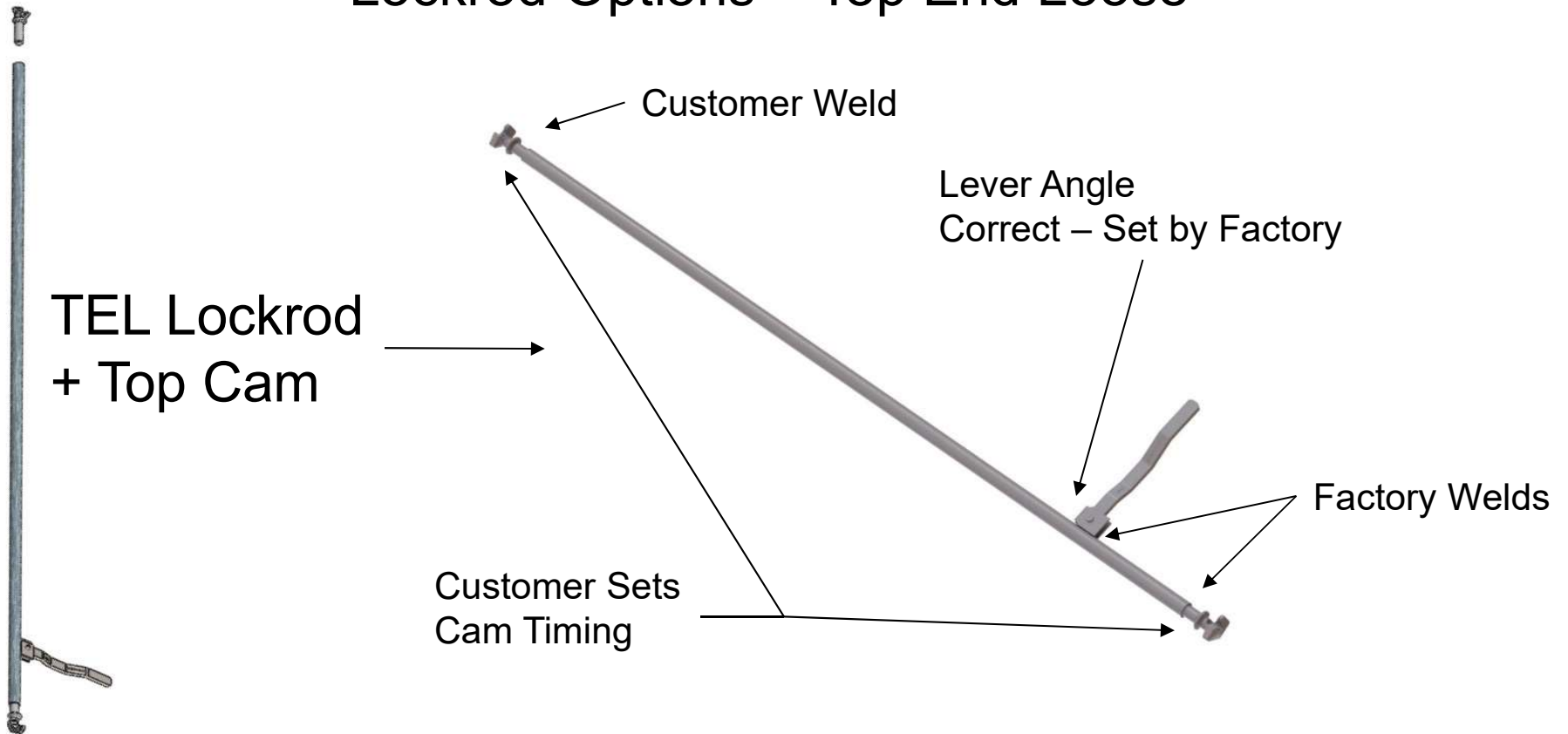


Lockrod Options - Finished Lockrods

- Manufactured to size at Powerbrace factory.
- Galvanized after welding. Best corrosion protection available.
- Ensures Cam Timing is correct.
- Ensures Lever Angle is correct.
- Ensures welds are factory-strength.
- Lockrod marked with part number for future repair or replacement.



Lockrod Options – Top End Loose



Bottom Cam Weld and Lever Mount Weld are Hot Dip Galvanized After Welding
Top Cam Weld is Cold Galvanized

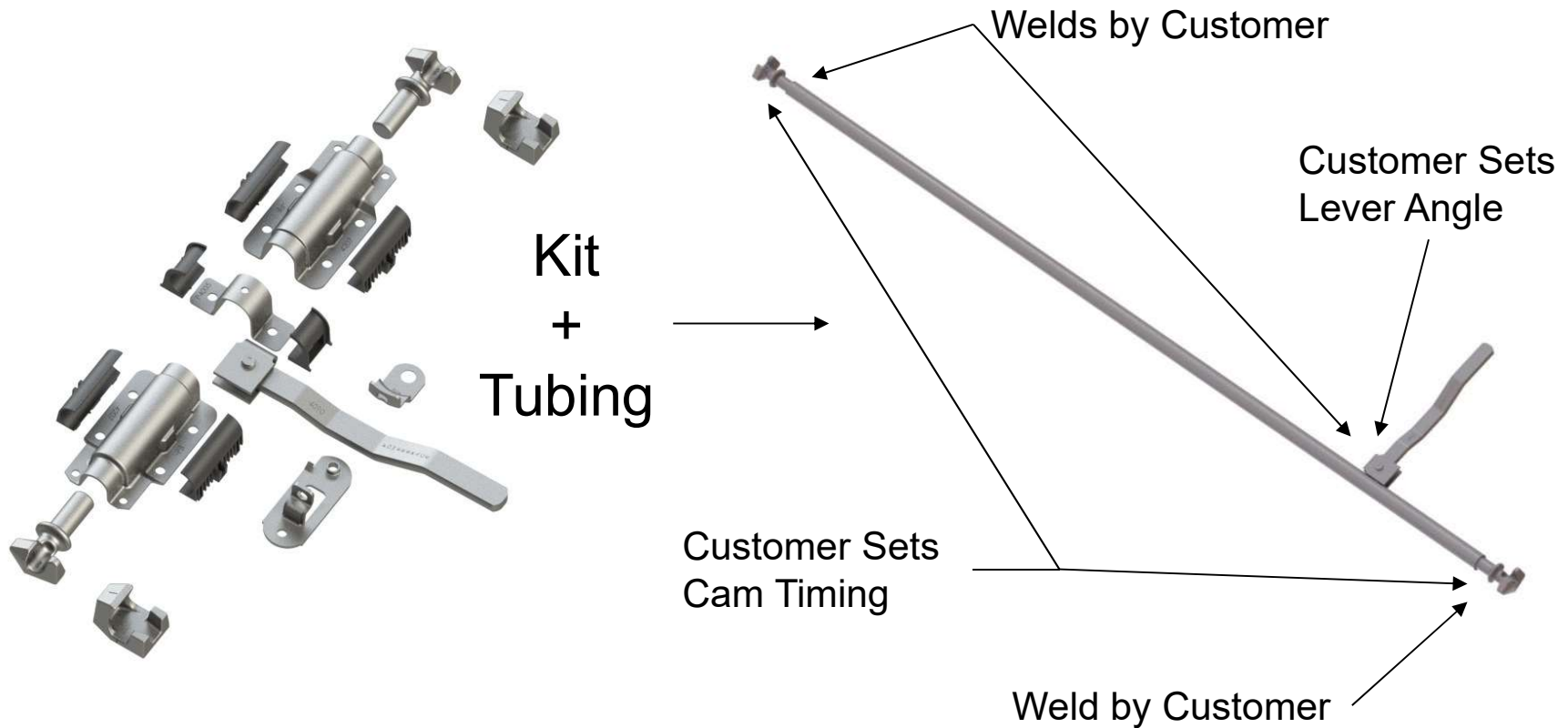


Lockrod Options – Top End Loose (TEL)

- Customer adds top cam.
- Manufacture:
 - Cut top of tube to length.
 - Add top cam.
 - Cold-galvanize top cam weld.
- Allows flexibility. Great for low or medium volume.
- Ensures lever angle is correct.
- Possibility for length, cam timing, or weld strength to be out of tolerance.
- Most of the welds are galvanized.
- Most of the welds are factory-strength.



Lockrod Options - Kits



All Welds are Cold Galvanized



Lockrod Options - Kits

- Manufacture:
 - Cut tube to length.
 - Weld cams to tube.
 - Weld lever assembly to tube.
 - Cold galvanize cam welds and lever assembly welds.
- Requires welding by customer.
- Possibility for length, cam timing, lever timing, cam straightness, or weld strength to be out-of-tolerance.
- All welds require cold-galvanizing.
- Allows flexibility. Great for low volume.
- Takes up little space on shelf.

Measuring

