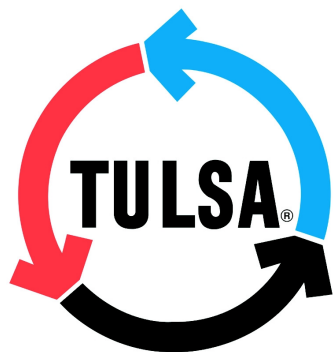




Tulsa Winch

DESIGN SERIES 001

RUFNEK 15 AND MODEL 10 SERVICE MANUAL

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WARNING

FAILURE TO HEED THE FOLLOWING WARNINGS MAY RESULT IN SERIOUS INJURY OR DEATH.

The safety of the winch operator and ground personnel should always be of great concern, and all necessary precautions to insure their safety must be taken. The primary mover and the winch must be operated with care and concern for the equipment and the environment and with a thorough knowledge of the equipment and its performance capabilities must be understood. These general safety guidelines are offered, however local rules and regulations or national standards may also apply. Recommended references are, but not limited to, ANSI B30, OSHA 1910, AWS D 14.3, and SAE J706.

Additional information can be found at <http://www.team-twg.com/TulsaWinch/>



DANGER

Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury or property damage.

NOTICE

Indicates information or a company policy that relates directly or indirectly to the safety of personnel or protection of property.

Mounting:

Winch mounting must be secure and able to withstand the applied loads.

- The stability of the mounting system must be approved by a qualified person.
- All welding should also be done by a qualified person.
- Winch mount must be flat so as not to induce binding.
- The flatness must not exceed 1/16 inch across the mounting surface of the winch itself.

Guards must be placed on all open drives in the case of mechanical winches. Insure that all hydraulic hoses, valves and fittings are rated to winch manufacturer's operating pressures.

Relief valves should be set to winch manufacturer's specifications. Insure that all PTO's and drivelines are sized appropriately for the winch manufactures speed and torque specifications.

Operator:

Must read and understand the operating and service manual.

Both the **SERVICE MANUAL** and **OPERATING AND MAINTENANCE MANUAL** are available online at <http://www.team-twq.com/TulsaWinch/>

Must never lift or move people with this winch.

This winch is not designed or intended for any use that involves moving people.

Must stay clear of the load at all times.

Ground personnel should remain a safe distance from the load and winch cable at least 1 ½ times the length of cable measured from the winch to the load.

Must stay clear of the cable at all times.

A broken cable can cause serious injury or death.

Must avoid shock loads.

Shock loads can impose a strain on the winch that can be many times the design rating.

Must be aware of the fleet angle of the winch.

All loads should only be pulled with the load line perpendicular to the drum shaft, this is to avoid excessive stresses on the winch and will help prevent the cable from building on one side of the drum flange.

Must wear personnel protective equipment (PPE) if required.

Check the local, state and federal regulations for compliance.

Must insure that the drum clutch is fully engaged before hoisting.

A visual inspection of the drum clutch engagement is required before each winching operation.

Must rig all loads secure before winching.

Pull the load line taut and inspect the condition of load for stability.

Must inspect the drum brake if equipped.

The drum brake is not a load holding device it is design to prevent over spooling of the drum and causing bird nesting of the cable on the drum. Inspect the brake for wear of the lining and the actuation method.

Must inspect the load control brake.

These winches can be equipped with two (2) forms of dynamic braking. The worm brake is one method and is adjustable for pay-out load control. Before a load is handled the load should be pulled tight and stopped to check this brake.

The second method is a hydraulic lowering control that is not field adjustable.

The same method should be used to check this brake.

Operation:

- All winch controls must be well marked for function to avoid confusion.
- Insure that the PTO is disengaged when the winch is not in use.
- All winch controls must be located to provide the operator with a clear view of the load.
- The clutch must be inspected daily for proper operation.
- The winch cable should be inspected daily for serviceability.
- A minimum of five wraps of tightly wound cable must remain on the drum.

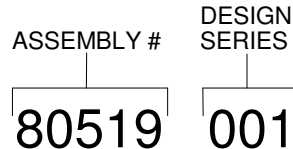
GENERAL INFORMATION

INTRODUCTION AND THEORY OF OPERATION

The Tulsa worm gear winch is operated by turning the input of the worm using a hydraulic motor or PTO driven sprocket and chain. The winch utilizes the adjustable, spring applied, multiple disc oil brake that activates only during pay-out to provide maximum efficiency during pay-in. The torque is transferred from the gearbox through the drum shaft which is keyed to a mechanically actuated sliding clutch that when engaged transfers the torque to the drum.

ASSEMBLY NUMBER EXPLANATION

This manual is for design series 001. In the case of a major design change implementation, a new design series designation number will be issued for the winch. A new manual will also be created for that specific design series.



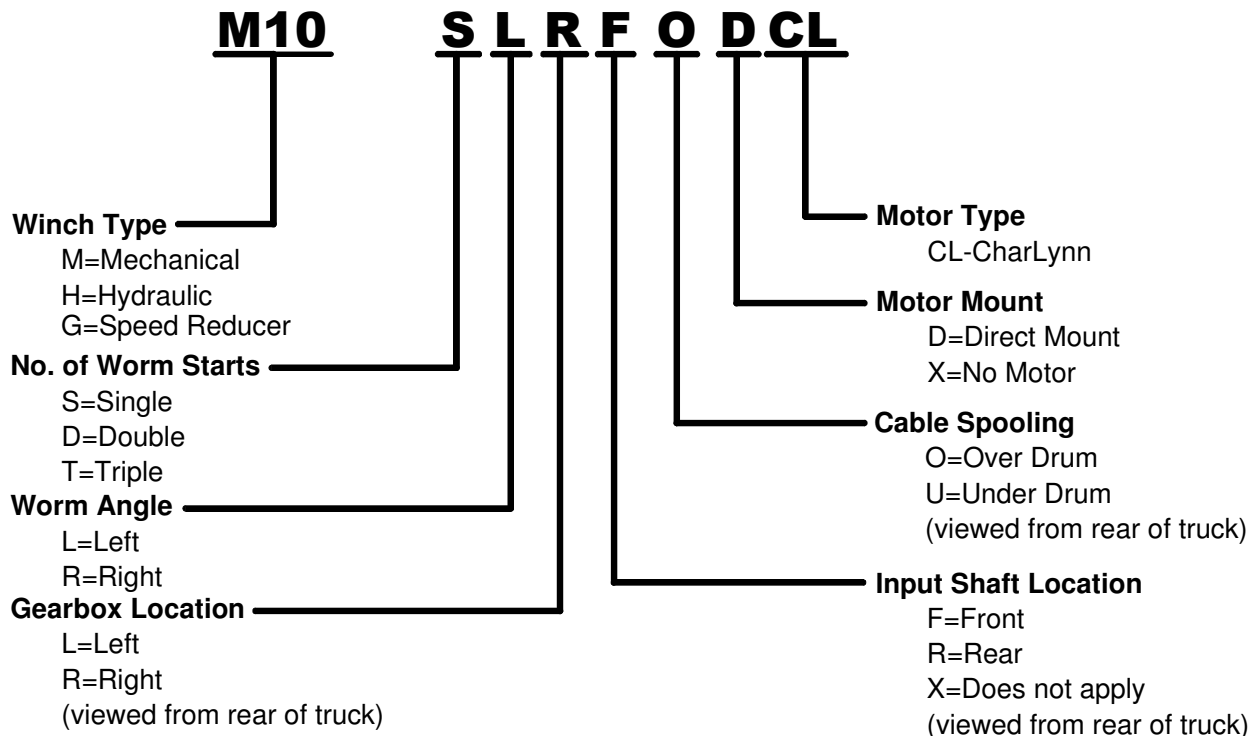
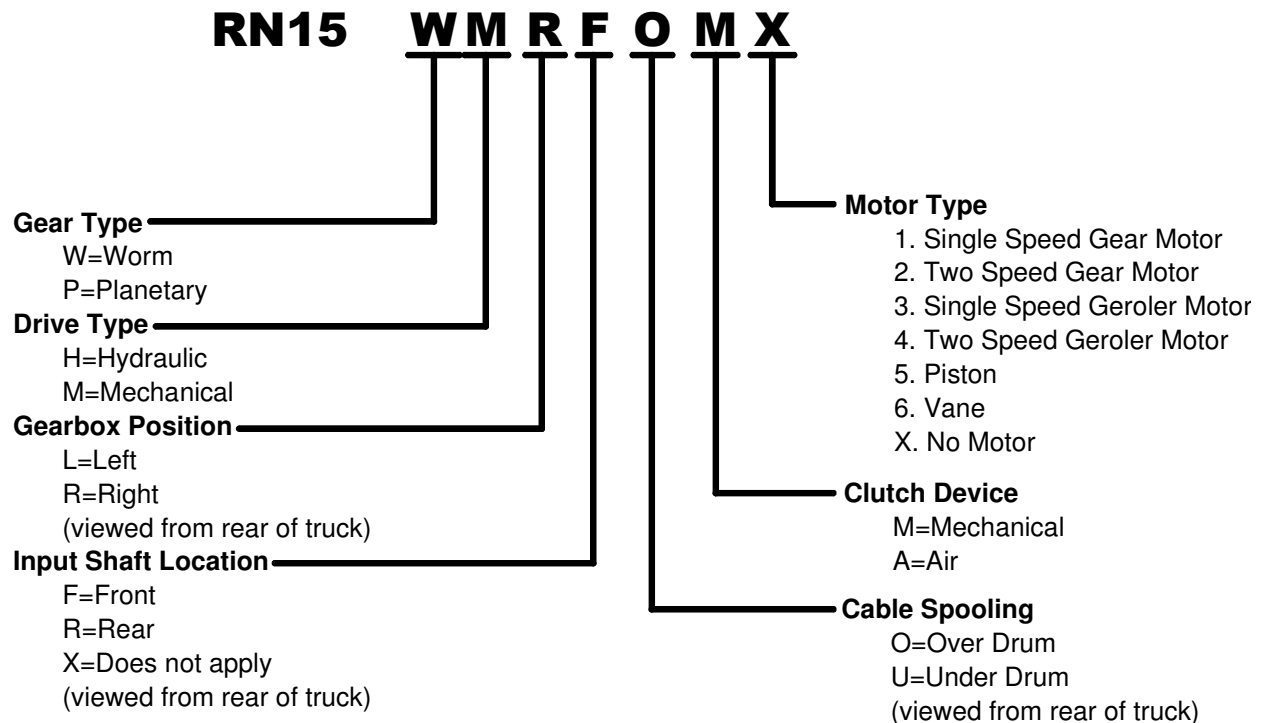
WINCH BREAK-IN

Winches, like any other kind of machinery, require a “break-in” to perform well and to maximize their life. The following guidelines should be used in the break-in of Tulsa Winches.

Use extreme care when first spooling cable onto the winch. DO NOT run the winch at high speeds when performing this operation. Make sure that the cable is payed-out in a straight line (to prevent kinks) and SLOWLY pay-in the winch to install the cable.

DO NOT exceed one half rated load or one half rated line speed for the first thirty minutes of operation. This will insure that the worm and gear have an opportunity to wear in properly. Periodically, check the gearbox for temperature rises and allow the winch to cool down between pulls. Worm gear winches are designed and intended for intermittent duty application only; using them in extremely long pulls may generate excessive heat and shorten the life of the winch.

MODEL CODES



MAINTENANCE

Tulsa Winch worm gear winches require regular maintenance to ensure safe and reliable operation. Regular oil changes with the correct oil for the ambient temperature conditions and an annual inspection of the wear components are strongly recommended.

Maintenance Scheduling

The owner is to ensure proper inspection intervals, in compliance with the API RP 2D Section 4, ANSI B30.5; 5-2.3 or ANSI B30.7; 7-2.1, and will review winch usage categories on a periodic basis. A qualified inspector should perform all maintenance and inspections.

USE (HRS PER MONTH)	API RP 2D RECOMMENDED INSPECTION SCHEDULE
0-10	PRE-USE, ANNUAL
11-50	PRE-USE, QUARTERLY
51+	PRE-USE, MONTHLY

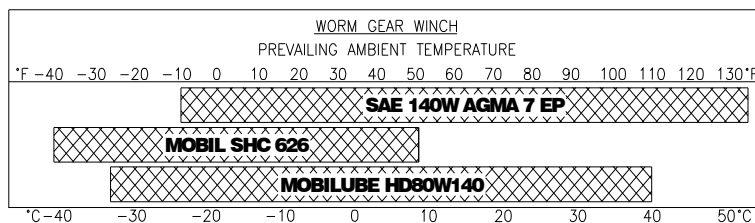
Oil Maintenance

The oil in the gear and brake section should be changed every **1000 hrs** or **6 months** of normal usage.

- Tulsa Winch recommends that the oil level in the gearbox be checked and adjusted as part of the pre-use inspection. If the oil level drops frequently or oil leakage is detected during an inspection, maintenance should be performed to correct any problems.

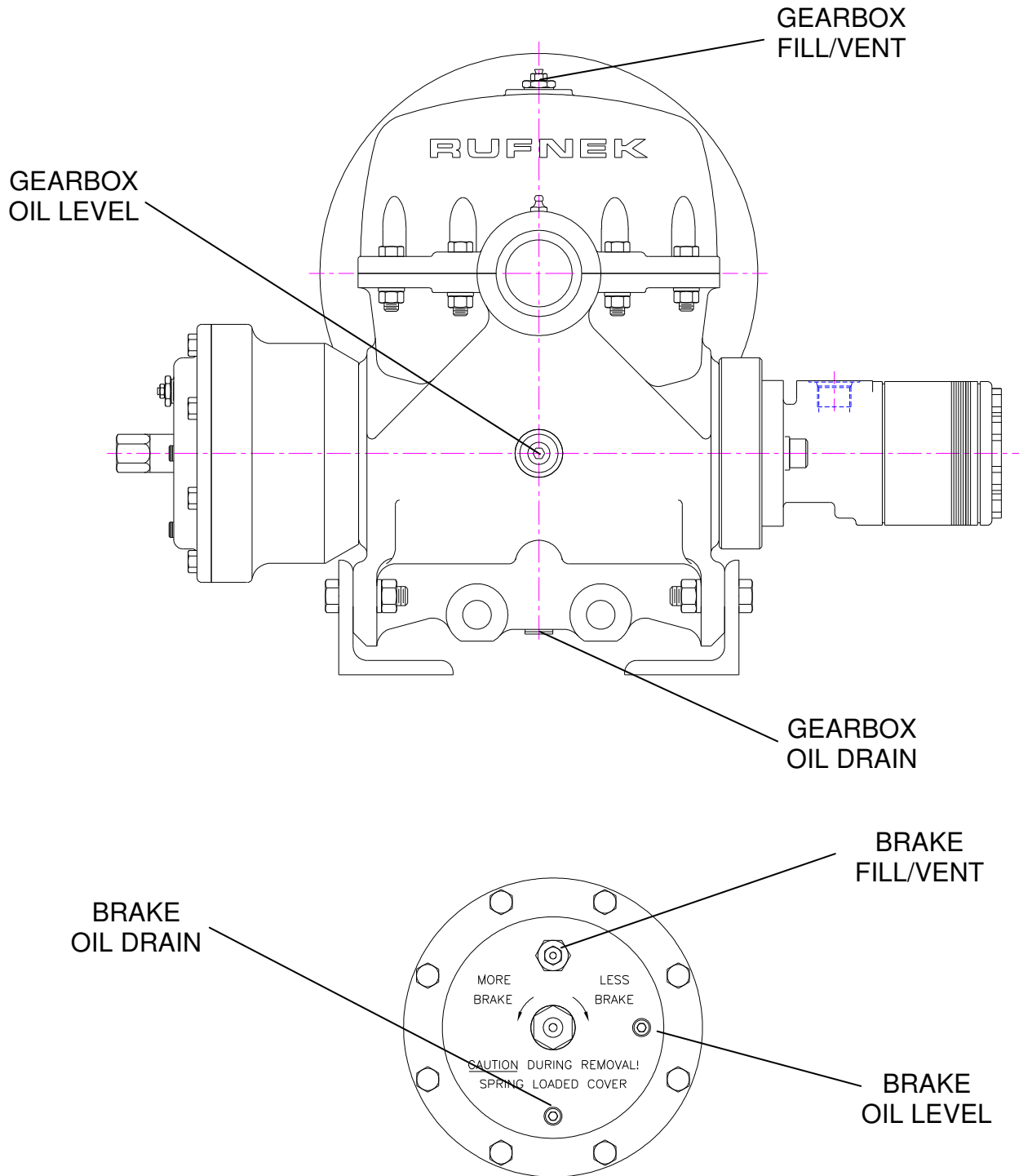
GEARBOX OIL CAPACITY = 1.50 QTS.

- Gearbox oil level inspection is achieved by removing the oil level inspection plug and visually inspecting the oil level. Minimum oil level is to the bottom of the threads of the inspection hole. Refer to the chart below for the recommended oil type and grade for your application.



All oils must meet MIL-PRF2105E standards. Substitution from a reputable manufacturer is allowed as long as type and grade are maintained.

OIL LEVELS

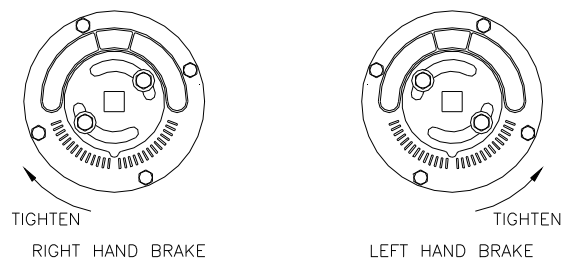


BRAKE ADJUSTMENT

In general, worm brakes on Tulsa winches should be set to hold the load you are currently working with. Excessive brake torque will result in excessive heat generation and brake wear. The best way to insure proper brake adjustment is to pull the cable tight against the load and stop to ensure the brake holds. If it doesn't, tighten the brake slightly and try it again. If the brake doesn't respond to adjustment the brake must be serviced.

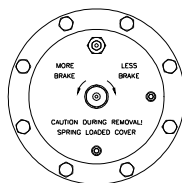
If the input to the winch is accessible and a torque wrench can be adapted to it, the brake can be set with a torque wrench. The Model 10 brake is shipped from the factory pre-set at 32 Ft.-Lbs.

ADJUSTABLE SHOE BRAKE



To tighten the brake, loosen the two capscrews in the slotted holes and rotate the brake in the direction shown. If the brake needs to be reversed, remove those same two capscrews, rotate the cam 60 degrees and reinstall the capscrews in the other set of holes which have just been revealed. After adjustment, be sure to re-tighten the cam capscrews securely.

ADJUSTABLE MULTIPLE DISC OIL BRAKE RN15W



This style of brake can be adjusted by turning the hex adjuster counter-clockwise to increase brake and clockwise to decrease brake. The direction of braking for all multiple disc brakes can be changed by removing the cam clutch, turning it over, and re-installing it. For detailed service instructions, contact your Tulsa Winch distributor or the factory.

If the input to the winch is accessible and a torque wrench can be adapted to it, the brake can be set with a torque wrench. The RN15W brake is shipped from the factory pre-set at 32 Ft.-Lbs.

DISASSEMBLY

RUFNEK 15 BRAKE DISASSEMBLY

1. Remove bottom drain plug (81) to drain oil from brake.
2. Loosen the spring tension inside the brake by rotating the adjusting nut (71) clockwise until it stops.

CAUTION

Extreme care should be taken when removing the brake cover. The cover is spring loaded against the cover screws.

3. Evenly remove the capscrews (75) from the brake cover (77).
4. Remove the spring (73). Remove the brake driver (78) along with the brake components (63, 64, 65, 69, 74).

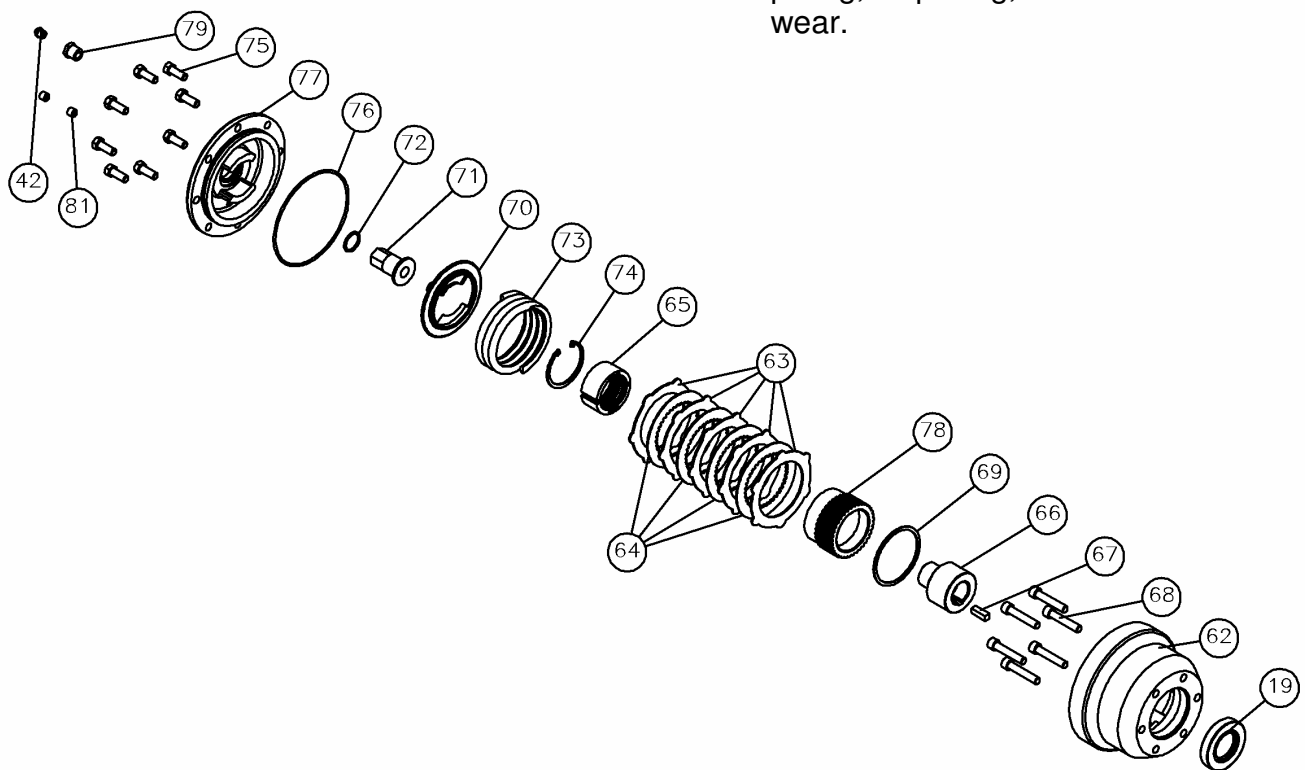
5. Inspect parts as follows, replace if necessary:

- A. Inspect the friction discs (64) for uneven or excessive wear. Friction discs should measure no less than .055-in thick.
- B. Inspect the stator plates (63) for warpage or excessive wear.
- C. Inspect the spring (73) for damage or discoloration.
- D. Cam clutch (65) should be free of debris and have all cams intact.

NOTICE

If replacing the cam clutch (65), take note of the direction it locks up for reassembly.

- E. Check coupler (66) for signs of pitting, spalling, or excessive wear.

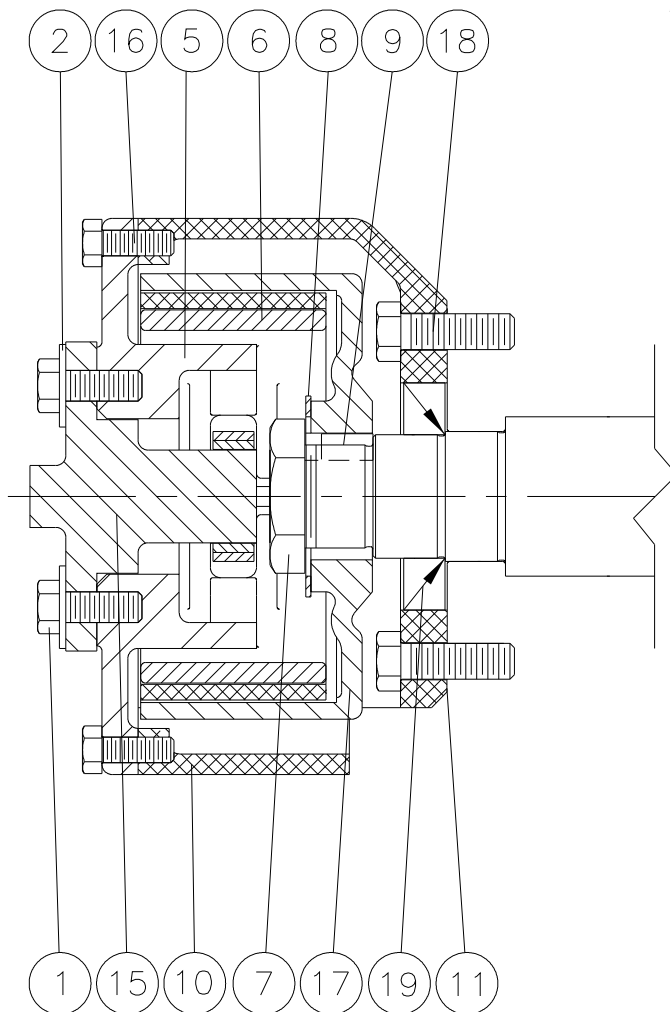


MODEL 10 BRAKE DISASSEMBLY

1. Loosen the capscrews (1).
2. Remove the capscrews (16) from the cover (5).
3. Remove the cover (5) from the brake housing (10).
4. Remove the brake shoes (6).
5. Remove the nut (7) and washer (8).
6. Use the two threaded holes in the brake drum (17) and a gear puller to remove the brake drum.
7. Inspect parts as follows, replace if necessary:
 - A. Inspect the brake shoes (6) for wear. If the shoe linings are worn flush with the rivet heads, they must be replaced.
 - B. Inspect the brake drum (17) for severe wear or scoring.
 - C. Check the inside lower part of the brake housing (10) for the presence of oil. Replace the seal (19) if oil is present.

NOTICE

If replacing the seal (19), first drain the oil from the gearbox then remove the capscrews (18) and brake housing (10).



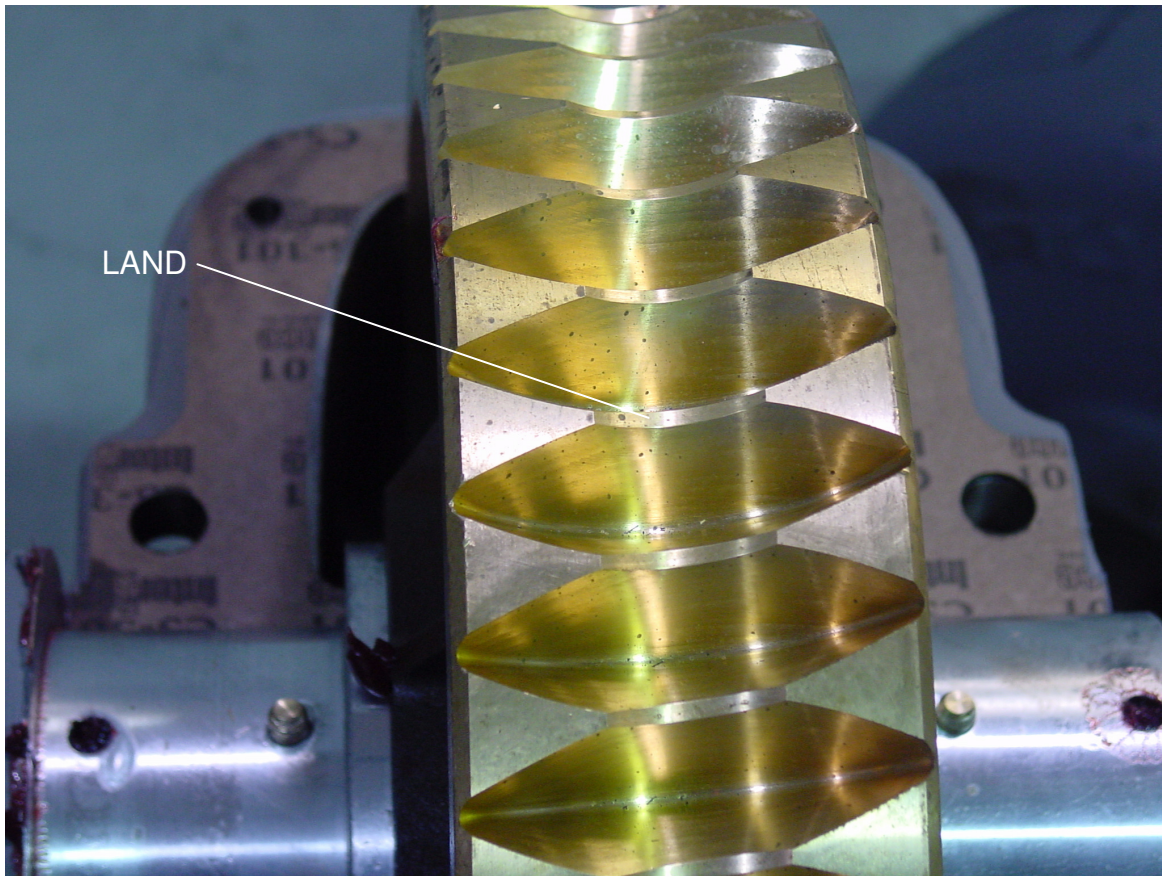
CLUTCH AND DRUM DISASSEMBLY

1. Remove the capscrews (34), nuts (31), and washers (32) attaching the end bracket (55) to the frames (29 & 30).
2. Remove the end bracket (55), clutch throwout assembly (56), and sliding clutch (53).
3. Remove the keys (38) and thrust washer (52) from the output shaft (37).
4. Slide the drum (49) off of the output shaft (37), making sure to keep the weight of the drum supported.
5. Inspect parts as follows, replace if necessary:
 - A. Inspect the bushing (54) in the end bracket (55) for excessive wear.
 - B. Inspect the keys (38), sliding clutch (53), and thrust washer (52) for damage. See page 17 for clutch inspection.
 - C. Inspect the bores of the drum (49) for any wear or damage.

GEARBOX DISASSEMBLY

1. Supporting the end of the output shaft (37) with a hoist, remove the cover (26) by removing capscrews (24 and 25), nuts (12), and washers (13).
2. Use the hoist to lift the output shaft (37), bushings (21), keys (36), roll pin (41), and gear (assembled items 12, 13, 28, 35, and 40) out of the housing (39).
3. Remove the bushings (21) from the output shaft (37). Remove the gear (28) from the carrier (40) by removing the twelve capscrews (35), nuts (12), and washers (13).
4. Remove the carrier (40) by removing the roll pin (41) then remove the keys (36).
5. Remove the worm (44) from the housing (39) by removing either the motor (57) and motor adapter (60), or the end cap (45), depending on the type of drive. From the brake end, push the worm (44) out of the housing (39). If the brake has not been removed, see the brake disassembly on page eight or nine.
6. Inspect parts as follows, replace if necessary:
 - A. Inspect the carrier (40) for damage.
 - B. Inspect the gear (28) for excessive wear or damage. See *Pg.12 this manual for detailed instructions.*
 - C. Inspect the keys (36) for damage.
 - D. Inspect the bushings (21) for excessive wear.
 - E. Inspect the worm (44) for excessive wear or signs of heat checking or cracks.
 - F. Inspect the bearings (20) and seals (19) for excessive wear or damage.

GEAR INSPECTION INSTRUCTIONS



Check gear wear by removing the cover and visually inspecting the bronze gear. If the gear is worn such that there is no visible land on the throat of the gear between the gear flanks as shown in picture above the gear should be replaced.

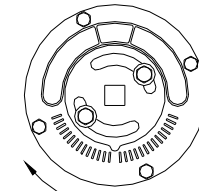
ASSEMBLY

GEARBOX ASSEMBLY

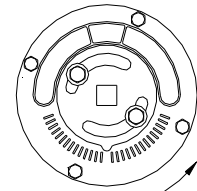
1. Press the bearings (20) onto the worm (44) then install the worm and bearings into the housing (39).
2. **For winches driven by a hydraulic motor:**
Press a new oil seal (19) into the motor adapter (60). Attach the motor adapter (60) to the housing (39) with six capscrews (80), using gasket (11). Install the motor (57) with two capscrews (58) and washers (61).
3. Install the keys (36) into the output shaft (37).
4. Bolt the gear (28) to the carrier (40) using twelve capscrews (35), nuts (12), and washers (13).
5. Install the assembled gear onto the shaft (37). Press the roll pin (41) into the carrier (40). Slide the bushings (21) on to both ends of the output shaft (37).
6. Install the output shaft ass'y into the housing (39).
7. Attach the cover (26) to the housing (39), using capscrews (24 and 25), nuts (12), washers (13), using gaskets (27).
8. Fill the gearbox and brake with the proper oil. Refer to the maintenance section of this manual for oil type and amount.

MODEL 10 BRAKE ASSEMBLY

1. Press the oil seal (19) into the brake housing (10). Attach the brake housing (10) to the gearbox with six capscrews (18) using gasket (11).
2. Install the brake drum (17) and key (9) onto the worm shaft (44). Secure the brake drum with the nut (7) using lock washer (8). Bend two tabs of the washer (8) over the flats of the nut (7).
3. If removed, reattach the cam (15) to the brake cover (5) in the orientation needed for your application using two capscrews (1) and washers (2).



TIGHTEN
RIGHT HAND BRAKE



TIGHTEN
LEFT HAND BRAKE

4. Install the brake cover (5), cam (15), and brake shoes (6) into the brake housing (10).
5. Secure the brake cover (5) using four capscrews (16).
6. Adjust the brake using the procedure on page 8 of this manual.

RUFNEK 15 BRAKE ASSEMBLY

1. Press the oil seal (19) into the brake housing (62). Attach the brake housing to the gearbox (39) with six capscrews (68) using gasket (11).
2. Install the key (67), and coupler (66) onto worm (44). Next install clutch/driver assembly (65, 69, 74, 78), onto the coupler (66).
3. With the retaining ring (69) on the driver (78). Install the stator plates (63) and friction discs (64), starting with a stator plate and alternating between stator plates and friction discs until four friction discs and five stator plates are used.
4. Install the spring (73), adjusting nut assembly (assembled items 70, 71, and 72), and brake cover (77).
5. Attach the brake cover (77) evenly installing eight capscrews (75).
6. Install the drain plug (81) into the bottom of the brake cover (77).
7. Fill gearbox and brake with proper oil. Refer to winch maintenance section of this manual for oil type and amounts.
8. Adjust the brake using the procedure on page 8 of this manual.

CLUTCH AND DRUM ASSEMBLY

1. Grease the inside of the drum (49) bore and the output shaft (37). Install the drum (49) onto the output shaft (37).
2. Install the thrust washer (52). Tap the keys (38) into the shaft (37).
3. Install the sliding clutch (53) and end bracket (55) onto the output shaft (37), lining up the yoke with the grooves in the sliding clutch (53). Attach the end bracket to the frame using four capscrews (34), washers (32), and nuts (31).

TROUBLESHOOTING

FAILURE	PROBABLE CAUSE
Clutch handle won't latch	a) Clutch jaws aren't aligned. Align the jaws by rotating drum. b) Damaged yoke or linkage. Replace the yoke or clutch
Oil leaks from housing	a) Seal damaged or worn. Replace the seal(s). b) Too much gearbox oil. Drain excess oil.
Load drifts down	a) Oil-cooled brake out of adjustment or worn. Adjust brake until load doesn't drift. Replace the parts as required.
Winch runs too slow	a) Low flow rate. Check the flow rate and increase if necessary. b) Hydraulic motor worn out. Replace the motor.
Cable drum won't free spool	a) Winch not mounted squarely. Check mounting and confirm that the winch is mounted on a level surface. b) Clutch not disengaged. Disengage the clutch.
Cable birdnests when clutch is disengaged.	a) Drag brakes are worn. Replace the drag brakes.
Hydraulic fluid leaks from the gearbox	a) Damaged motor shaft seal. Replace the seal.
Winch won't pick up heavy loads.	a) Too much cable on the drum. Use the snatch block or remove some cable from the drum. b) System pressure too low. Increase the hydraulic system pressure. c) Winch not broke-in. Run winch at half of rated load for several pulls.

BILL OF MATERIAL

BOM DATED SEPTEMBER 2005					
SEQ		QTY		P/N	DESCRIPTION
1		2		20522	CAPSCREW
2		2		20617	WASHER
3		--		--	OMIT
4		--		--	OMIT
5		1		3568	BRAKE COVER
6		2		1733	BRAKE SHOE
7		1		20144	NUT
8		1		20115	LOCKWASHER
9		1		20279	KEY
10		1		23872	BRAKE HOUSING
11		1		20731	GASKET
12		22		20271	NUT
13		22		20526	LOCKWASHER
14		2		20517	PIN
15		1		23875	CAM
16		6		939261	CAPSCREW
17		1		29503	BRAKE DRUM
18		4		28578	CAPSCREW
19		1		20232	SEAL
20		2		20732	BALL BEARING
21		2		20710	BUSHING
22		1		12079	BUSHING
23		3		21128	GREASE ZERK
24		2		20270	CAPSCREW
25		4		33469	CAPSCREW
26a		1		44026	COVER (RUFNEK 15)
26b		1		40970	COVER (MODEL 10)
27		2		20730	GASKET
28		1		20812	GEAR
29		1		20726	FRAME
30		1		20725	FRAME
31		8		20267	NUT
32		8		20518	LOCKWASHER
33		3		20286	PLUG
34		8		20310	CAPSCREW
35		16		20325	CAPSCREW
36		2		21526	KEY
37		1		22412	SHAFT
38		2		25762	KEY
39		1		20704	HOUSING
40		1		22411	CARRIER
41		1		21527	ROLL PIN
42		1		13050	BREATHER

BILL OF MATERIAL CONTINUED

SEQ	QTY	P/N	DESCRIPTION
43	1	20105	KEY
44a	1	43971	WORM (RUFNEK 15 MECHANICAL)
44b	1	44057	WORM (RUFNEK 15 HYDRAULIC)
44c	1	40964	WORM (MODEL 10 HYDRAULIC)
44d	1	20808	WORM (MODEL 10 MECHANICAL RIGHT HAND))
44e	1	20809	WORM (MODEL 10 MECHANICAL LEFT HAND)
45	1	20815	END CAP
46	1	20092	WASHER
47	1	20278	CAPSCREW
48	1	21129	U BOLT
49	1	20708	DRUM
50	--	--	OMIT
51	--	--	OMIT
52	1	20728	THRUST WASHER
53	1	20712	CLUTCH
54	1	939266	BUSHING
55	1	20716	END BRACKET
56	1	1125	CLUTCH THROWOUT
57a	1	43632	MOTOR (RUFNEK 15)
57b	1	40272	MOTOR (MODEL 10)
58	2	13529	CAPSCREW
59	1	40147	GASKET
60	1	40960	MOTOR ADAPTER
61	2	41000	LOCKWASHER
62	1	43956	BRAKE HOUSING
63	5	44141	STATOR PLATE
64	4	33564	FRICTION DISC
65	1	33565	CAM CLUTCH
66	1	44142	COUPLER
67	1	25519	KEY
68	6	44144	CAPSCREW
69	1	44145	RETAINING RING
70	1	43960	SPRING PLATE
71	1	41406	ADJUSTING NUT
72	1	41411	O-RING
73	1	33559	SPRING
74	1	29084	RETAINING RING
75	8	20522	CAPSCREW
76	1	17344	O-RING
77	1	43958	COVER
78	1	44143	BRAKE DRIVER
79	1	12208	BUSHING
80	12	24475	CAPSCREW
81	2	21684	PLUG

TORQUE SPECIFICATIONS CHART

		Dry	Plated	Lubricated	Dry	Plated	Lubricated
		SAE Grade 5	SAE Grade 5	SAE Grade 5	SAE Grade 8	SAE Grade 8	SAE Grade 8
Nominal	Size	Torque *(Ft-Lbs)	Torque *(Ft-Lbs)	Torque *(Ft-Lbs)	Torque *(Ft-Lbs)	Torque *(Ft-Lbs)	Torque *(Ft-Lbs)
1/4	20	8	6	5	12	9	7
1/4	28	10	7	6	14	10	8
5/16	18	17	13	10	25	18	15
5/16	24	19	14	11	27	20	16
3/8	16	31	23	19	44	33	26
3/8	24	35	26	21	49	37	30
7/16	14	49	37	30	70	53	42
7/16	20	55	41	33	78	58	47
1/2	13	76	57	45	106	80	64
1/2	20	85	64	51	120	90	72
9/16	12	109	82	65	153	115	92
9/16	18	122	91	73	172	129	103
5/8	11	150	113	90	212	159	127
5/8	18	170	128	102	240	180	144
3/4	10	266	200	160	376	282	226
3/4	16	297	223	178	420	315	252
7/8	9	430	322	258	606	454	364
7/8	14	474	355	284	668	501	401
1	8	644	483	386	909	682	545
1	14	721	541	433	1019	764	611
1-1/8	7	794	596	475	1288	966	772
1-1/8	12	890	668	534	1444	1083	866
1-1/4	7	1120	840	672	1817	1363	1090
1-1/4	12	1241	930	745	2012	1509	1207

T = BOLT TORQUE (LB. FT.)

T = (KWD) / 12

K = TORQUE COEFFICIENT (K = 0.20 DRY K = 0.15 PLATED K = 0.12 LUBRICATED)

W = PRELOAD TENSION

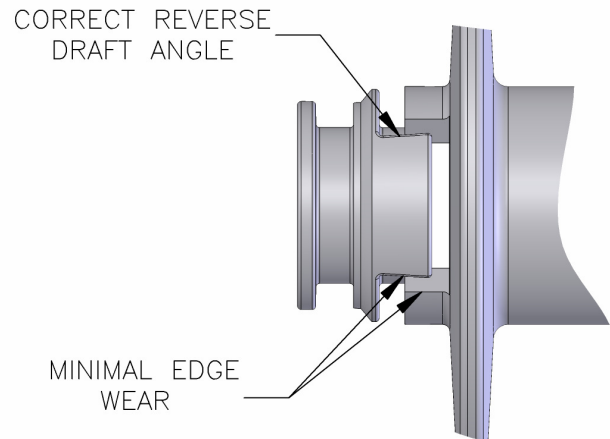
D = NOMINAL BOLT SIZE (IN.)

* ALL TORQUE VALUE TOLERANCES ARE ± 5

CLUTCH INSPECTION

GOOD

THIS PICTURE ILLUSTRATES A SLIDING & DRUM CLUTCH WITH THE PROPER REVERSE DRAFT AND MINIMUM EDGE WEAR



WARNING

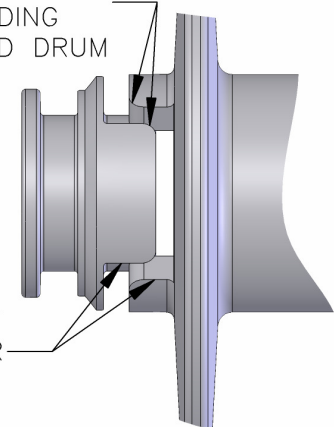
THE REVERSE DRAFT ENSURES THE CLUTCH STAYS ENGAGED DURING PAY-IN.

WITHOUT THE CORRECT DRAFT, THE CLUTCH COULD DIS-ENGAGE UNPREDICTIBLY.

BAD

EXCESSIVE EDGE WEAR ON BOTH THE SLIDING CLUTCH AND DRUM

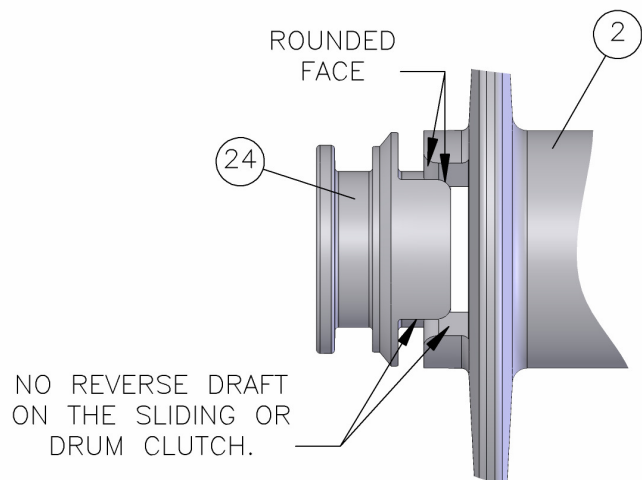
NO REVERSE DRAFT ON THE SLIDING OR DRUM CLUTCH.



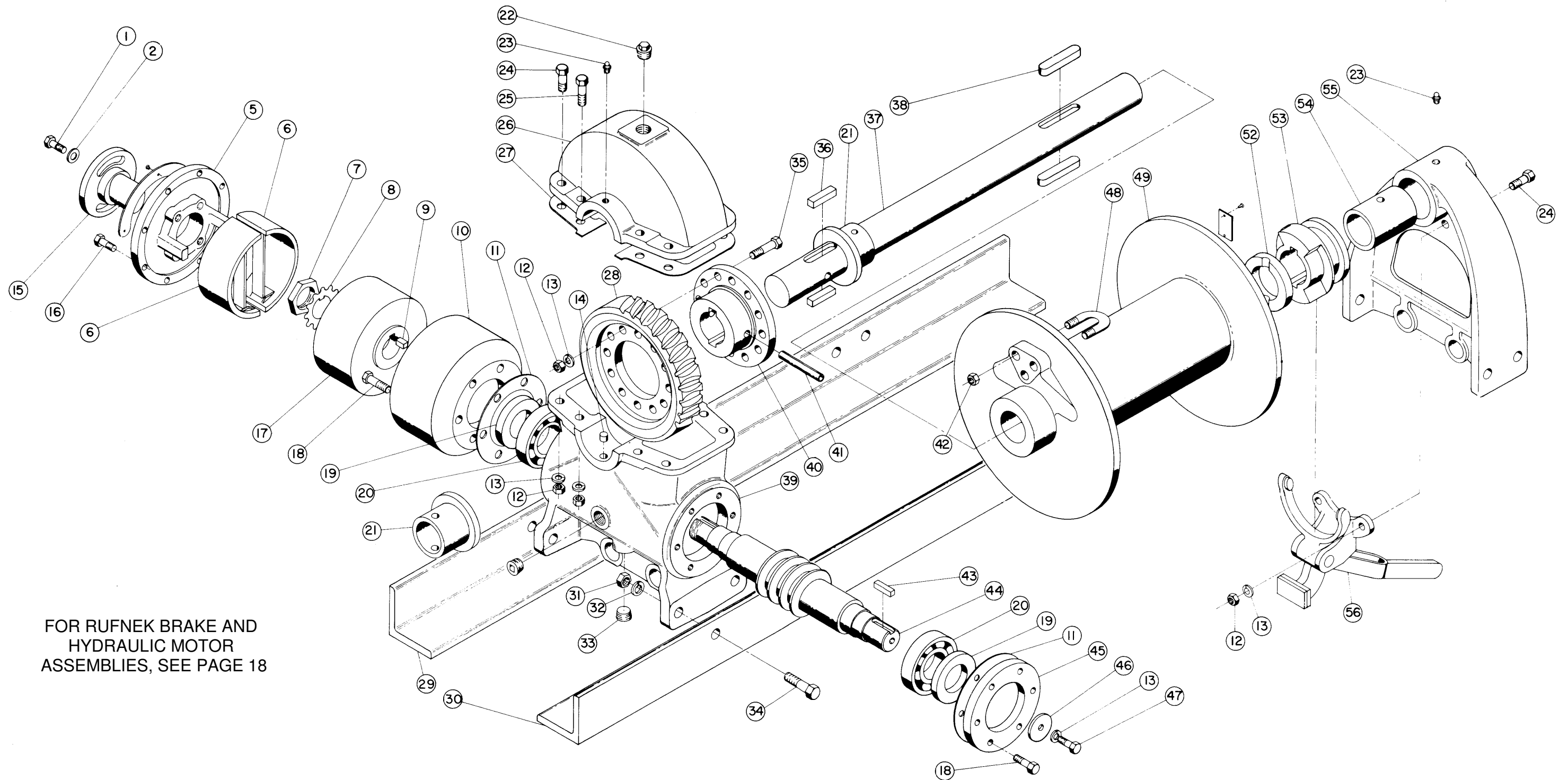
CLUTCH REPLACEMENT CRITERIA

NOTICE

IF 1/4 OF THE SURFACE OF THE FACE ON THE SLIDING CLUTCH OR DRUM CLUTCH IS ROUNDED OR HAS NO REVERSE DRAFT THE SLIDING CLUTCH AND OR DRUM CLUTCH MUST BE REPLACED.



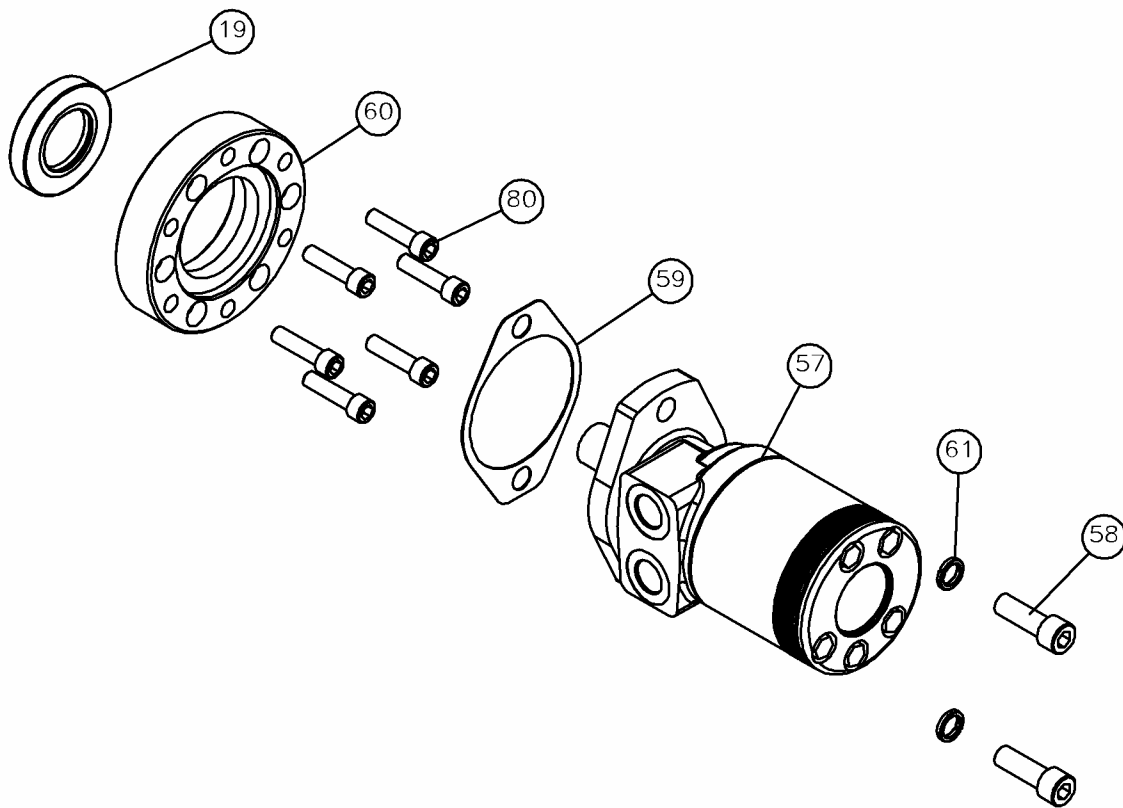
ISOMETRIC DRAWING



FOR RUFNEK BRAKE AND
HYDRAULIC MOTOR
ASSEMBLIES, SEE PAGE 18

RUFNEK BRAKE AND HYDRAULIC MOTOR VIEWS

HYDRAULIC MOTOR



RUFNEK BRAKE

