

TWIST LOCK

Installation and Service Instructions



**BRAKE FLUID
MODEL NUMBERS**
03-640-075
03-640-113
03-640-115

**MINERAL BASED HYDRAULIC OIL
MODEL NUMBERS**
03-640-076
03-640-114

BE SURE TO READ GENERAL INSTALLATION GUIDELINES SHEET (81-600-001) BEFORE PROCEEDING

⚠ WARNING

1. All MICO locking devices are **supplemental** safety equipment which provide additional brake holding action **when used with existing vehicle parking brake**.
2. The Low Pressure Warning Switch must be used in combination with an audible or visual alarm to signal any loss of system pressure. The Low Pressure Warning Switch is explained in the Operating Instructions (Form No. 81-640-034). **Do not disconnect Low Pressure Warning Switch.**
3. All lines, fittings and adjacent areas must be cleaned of dirt or road residue before any lines or fittings are disconnected. Special care must be taken so dirt and road residue are not allowed to enter hydraulic brake system. This can contaminate the system and interfere with proper operation of brakes and MICO locking devices.
4. Follow procedures outlined in Vehicle Manufacturer's Service Manual or SAE Standards when making new connections or adding to existing brake systems. Use only steel brake tubing conforming to SAE specifications.
5. Use only brake fluid conforming to latest SAE or DOT Standards. Improper or contaminated brake fluid may cause gummy deposits and softening and swelling of other rubber seals in the entire brake system. Such a condition must be corrected immediately.
6. Do not use sealants, tapes, teflon or cement compounds on any connections or fittings. These sealants or compounds can contaminate the hydraulic brake system and interfere with the operation of the brake components or MICO locking device.
7. All fittings and connections must be in good condition and tightened to proper torque values as specified in the Installation and Service Instructions.
8. Separate models of MICO locking devices are available for brake fluid and for mineral based hydraulic oil. Select model to conform with the type of fluid in system.
9. Brake hoses, brake lines, MICO locking device, brake components, cylinders, and all fittings must be routinely inspected for leaks, damage or wear. Adequate fluid levels must be maintained. In the event of any loss of fluid, brake system must be carefully inspected for leaks.
10. After installation, bleed system according to vehicle manufacturer's recommendations.
11. Follow INSPECTIONS and TESTS section as outlined in the Operating Instructions.
12. The self-adhesive warning label accompanying each MICO locking device must be affixed in cab in view of operator.
13. The Operating Instructions must be placed in cab of vehicle in a place available to operator.

MICO could not possibly know of and give advice with respect to all conceivable applications in which this product may be used and the possible hazards and/or results of each application. MICO has not undertaken any such wide evaluation. Therefore, anyone who uses an application which is not recommended by the manufacturer, first must completely satisfy himself that a danger will not be created by the application selected, or by the particular model of our product that is selected for the application.

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MOUNTING TWIST LOCK

Locate Twist Lock for operator's convenience and allow for complete movement of handle.

The Twist Lock can be mounted under the dash lip for which a special mounting bracket is provided.

Tubing is not supplied because of the variation in each installation. Install tubing using shortest and most protected route. Use same size tubing when replacing a line, unless otherwise specified.

Thoroughly inspect port threads for any foreign material after removing vinyl plugs.

Bleeder screws provided must be used on installation. The Twist Lock will usually be the highest component in the system and may contain air. This air, if not removed, will cause an ineffective and perhaps inoperative brake system.

1. Using mounting bracket provided, mark lower dash lip with center punch and drill two 17/64" holes. Mount bracket using bolts, nuts and lock washers provided (Figure 1).
2. Remove twist handle assembly from body, leaving nut and lock washer on threads.
3. Before installing unit on bracket, be sure the jam nut is screwed back as close to body as possible and the lock washer is outboard of the nut.
4. Insert body in previously installed bracket from back. Install dash plate. Be sure tab on dash plate fits into hole on cam block. Install twist handle assembly. **Tighten twist handle assembly until it bottoms out on body.**
5. Tighten jam nut with 15/16" open end wrench. Install bleeder screw in upper most port. Position bleeder screws as close to upright as possible and torque 20.3-33.9 N·m (15-25 lb-ft).
6. Select proper size fittings to match vehicle brake line. Install tube nut in fitting(s) and install in the lower ports of the lock body (bleeder screws occupy the upper ports). Tighten fittings. Remove spare tube nuts.

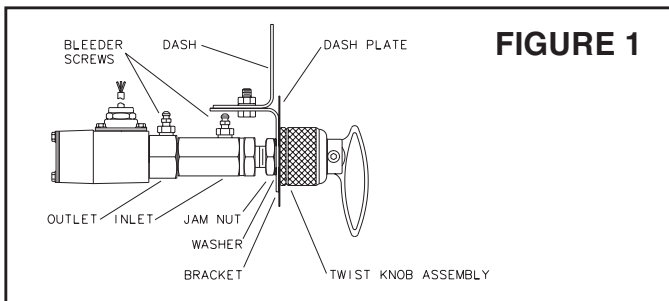


FIGURE 1

TORQUE SPECIFICATIONS

All hydraulic line connections must be torqued to specifications listed below and be free of leakage.

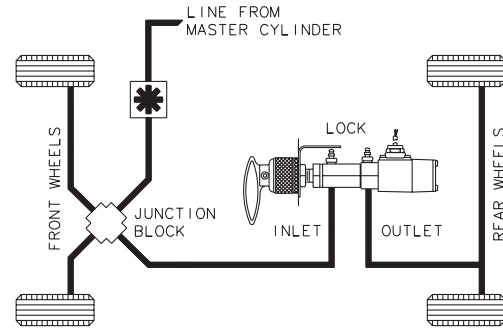
Thread Size	Torque
3/8-24	10.8-20.3 N·m (8-15 lb-ft)
7/16-24	16.3-23.0 N·m (12-17 lb-ft)
1/2-20	16.3-23.0 N·m (12-17 lb-ft)
9/16-18	20.3-33.9 N·m (15-25 lb-ft)

CONNECTING BRAKE LINES

⚠ WARNING

For all brake systems in use today, including anti-lock, the MICO Twist Lock must be installed between last hydraulic component in supply line and wheels.

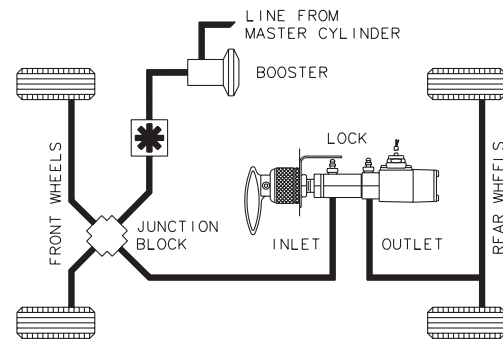
Single System



* If four-wheel lockup is desired, install lock in the line between master cylinder and junction block.

FIREWALL MOUNTED BOOSTER

FIGURE 2



* If four-wheel lockup is desired, install lock in the line between master cylinder and junction block.

REMOTE MOUNTED BOOSTER

FIGURE 3

1. Disconnect line from rear wheels at junction block.
2. Install new line from the opened port of junction block to the INLET port of Twist Lock. Install bleeder screws in upper ports of Twist Lock.
3. Install new line in OUTLET port of Twist Lock and connect to line from rear wheels using tube union provided.

Dual System

If vehicle has front disc/rear drum brakes, it may not be possible to lock adequate pressure in the rear wheels. For these vehicles we recommend installing Twist Lock in front portion of system or preferably installing our MICO Duallock or Dual 690 Brake Lock System.

Combination Warning Valve may not be used in some Dual Systems.

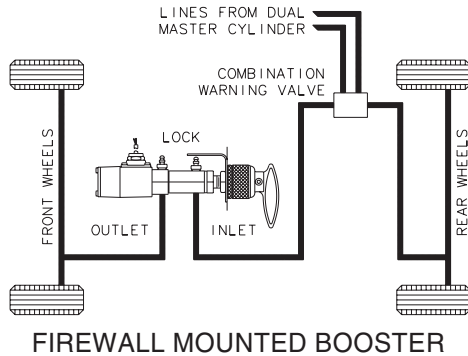


FIGURE 4

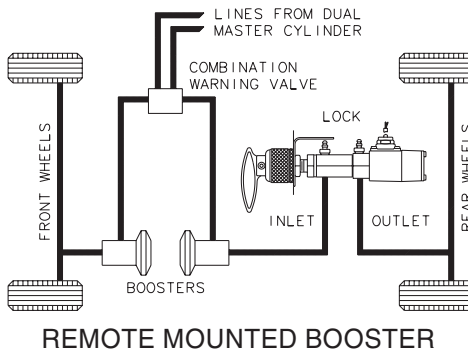


FIGURE 5

1. Disconnect line from wheels at combination warning valve.
2. Install new line from the opened port of combination warning valve to INLET port of Twist Lock. Install bleeder screws in upper ports of Twist Lock.
3. Install new line in OUTLET port of Twist Lock and connect to line from wheels using tube union provided.

CONNECTING HORN RELAY AND LOW PRESSURE WARNING SWITCH

(Figures 6, 7 & 8)

CAUTION

If the vehicle does not have an auxiliary horn relay, install one as shown. The auxiliary horn relay must be used when the electrical load exceeds 3 amps. Do not make connections from warning circuit directly to battery terminal; pressure switch contacts will be damaged.

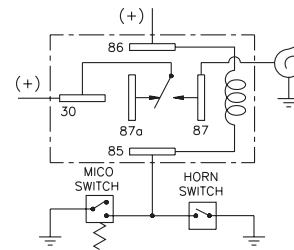
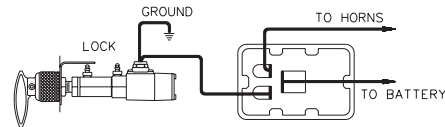


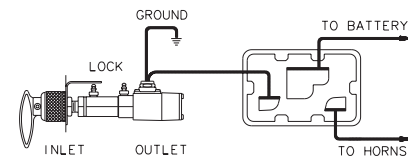
FIGURE 6

Typical Horn Relay



Using GM horn relay - Part No. 1-2480982

FIGURE 7



Using Ford horn relay - Part No. D6TZ-13853-A

FIGURE 8

INSTALLATION OF TWIST KNOB ASSEMBLY AND PUSH ROD KIT

(Figure 9)

NOTE

It is not necessary to remove entire unit from dash when using repair parts from kits 02-600-005 and 02-600-024.

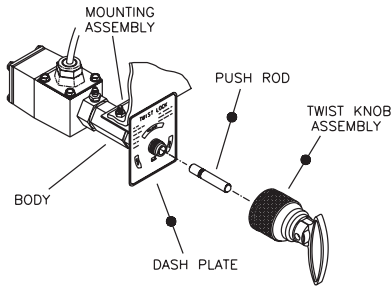
Disassembly Procedure

1. Remove twist knob assembly from unit by loosening jam nut with 15/16" wrench. Jam nut is located behind mounting bracket (Figure 1).
2. Remove push rod assembly from body (Figure 9).

Assembly Procedure

1. Clean all parts thoroughly before assembling.
2. Lubricate new push rod assembly with clean type fluid used in system and install in body with ball end protruding.
3. Before installing twist knob assembly, be sure that jam nut is screwed back to body as far as possible and that the lock washer is outboard of nut (Figure 1).
4. Install dash plate over protruding threads.
5. Screw on twist knob assembly until it bottoms out on body.
6. Before tightening jam nut, be sure dash plate is straight and that it is lined up with twist knob assembly. **Be sure tab on dash plate fits into hole on handle assembly.** Position bleeder screws as close to upright as possible and torque 20.3-33.9 N-m (15-25 lb-ft). Tighten jam nut with 15/16 inch open end wrench.
7. Bleed system of air (see BLEEDING section on page 4). Tighten fittings if leaks occur (see TORQUE SPECIFICATIONS on page 2). Make several applications to be sure that lock is functioning properly.

FIGURE 9



- Items included in Replacement Kit

REPLACEMENT KITS
 02-600-005 for Brake Fluid Models
 02-600-024 for Hydraulic Oil Models

BLEEDING

See General Guidelines Sheet (Form No. 81-600-001) for bleeding guidelines.

The hydraulic brake system must be bled whenever any line has been disconnected. There are two methods of bleeding hydraulic systems, pressure bleeding and manual bleeding. Both methods are acceptable and

adequate but pressure bleeding is recommended if the equipment is available. Follow bleeding procedure and instructions as specified by vehicle manufacturer.

⚠ CAUTION

Use only Brake Fluid SAE J1703 or DOT Brake Fluid or brake fluid specified by vehicle manufacturer. Never reuse brake fluid that has been drained from the system.

⚠ CAUTION

Before moving vehicle, a firm pedal must be achieved when Twist Lock is in full release position. If a firm pedal is not achieved, repeat bleeding procedure for Twist Lock and brake system until a firm pedal is achieved. Make several brake applications with vehicle stationary and check fittings for leaks.

TROUBLE SHOOTING GUIDE

Twist knob assembly and push rod are supplied in Replacement Kits listed above (see Figure 9). Lock body and internal components are not available for field service. If Twist Lock is damaged by contaminants or impaired in any way return to factory for reconditioning or replacement and service other components accordingly.

PROBLEM	POSSIBLE CAUSE	RECOMMENDED SERVICE
System locked up and brakes will not release	Master cylinder or booster malfunction	Bleed at booster. If brakes release, problem is booster. Replace booster.
	Lock installed incorrectly between master cylinder and booster	Replumb lock so it is installed between vehicle brake and last hydraulic component in supply line.
	Twist knob assembly not bottomed out on body resulting in excessive push rod to cam clearance	Screw on twist knob assembly until it bottoms out on body.
	Twist knob assembly worn excessively.	Replace twist knob assembly.
Brake system will not hold pressure	Leaking conditions in tubing and/or fittings	Check all tubing and fittings in brake system. Tighten or replace where required.
	Leak in wheel cylinder or caliper	Check for moist condition. If moist condition exists replace or rebuild.
	Leak in lock valve	Replace lock.
Low Pressure Warning Switch operates inadvertently or will not shut off	Locked up pressure leaking off	See problems and conditions under heading "Brake system will not hold pressure".
	Wiring improperly installed or short in wires	Check installation to conform with installation diagram. Check for shorted wiring.
Spongy or soft brake pedal	Air in system, improper bleeding at time of installation	Follow good bleeding practices. Use pressure bleeder when available.
	Slow leak in system	Check fittings and wheel cylinder for leaks. Tighten or replace fittings. Replace worn or damaged wheel cylinder.