

THE MULTI DISC BRAKE IS A SPRING APPLIED BRAKE. HYDRAULIC PRESSURE IS REQUIRED TO RELEASE OR "HOLD OFF" THE BRAKE. NORMAL OPERATION IS TO HAVE THE BRAKE PRESSURIZED IN THE RELEASED POSITION WITH THE VEHICLE HYDRAULIC SYSTEM RUNNING. ANY FUNCTION WHICH REDUCES THE HYDRAULIC SYSTEM PRESSURE BELOW THE RELEASE PRESSURE OF THE BRAKE WILL CAUSE THE BRAKE TO BE APPLIED.

CAUTION:

FOR CORRECT OPERATION, HYDRAULIC PRESSURE TO THE BRAKE MUST FALL TO ZERO PSI. ANY RESIDUAL BACK PRESSURE APPLIED TO THE BRAKE WILL DEGRADE FUNCTION AND MAY RESULT IN A HAZARDOUS CONDITION.

INSTALLATION INFORMATION:

1. ASSEMBLE BRAKE BETWEEN MOTOR AND GEARBOX. PLACE MOUNTING GASKETS ON THE MOUNTING FACES BEFORE ASSEMBLY. IF NEEDED, BRAKESHAFT CAN BE ROTATED BY APPLYING HYDRAULIC PRESSURE TO THE PISTON INLET PORT.
2. INSERT FOUR 1/2" DIA. BOLTS (GRADE 5) AND LOCKWASHERS THROUGH THE MOTOR FLANGE, THE GASKET, AND INTO THE THREADED HOLES IN THE GEAR REDUCER. MAKE SURE THAT THE BOLTS ARE NOT TOO LONG, SO THEY DO NOT BOTTOM OUT IN THE THREADED HOLES OF THE GEAR REDUCER.
3. TO PREVENT BINDING, RUN THE BOLTS IN ALTERNATELY UNTIL SNUG, THEN, TORQUE THE BOLTS TO 75-85 FT-LB.
NOTE: THE SHAFTS MUST SLIDE TOGETHER FREELY. DO NOT USE THE BOLTS TO FORCE THE UNIT TOGETHER.
4. WITH MOTOR AND BRAKE BOLTED TOGETHER INTO POSITION, CONNECT INLET HYDRAULIC LINE. BRAKE INLET IS 1/4" TUBING, STRAIGHT THREAD O-RING BOSS (7-16-20 UNF).

BRAKE DISASSEMBLY INFORMATION:

1. DISASSEMBLE IN THE FOLLOWING ORDER: BOLTS (ALTERNATELY), POWER PLATE, GASKET, STATIONARY DISCS, ROTATING DISCS, PRIMARY DISC, TORQUE PINS, COMPRESSION SPRINGS, AND SPRING RETAINER.
2. FURTHER DISASSEMBLY IS NOT RECOMMENDED AND SHOULD NOT BE ATTEMPTED UNLESS NECESSARY TO REPLACE THE BEARING, THE SEAL, OR THE SHAFT.
NOTE: IF THE BEARING AND SEAL ARE REMOVED FOR ANY REASON, BOTH MUST BE REPLACED.
 - 2a. REMOVE SNAP RINGS AS NEEDED.
 - 2b. SEAL CAN BE REMOVED BY PRYING IT OUT WITH AN APPROPRIATE TOOL. TAKE CARE NOT TO DAMAGE THE BORE.
 - 2c. SHAFT CAN BE REMOVED BY PRESSING IT OUT WITH A SHOP PRESS.
3. REMOVE THE PISTON FROM THE POWER PLATE BY INTRODUCING LOW PRESSURE AIR 15 PSI INTO THE HYDRAULIC INLET. MAKE SURE PISTON IS DIRECTED AWAY OPERATOR. DO NOT REMOVE BACKUP RINGS OR O-RING UNLESS REPLACEMENT IS NECESSARY BECAUSE THEY WILL BE DAMAGED.

ASSEMBLY INFORMATION:

IMPORTANT: THERE MAY BE MORE PARTS IN A SERVICE KIT THAN YOUR BRAKE REQUIRES. CHECK THE PARTS LIST CAREFULLY FOR THE EXACT QUANTITY. SPACE THE SPRINGS AS SHOWN ON THE SPRING ORIENTATION.

USE THE REVERSE OF THE DISASSEMBLY PROCEDURE WITH THE FOLLOWING NOTES AND ADDITIONS:

1. WORN AND DAMAGED O-RINGS OR WORN BACKUP RINGS MUST BE REPLACED PRIOR TO REASSEMBLY.
2. CYLINDER OF THE POWER PLATE, PISTON, AND O-RINGS MUST BE PRE-LUBED WITH SYSTEM HYDRAULIC FLUID PRIOR TO REASSEMBLY.
3. PISTON ASSEMBLY:
ASSEMBLE PISTON INTO POWER PLATE USING A SHOP PRESS. TAKE CARE NOT TO DAMAGE THE O-RING OR TEFLON BACKUP RINGS. VISUALLY ALIGN THE CENTER OF THE CUTOUTS IN THE PISTON WITH THE TORQUE PIN HOLES IN THE POWER PLATE.
CAUTION: THE DEPTH THE PISTON IS INSTALLED INTO THE POWER PLATE IS CRITICAL. THE SURFACE OF THE PISTON AT THE CUTOUTS MUST BE FLUSH TO 0.120 BELOW THE SURFACE OF THE POWER PLATE, OR PISTON WILL COCK RESULTING IN A COMPLETE LOSS OF BRAKING.
4. BEARING ASSEMBLY:
USE A SHOP PRESS TO PRESS THE BEARING ONTO THE SHAFT. PRESS ONLY ON THE INNER RACE OF BEARING. BEARING IS A SLIP FIT TO THE HOUSING.
5. LIP SEAL ASSEMBLY:
LIP OF SEAL MUST TOWARDS THE BEARING. SEE CUTAWAY VIEW FOR SEAL ORIENTATION DETAIL.
6. ROTATING, STATIONARY, AND PRIMARY DISC ASSEMBLY:
ROTATING DISC MUST BE CLEAN. THE LINING MATERIAL AND MATING SURFACES OF THE STATIONARY DISCS MUST BE THOROUGHLY CLEAN AND FREE FROM DEBRIS. WORN OR SCARRED ROTATING DISCS MUST BE REPLACED.
7. INSTALL BOLTS IN THE POWER PLATE. TIGHTEN SEQUENTIALLY, ONE TURN AT A TIME, UNTIL POWER PLATE IS PROPERLY SEATED. TORQUE BOLTS TO 85-90 FT-LBS.

OIL FILL PROCEDURE:

UNSCREW ONE OF THE OIL FILL PLUGS AND ADD:
150 mL DTE-26 OIL IF THE BRAKE IS HORIZONTALLY MOUNTED.
300 mL DTE-26 OIL IF THE BRAKE VERTICALLY MOUNTED.

SERVICE KIT INFORMATION:

BEARING KIT - PK-933	INCLUDES SEALS, RETAINING RINGS, & BEARINGS
STACK KIT - PK-1370	INCLUDES TORQUE PINS, PRIMARY, STATIONARY, AND ROTATING DISCS, COMPRESSION SPRINGS, & SEPARATOR SPRINGS
O-RING KITS - PK-1368	INCLUDES O-RINGS (HOUSING), O-RINGS (PISTON), BACKUP RINGS, & GASKETS (INTERNAL)
GASKET KITS - PK-1398	INCLUDES GASKET (EXTERIOR ONLY)