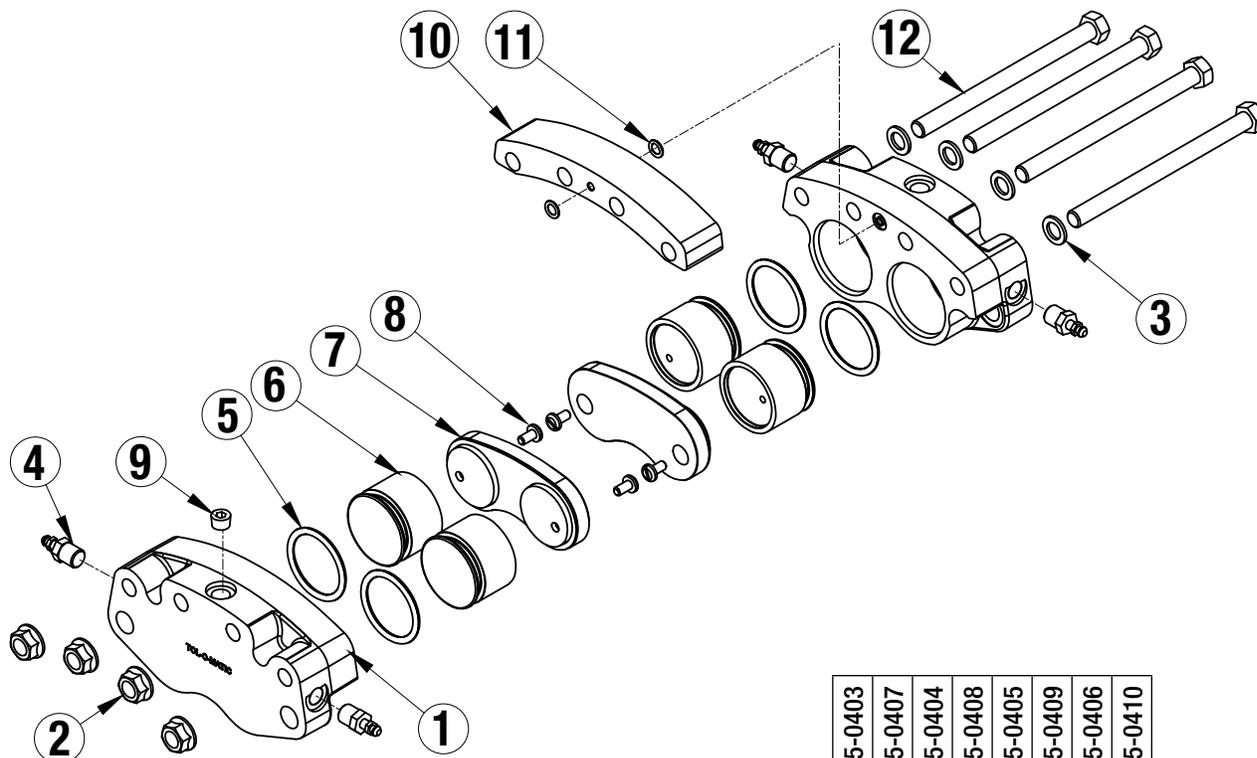


HYDRAULIC BRAKE H220DI SERIES CAST IRON

Models Included:

H220DLCI	0735-0405	H220DACI	0735-0403
H220DLCIG	0735-0409	H220DACIG	0735-0407
H220DECI	0735-0406	H220DBCIG	0735-0404
H220DECIG	0735-0410	H220DBCIG	0735-0408

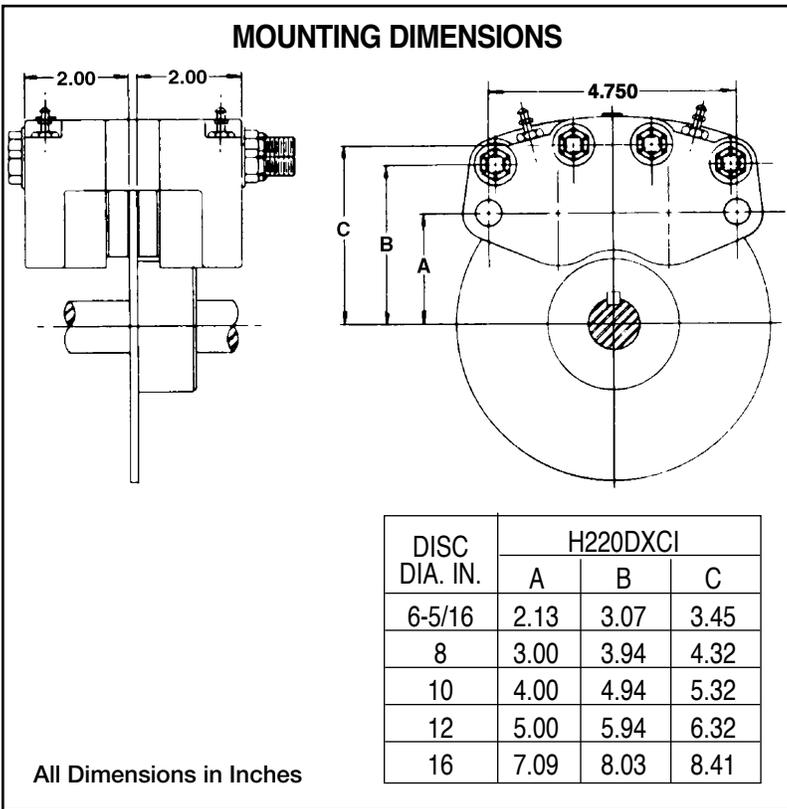


ITEM	PART NO.	DESCRIPTION	0735-0403	0735-0407	0735-0404	0735-0408	0735-0405	0735-0409	0735-0406	0735-0410
1.	0735-1041	Live Side Housing	2	2	2	2	2	2	2	2
2.	0720-1008	Lock Nut, Flanged	4	4	4	4	4	4	4	4
3.	0720-1007	Washer	4	4	4	4	4	4	4	4
4.	0740-1002	Bleeder Valve	4	4	4	4	4	4	4	4
5.	0720-1155	O-Ring, Buna-N	4		4		4		4	
	0720-1157	O-Ring, EPR		4		4		4		4
6.	0740-1035	Piston	4	4	4	4	4	4	4	4
7.	0740-1081	Puck Assy., Segmented, 220 Molded	2	2	2	2	2	2	2	2
8.	0720-1026	Pan Head Screw	4	4	4	4	4	4	4	4
9.	1014-1065	Breather Pipe Plug	1	1	1	1	1	1	1	1
10.	0733-1085	A Spacer, 5/32" disc	1	1						
	0733-1086	B Spacer, 1/4" disc			1	1				
	0733-1087	L Spacer, 3/8" disc					1	1		
	0733-1088	E Spacer, 1/2" disc							1	1
11.	0720-1003	O-Ring, Buna-N	2		2		2		2	
	3025-1015	O-Ring, EPR		2		2		2		2
12.	0740-1009	Hex Head Bolt, 5.50"			4	4	4	4	4	4
	0720-1012	Hex Head Bolt, 5.00"	4	4						

NOTE: Items marked with capital letters are used only in models with those letter suffixes. Model number letter suffixes have the following meanings:

- "A" indicates the brake is designed to work with a 5/32" thick disc.
- "B" indicates the brake is designed to work with a 1/4" thick disc.
- "C" indicates the brake has bleeder fittings.
- "D" indicates the brake has double live sides.
- "E" indicates the brake is designed to work with a 1/2" thick disc.

- "G" indicates the brake is built with EPR Seals and is DESIGNED TO BE OPERATED WITH AUTOMOTVE BRAKE FLUID ONLY. (In brakes without the "G" suffix, most petroleum-based, hydraulic fluids may be used).
- "I" indicates the brake is made of cast iron.
- "L" indicates the brake is designed to work with a 3/8" thick disc.



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MAXIMUM BRAKE OPERATING PRESSURE IS 1500 PSI (103.4 bar).

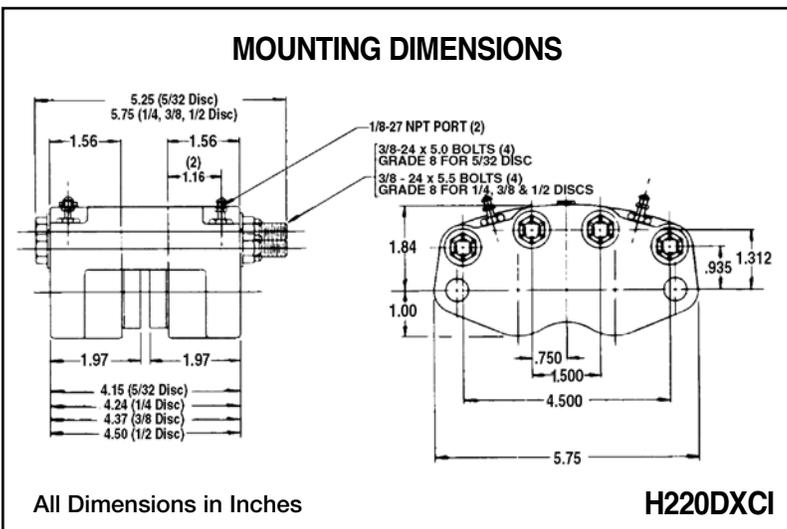
INSTALLATION

1. The H220DI Brake is designed for fixed mounting. Use either casting face for mounting the brake against a fixed member with SAE Grade 8 Bolts, torquing them to 480 in-lbs (54.23 N-m).
2. When mounting the brake, take care to make certain the puck faces are aligned parallel with the disc.
3. Pressure in the brake must be released when the brake is off. Do not operate the brake with master cylinders that have a residual pressure check valve. This back pressure will cause drag and excess heat which will result in reduced Friction Puck life.
4. Bleeding Procedure: This caliper disc brake will bleed best when mounted at a 12 o'clock position on the disc. If mounted in another location, it will be necessary to first bleed the brake and then mount it. One bleeder valve should always be at the highest elevation of the brake. Improper bleeding will cause poor braking characteristics.

MAINTENANCE

1. Disconnect the brake's hydraulic connections.
2. Unbolt the brake from its mounting and then unbolt the brake housing.
3. Remove the Segmented Pucks (#7) and install the new Pucks, attaching them with Pan Head Screws (#8), applying Loctite® to the threads and torquing to 20 in-lbs (2.26 N-m).
4. Reassemble the brake, paying close attention to the exploded drawing on this sheet for instructions. Then, remount the brake.

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