

6,000-8,000 Lbs. Disc Brake Mounting Instructions

Disc Brake Installation Instructions

With axle beam prepared for disc brake installation; all brake and/or wheel equipment removed from brake flange and spindle:

1. Install caliper-mounting bracket onto brake flange. Install bracket so that the caliper will be mounted at the 3 o'clock position on the road side of the trailer and at the 9 o'clock position on the curb side of the trailer. Verify that the bracket fits up on the flange-pilot and sits flush against the flange face. Install ½" mounting bolts, lock washers and nuts. Torque nuts in a cross pattern to **70-80 Ft. Lbs.**
2. Install idler hub onto axle spindle. For instructions, refer to the Bearing Adjustment and Hub Replacement section in Dexter's current Operation Maintenance Service Manual. Once installed, inspect idler hub face. Remove any burrs, debris, paint runs, etc. from the hub face area of the idler hub that could prevent 100% contact between the rotor and hub face.
3. Install rotor onto idler hub. Check that the rotor properly seats against the hub face by trying to rock the rotor back and forth. If rotor mounts to hub face properly, there should not be any rocking noticed. If there is, then remove the rotor from the hub face and repeat step #2.
4. Install three lug nuts (upside down so cone on nut is away from rotor face) to temporarily secure the rotor to the idler hub. Torque lug nuts to **10-20 Ft. Lbs.**
5. Assemble the inboard and outboard caliper halves to caliper mounting bracket using four (4) ¾" hex head bolts (grade 5) and lock nuts. Torque lock nuts to **25-50 Ft. Lbs.**
6. Install crossover brake line to lower set of ports in caliper. Torque tube nuts to **12-15 Ft. Lbs.**
7. Install bleed screw in top port of outboard caliper. Torque bleeder screw to **60-75 In. Lbs.**
8. If the trailer is plumbed using inverted flare lines and hoses, install adapter fitting in top port of inboard caliper. Torque adapter to **60-75 In. Lbs.** If trailer is plumbed using ISO bubble flare lines and hoses, omit adapter.
9. Install inboard and outboard brake pad. Slide pads into calipers and install anti-rattle spring, pad keeper pin, and cotter ring.



Note: The current Dexter Axle Operation Maintenance Service Manual is available for downloading at www.dexteraxle.com.



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Brake Line Hook-up and System Bleeding

1. Install brake lines from hydraulic actuator to disc brake caliper. Use $\frac{3}{16}$ " or $\frac{1}{4}$ " steel tubing for all hard-line connections between actuator and axle. All tubing must have double flare connection at joints. Anchor hydraulic tubing securely to frame and axle. Use DOT high-pressure hose for flex connections such as frame to axle or frame to brake caliper.
2. Follow the actuator manufacturer's recommendations to pressurize the brake lines. A vacuum brake bleeding system may also be used. Brake bleeding should be conducted with tire and wheel assembly removed from hub.
3. The caliper must be installed with the bleeder screw pointing up, otherwise the entrapped air will cause the system to function improperly. On Torflex[®] axles, the trailer may need to be loaded with weight or the rear of the trailer elevated with respect to the front of the trailer, in order to make the bleeder screw point straight up.
4. Start the bleeding procedure on the disc brake caliper that is the farthest away from the actuator. Ensure the bleeder screw is tight before beginning the procedure. Use a small bleeder hose that will fit over the top of the bleeder screw. Submerge the other end into a clear container of brake fluid to observe any bubbling.
5. Pressurize the hydraulic fluid system. Open the bleeder approximately $\frac{1}{2}$ turn and only for a few seconds. Trapped air and pressurized brake fluid will be vented into the clear container. Close or tighten the bleeder screw. Release the pressure in the actuation system. Continue this procedure at each caliper until a clear steady flow of brake fluid comes out of the bleeder into the clear container. The bleeding operation is complete when all the entrapped air is removed from the actuation system. Do not get any brake fluid on the rotor or lining surface.
6. Periodically check the fluid level in the master cylinder reservoir so no additional air is introduced into the system during bleeding. After bleeding is completed, make sure the master cylinder reservoir is filled to the proper level and all bleeder screws are tight. Torque range for bleeder screws is **60-75 In. Lbs.**

Disc Brake Information

Maximum system operation pressure.....	1,600 psi
Fluid displacement required per axle.....	.90 in ³
Hydraulic line fitting size to install into caliper adapter	$\frac{3}{8}$ -24 UNF thread, $\frac{3}{16}$ " or $\frac{1}{4}$ " tubing
Minimum rotor thickness.....	1.03"
Bleeder screw torque.....	60-75 In. Lbs.
Adapter fitting torque	60-75 In. Lbs.
$\frac{1}{2}$ " Caliper mounting bracket to axle flange nut torque	70-80 Ft. Lbs.
$\frac{3}{8}$ " Caliper mounting lock nut torque.....	25-50 Ft. Lbs.
Cross over brake line tube nut torque.....	12-15 Ft. Lbs.