

Hydraulic Brake H960 Series

Ductile Iron

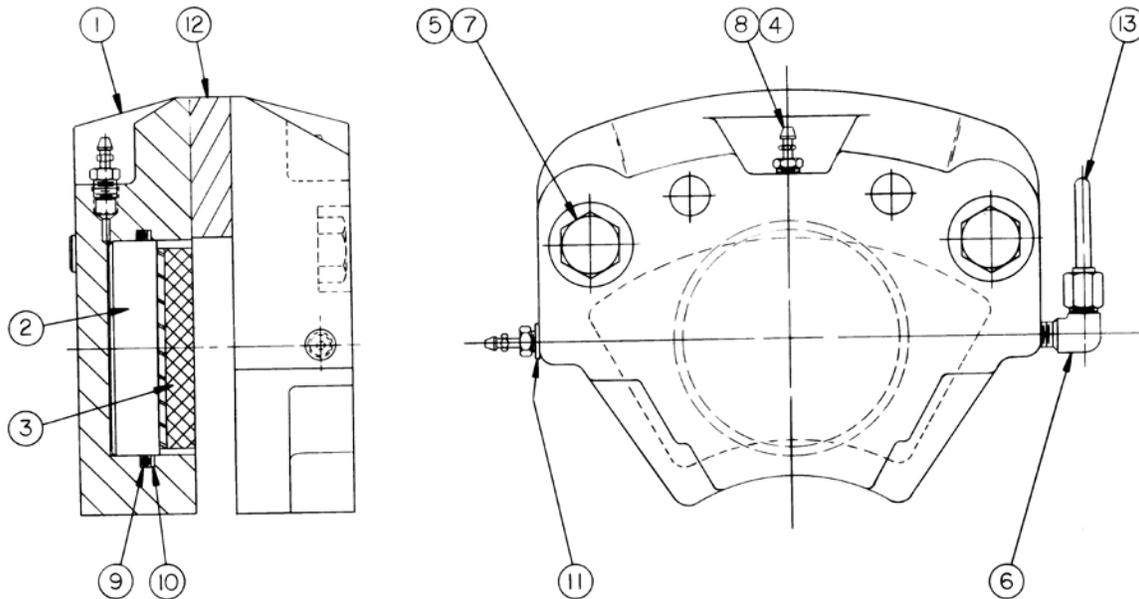
MODELS INCLUDED:

H960DXCI 0778-0000
 H960DECI 0778-0003
 H960DECIG 0778-0004

H960DECIV 0778-0005
 H960DXCI 0778-0008
 H960DNCI 0778-0011

H960DXCI 0778-0012
 H960DXCI 0778-0014
 H960DXCIG 0778-0015

H960DLCI 0778-0016
 H960DOCI 0778-0017



ITEM	PART NO.	DESCRIPTION	0778-0000	0778-0003	0778-0004	0778-0005	0778-0008	0778-0011	0778-0012	0778-0014	0778-0015	0778-0016	0778-0017
1.	0778-1001	Brake Housing	2	2	2	2	2	2	2	2	2	2	2
2.	0778-1003	Piston	2	2	2	2	2	2	2	2	2	2	2
3.	0778-9000	Friction Puck	2	2	2	2	2	2	2	2	2	2	2
4.	0778-1013	Vinyl Bleeder Screw Plug	3	3	3	3	3	3	3	3	3	3	3
5.	0778-1014	Hex Head Bolt		2	2			2					
	0778-1016	Hex Head Bolt	2				2		2	2	2		
	0778-1038	Hex Head Bolt										2	
6.	0778-1012	Cross-Over Tube Elbow Fitting	2	2	2	2	2	2	2	2	2	2	2
		Lock Nut	2	2	2	2	2	2	2	2	2	2	2
7.	0778-1020	Lock Nut	2	2	2	2	2	2	2	2	2	2	2
8.	0740-1002	Bleeder Valve	3	3	3	3	3	3	3	3	3	3	3
9.	0778-1008	O-Ring, Buna-N	2	2		2	2	2	2	2	2	2	2
	0778-1009	O-Ring, EPR			2					2			
	0778-1017	O-Ring, Viton®				2							
10.	0778-1010	Back-Up Ring, Teflon®	2	2	2	2	2	2	2	2	2	2	2
11.	1001-1066	Vinyl Port Plug	1	1	1	1	1	1	1	1	1	1	1

ITEM	PART NO.	DESCRIPTION	0778-0000	0778-0003	0778-0004	0778-0005	0778-0008	0778-0011	0778-0012	0778-0014	0778-0015	0778-0016	0778-0017
12.	0778-1006	Spacer, .63" thick	1	1	1								
	0778-1026	Spacer, 1.26" thick	1										
	0778-1027	Spacer, .88" thick				1			1	1			
	0778-1028	Spacer, 1.13" thick					1						
	0778-1030	Spacer, .312" thick						1					
	0778-1036	Spacer, 1.38" thick											1
	0778-1018	Spacer, .50" thick											1
	0778-1018	Spacer, .50" thick											1
13.	0778-9007	Cross-Over Tube	1										
	0778-9003	Cross-Over Tube		1	1	1							
	0778-9004	Cross-Over Tube					1		1	1			
	0778-9005	Cross-Over Tube						1					
	0778-9001	Cross-Over Tube							1				
	0778-9002	Cross-Over Tube										1	
0778-9006	Cross-Over Tube											1	

LEGEND:"D" indicates that the brake has two live sides. "E" indicates a spacer for a 1/2-inch thick disc. "C" indicates the brake has bleeder fittings. "I" indicates the brake is made with a cast-iron housing. "G" indicates the brake is assembled with EPR seals for use with automotive brake fluid. "V" indicates the brake is built with VITON® seals. "O" indicates a spacer for a 1.25-inch thick disc. "X" indicates the brake is specially designed for a particular disc thickness. "N" indicates a spacer for a 1-inch thick disc. "L" indicates a spacer for a 3/8-inch thick disc.

INSTALLATION

- Care must be taken in mounting the brake to ensure that puck faces are parallel to the disc. The proper clearance between the pucks and the disc is 0.020 inch minimum per side to a maximum of 0.030 inch per side, when new.
- The H960D brake may be operated hydraulically up to a pressure of 1,500 PSI (103.4 bar) intermittent duty and 1,000 PSI (68.9 bar) continuous duty.

BE CERTAIN THAT THE HYDRAULIC FLUID BEING USED IS COMPATIBLE WITH THE BRAKE'S SEALS.

Models with suffix "G" are built with EPR seals which are compatible with automotive brake fluid ONLY. Models with the suffix "V" have VITON® seals which are compatible with phosphate-ester and some other non-flammable hydraulic fluids. Please consult fluid manufacturer for seal compatibility information.

Models with no suffix relating to seal materials are furnished with Buna-N seals, which are compatible with most petroleum-based hydraulic fluids.

- Pressure in the brake must be relieved when the brake is off. Do not operate the brake with master cylinders that have residual pressure check valves. This pressure will cause drag and excess wear to the friction pucks.
- Mount the brake in such a position that one of the bleeder valves is at the highest point. Improper bleeding will cause poor braking performance.

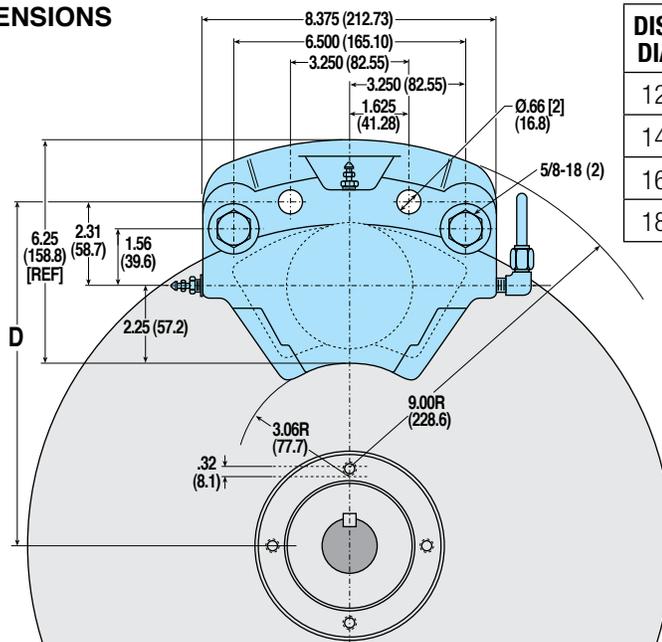
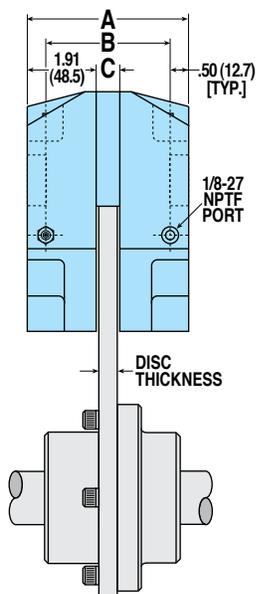
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MAINTENANCE

- Disconnect brake from hydraulic pressure line.
 - To replace the friction pucks or piston seals, remove the brake from its mounting.
 - Disconnect the Cross-Over Tube (#13).
 - Loosen and remove the two Hex Head Bolts (#5).
 - The brake will now split into two pieces, exposing both friction pucks (#3) for replacement. Remove the old pucks and replace them with the new ones.
 - To service the Piston O-Ring (#9), (working with one housing at a time), plug all open ports except one. Apply no more than 10 PSI (0.7 bar) of compressed air pressure while holding the piston down with a shop cloth and your hand. The piston will be forced out of the housing exposing the piston seals for examination and service. Use extreme caution as hydraulic, or brake fluid may spray out as the piston exits the housing. Wear eye protection.
 - Clean all bores and grooves thoroughly.
 - Grease the new O-Rings (#9) and Back-Up Rings (#10) with a good o-ring grease, such as Lubriplate® 105, and install them.
- O-Rings and Back-Up Rings should be arranged such that the O-Rings face the hydraulic pressure with the Back-Up Ring behind it.
- After the O-Rings are replaced, place the piston and puck back into their housing and reassemble the Housings (#1), Spacer (#12) and Cross-Over Tube (#13) in the reverse order of the disassembly instructions, then retighten the two (2) Hex Head Bolts (#5) to 40 ft-lbs (54.2 N-m).

DISC THICKNESS	DIM "A"	DIM "B"	DIM "C"
.1875"	4.13"	3.13"	.31"
.5000"	4.45"	3.45"	.63"
1.0000"	4.95"	3.95"	1.13"
1.1250"	5.08"	4.08"	1.26"

H960 MOUNTING DIMENSIONS



DISC DIA.	DIM "D"
12"	6.712"
14"	7.712"
16"	8.712"
18"	9.712"



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