

HME20 Series

Model Numbers:

Numbers:

-0200	0755-0500
-0210	0755-0510
-0230	0755-0530
-0240	0755-0540
-0260	0755-0560
-0270	0755-0570
-0300	0755-0600
-0310	0755-0610
-0330	0755-0630
-0340	0755-0640
-0360	0755-0660
-0370	0755-0670

This is a detailed exploded view diagram of a mechanical assembly, likely a pump or motor component. The diagram shows various parts separated to illustrate their assembly relationship. Key components include a central housing (19), a shaft (10), a rotor (15), and a stator (16). Other parts include a piston (17), a connecting rod (18), a crankshaft (20), and a flywheel (21). The diagram is numbered 1 through 29, corresponding to the parts list on the left. The parts are shown in a disassembled state, with dashed lines indicating their relative positions and assembly paths.

Click on Part No. to Add to Cart

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Click on Part No. to Add to Cart

ITEM	PART NO.	DESCRIPTION	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	HMM	
14.	0740-1002	Bleeder Valve	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
15.	0726-1003	Back Plate	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
16.	0760-1009	O-Ring, EPR													1	1	1	1	1	1	1	1	1	1	
	0720-1004	O-Ring, Buna-N	1	1	1	1	1	1	1	1	1	1	1												
17.	0720-1027	Piston	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
18.	0720-1024	Puck	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
19.	0743-9000	Kit: Housing, Stud & Sleeve																							
20.			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
21.																									
22.	0743-1071	Spacer	4	4	4	4	4	4							4	4	4	4	4	4					
23.	0720-1026	Pan Head Screw	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
24.	0724-1011	Dead Side Housing	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
25.	0720-1008	Lock Nut	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
26.	0720-1023	O-Ring, EPR													2	2	2	2	2	2	2	2	2	2	
	1014-1062	O-Ring, Buna-N	2	2	2	2	2	2	2	2	2	2	2												
27.	0724-1016	Floating Bracket	1	1	1	1	1	1							1	1	1	1	1	1					
28.	0743-1013	Lever, Cam, 3.50"					1	1					1	1					1	1				1	1
29.	0707-1013	Lever, Cam, 1.75"				1	1						1	1					1	1					

Installation & Maintenance Instructions

All caliper disc brakes listed in these instructions are designed to operate on hydraulic service and as mechanically applied parking brakes.

HYDRAULIC SERVICE: If the brake model has a letter "G" in its suffix, it contains EPB seals which are compatible ONLY with automotive brake fluid. Otherwise, the brake contains Buna-N rubber seals which are compatible with petroleum-based hydraulic fluids. **THE HME 20 CALIPER DISC BRAKE IS DESIGNED TO OPERATE AT A MAXIMUM PRESSURE OF 1000 PSI. (68.9 bar)**

MECHANICAL SERVICE: There are limits to the maximum lever force which may be applied to the mechanical side of HME 20 Series Caliper Disc Brake. The brake models carry a model designation in the suffix ("S" for the Short or 1.75-inch lever, "M" for the Machined Cam lever and "L" for the Long or 3.5-inch lever).

The maximum lever force which may be applied to ("S" and "M" suffix models is 450 lbf (2,001.7 N). The maximum lever force which may be applied to "L" Suffix models is 225 lbf (1,000.9 N).

INSTALLATION: For models without floating mounting brackets, use two Grade 5 bolts and tighten to 22 ft-lbs (29.83 N-m) of torque. For models with floating mounting brackets, secure the floating mount with 3/8-inch Grade 5 bolts to a sturdy support. These bolts must also

be tightened to 22 ft-lbs (29.83 N-m). Care should be taken that the friction puck faces remain parallel to the disc face and that the disc is clean of any dirt or grease.

The proper clearance between the friction pucks and disc should be .010 inch minimum on each side to a maximum of 0.031 inch per side with new friction pucks. Use the Mechanical Adjustment Nut (#3) to set the proper clearance.

Connect the hydraulic pressure supply line to the 1/8-inch NPT fitting and use the Bleeder Valve (#14) to eliminate any trapped air in the line or in the brake housing.

NOTE: The model HME20 Series Brake will bleed best with the brake mounted at the 4 to 5 o'clock position on the disc with the Bleeder Valve (#14) on top.

Once the brake is connected and bled, be certain that all pressure is removed when the brake is off. Residual or back pressure will cause the brake to drag, reduce puck life and cause heat buildup. If the brake is to be used with a master cylinder, be certain that any residual check valves are removed.

ADJUSTMENTS: The only adjustments that will be required will be the mechanical adjustment. The puck clearance should be checked and readjusted if the total clearance exceeds .070 inch (1.78 mm).



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