



# TROJAN

## BRAKE KIT ASSEMBLY INSTRUCTIONS 225MM DISC HUBS ONLY

FI01

This quality Trojan Brake Kit has been designed and manufactured exclusively for trailer application in conjunction with Trojan override tow couplings. Any failure and or loss of performance due to the use or incompatibility of other brands of equipment used could endanger the Trojan warranty. The following instructions cover the 225mm disc brake hub in hydraulic and mechanical form.

### Hydraulic Systems

- 1) After selecting an appropriate size of material for the axle beam both stub axles should be welded in, taking care that the caliper mounting yokes are in the correct position to allow the caliper bleed screw to be at the top of the piston chamber. (see figure A)
- 2) In welding the stub axles in place it is essential that the inner end of the stub axle is secured to the axle beam. This is simply done by drilling a 13mm hole at the appropriate point in from the end of the beam, through the beam on top of the stub axle and then filling the hole with weld securing the stub axle to the beam. (see figure B)

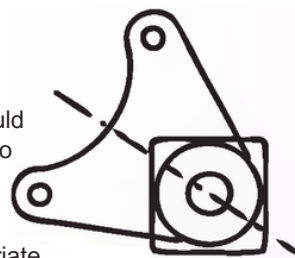


Figure A

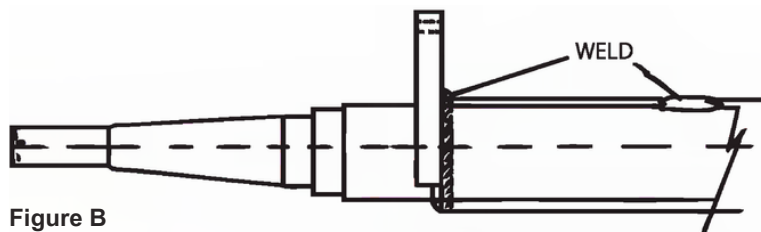


Figure B

- 3) Next fit the grease seal as detailed in the seal fitting instructions and place the hub/disc unit complete with bearings correctly packed with grease (we use and recommend Castrol BNS) onto the stub axle. Fit the plain washer and slotted nut and adjust the bearings. Once the correct adjustment has been obtained fit the split pin and grease cap.
- 4) The Trojan MKS Calipers supplied in this kit are not handed and may be fitted to either side. Before fitting the caliper it is necessary to fit the brake pads to the caliper ensuring that:
  - a) The pads are correctly located with the small lugs at each end fitting into the milled slots in the caliper body.
  - b) That the pad linings are facing each other, and the pad retaining clips are in place on the outer pad (mechanical only).
- 5) Holding the pads in place and apart with the fingers, lower the caliper over the disc and align the threaded holes in the anchor plate of the caliper with those of the axle yoke.
- 6) Using a suitable bonding agent ('Loctite' or similar) on the threads, screw the M12 set screws complete with the spring washers, positioned between the head of the M12 set screw and axle yoke into the caliper anchor plate.
- 7) It is most important that a torque setting of 45ft/lb be applied to each of the set screws.
- 8) With the completed axle sitting as it would if it were fitted to the trailer, ensure the caliper bleed screws are in the uppermost holes in the caliper's. The hydraulic hose must go in the lower hole.

### Hydraulic Systems

- 1) After selecting an appropriate size of material for the axle beam both stub axles should be welded in, taking care that the caliper mounting yokes allow the caliper operating lever to operate in a horizontal plane. (see figure C)
- 2) Step 2 through to 7 are the same as for the hydraulic caliper except that the M12 set screws are fitted into the threaded stainless steel guide pins and torqued to figure of 45ft/lb and secured with loctite or similar.

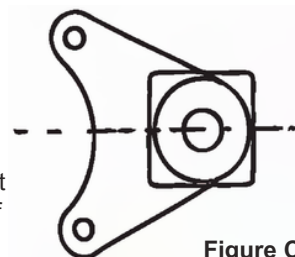


Figure C