WC BRANHAM®
SOLUTIONS IN MOTION

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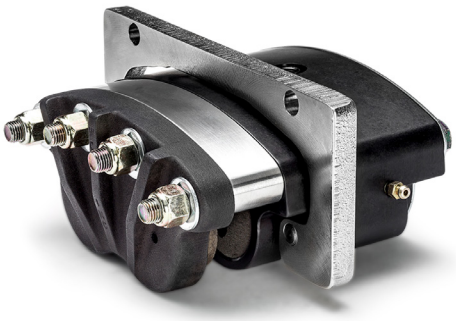
FS200/F - Maintenance Information

Hydraulic Spring Applied Caliper Disc Brake, Single Acting/Optional Float Mount Bracket



Model	Assy No.	Disc Width
FS200A	4004-0167	5/32 in.
FS200AF	4004-0164	5/32 in.
FS200B	4004-0168	1/4 in.
FS200BF	4004-0165	1/4 in.
FS200L	4004-0260	3/8 in.
FS200LF	4004-0205	3/8 in.
FS200E	4004-0180	1/2 in.
FS200EF	4004-0166	1/2 in.

• READ FIRST • SAFETY STATEMENT

FAIL SAFE CALIPER PISTONS ARE UNDER ACTIVE SPRING TENSION WHEN PRESSURIZED!

ALWAYS PRESSURIZE BRAKE PRIOR TO BOLT REMOVAL./TIGHTENING DURING ASSEMBLY, MOUNTING OR REPAIR PROCESSES.

NEVER REMOVE OR TORQUE BOLTS WITHOUT FULLY RETRACTING BRAKE PISTONS FIRST.

QUICK TIPS

Bleed Your Brake Lines - Prior to mounting your caliper, first connect your hydraulic system to caliper. Bleeding is the process of removing any present air within your hydraulic system. In order to "bleed" locate the bleeder screws. Reference #4000-1049. Choose one bleeder screw and loosen, but do not remove. Next elevate the loosened bleeder screw by rotating caliper and proceed to pump hydraulic fluid into the caliper at no more than 5 PSI. Once hydraulic fluid begins to steadily flow from elevated bleeder screw, tighten bleeder screw. You may then proceed to pressurize the brake to 750 PSI. At 750 PSI your caliper pistons will be fully retracted, open-ing the gap for your brake disc.

Mounting - When mounting your caliper, align the friction pad and brake disc surfaces so that they are parallel. Clearance between disc and friction pad surface is .015" to .030" per side of brake disc.

Pad Life - In order to obtain maximum pad life and braking torque, make sure that the disc remains free of contaminants like oils and other forms of debris. If your application exists within a harsh environment, protecting your caliper from the elements is highly advised when possible. When caliper pistons are retracted check to make sure that brake pads are not in contact with disc surface. Any rubbing between the the two surfaces can cause excessive friction leading to premature pad wear. Use Loc-Tite ® 242 (Blue) On Friction Pad Screws

Maximum Pressure - DO NOT EXCEED MORE THAN 1500 PSI WHEN OPERATING YOUR FAIL SAFE CALIPER DISC BRAKE. Excess pressure will cause premature seal damage and may result in brake failure.