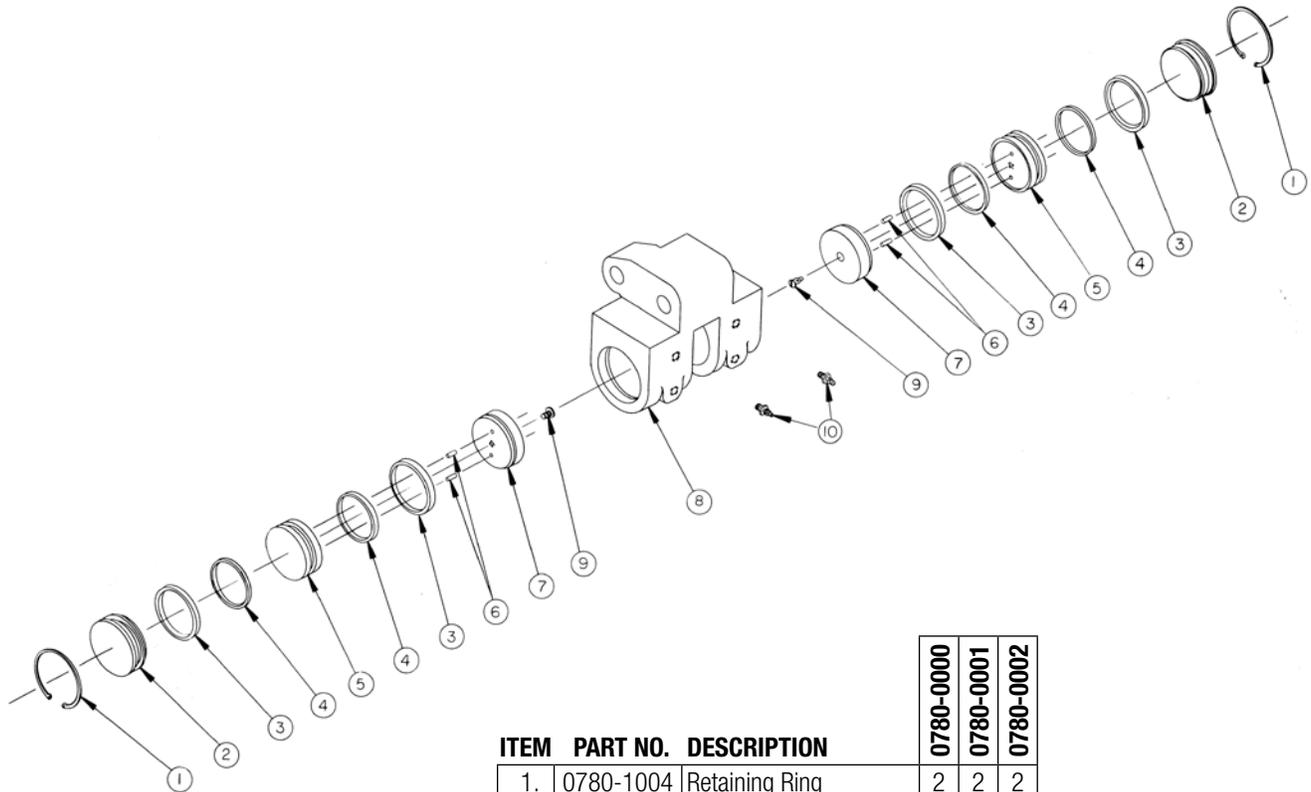


# HYDRAULIC BRAKE H-595 SERIES

Ductile Iron

**Models Included:**

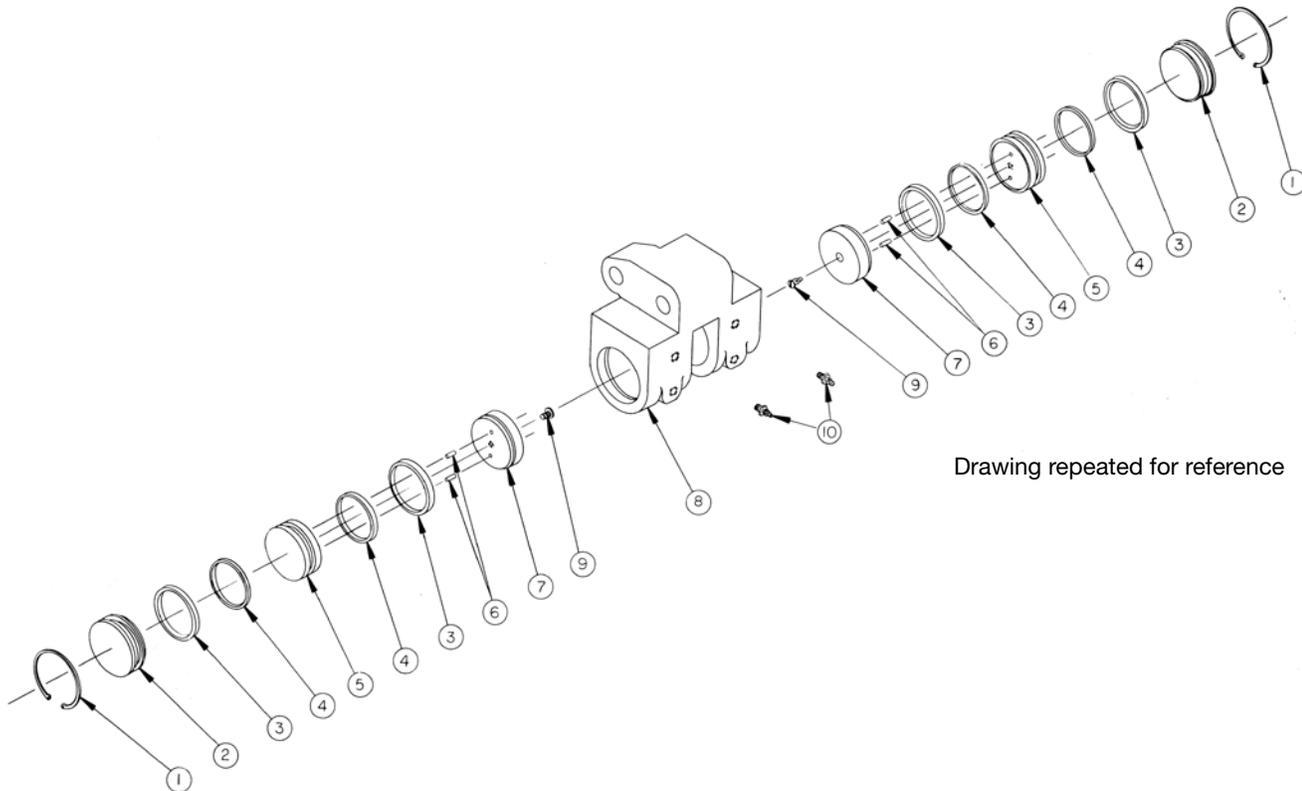
H595DCIQ	0780-0000
H595DCIQG	0780-0001
H595DCIQV	0780-0002



ITEM	PART NO.	DESCRIPTION	0780-0000	0780-0001	0780-0002
1.	0780-1004	Retaining Ring	2	2	2
2.	0780-1003	End Cap	2	2	2
3.	0780-1005	Back-Up Ring, Buna-N	4		
	0780-1008	Back-Up Ring, Teflon®		4	4
4.	0768-1005	O-Ring, Buna-N	4		
	0768-1032	O-Ring, EPR		4	
	0780-1006	O-Ring, VITON®			4
5.	0780-1002	Piston	2	2	2
6.	0779-1006	Dowel Pin	4	4	4
7.	0779-1004	Puck, Friction	2	2	2
8.	0780-1001	Brake Housing	1	1	1
9.	0720-1009	Flat Head Screw	2	2	2
10.	0740-1002	Bleeder Valve	2	2	2

LEGEND: "D" means double-acting. "C" means the brake is equipped with hydraulic bleeders. "I" indicates the brake housing is made with cast iron. "Q" indicates the brake is designed for use with a 1½" thick disc. "G" indicates the brake is equipped with EPR and TEFLON® seals for use with AUTOMOTIVE BRAKE FLUID only. "V" indicates the brake is equipped with VITON® and TEFLON® seals which are compatible with phosphate-ester and some other non-flammable hydraulic fluids. Please consult fluid manufacturer for seal compatibility information.

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Drawing repeated for reference

### Installation

1. When mounting the brake, care must be taken to ensure that the puck faces are parallel to the disc. The proper clearance between the pucks and disc is a minimum of 0.020 inch to a maximum of 0.030 inch per side, when new.
2. The H-595 brake may be operated hydraulically up to a maximum pressure of 1,500 PSI (103.4 bar).

### BE CERTAIN THAT THE HYDRAULIC FLUID BEING USED IS COMPATIBLE WITH THE SEALS USED IN THE BRAKE.

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

3. Pressure in the brake must be relieved when the brake is off. Do not operate the brake with master cylinders which have residual pressure check valves. Residual pressure will cause drag and excess wear to the brake pucks.
4. Mount the brake in such a position that one of the Bleeder Valves is at the highest point on the brake housing. Improper bleeding will cause poor braking performance.

### Maintenance

1. Remove hydraulic line.
2. To replace the Brake Pucks (#7) or Piston O-Rings (#4) unbolt the brake from its mounting.
3. Remove Retaining Rings (#1) from the Brake Housing (#8) with a pair of snap-ring pliers. Gently apply pressure by hand to the Puck face. This will cause the End Cap (#2) and the Piston (#5) to slide out of the Housing (#8).
4. At this time, inspect the Back-Up Rings (#3) and the Piston O-Rings (#4) for signs of wear or damage. Replace them if necessary.
5. Inspect the Pucks (#7) for wear and replace if necessary. Apply Loctite® to the Pan Head Screw (#9) threads when mounting the Pucks to the Pistons (#5).
6. Thoroughly clean bore, pistons and grooves before reassembly.
7. To reassemble, liberally coat the rings of the Brake Housing (#8), the Piston O-Rings (#4), Back-Up Rings (#3), and End Cap (#2) with a lubricant.
8. Replace the Retaining Rings (#1) and remount the brake.

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