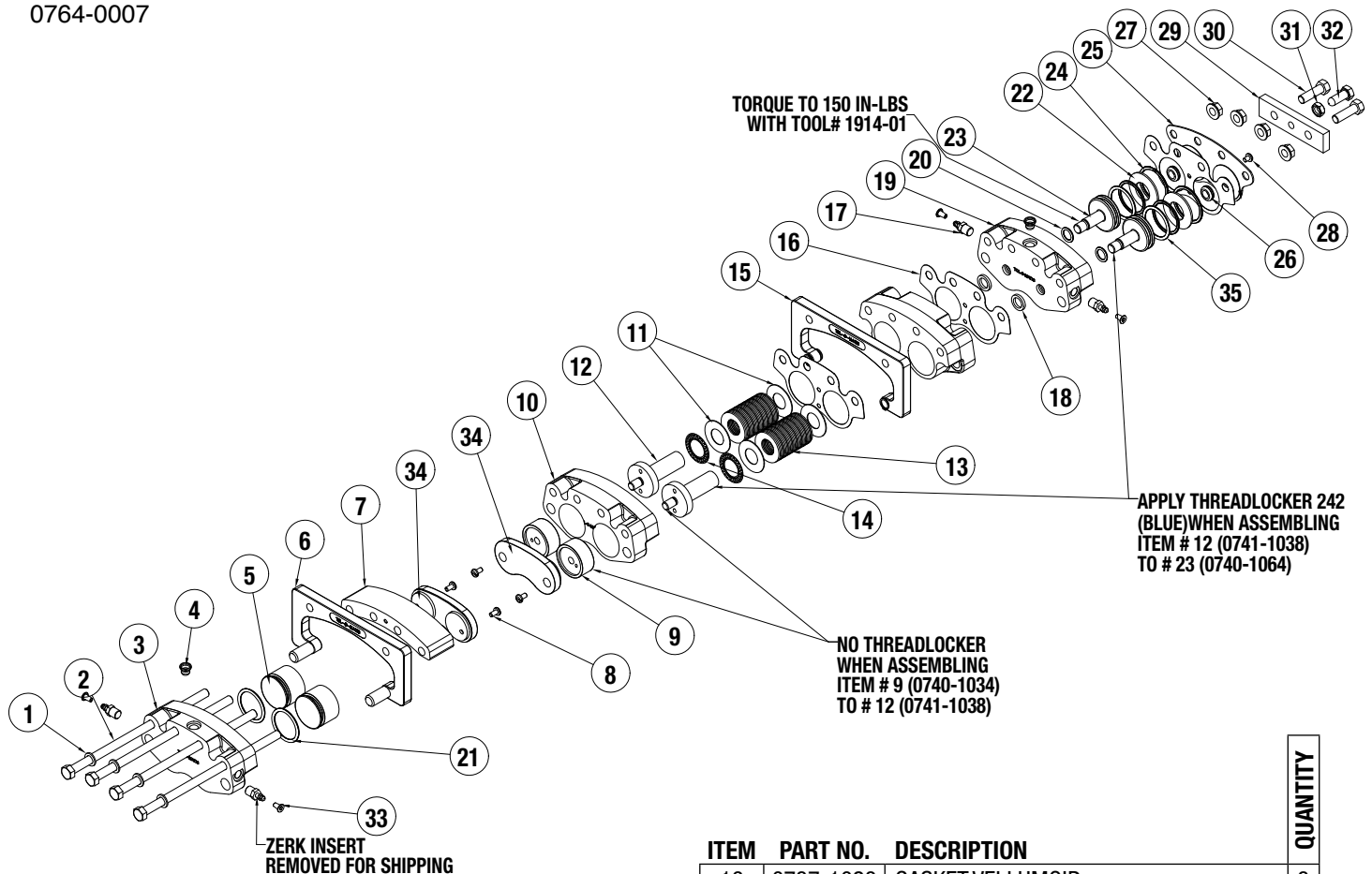


SPRING-ACTUATED BRAKE

FS220-H220

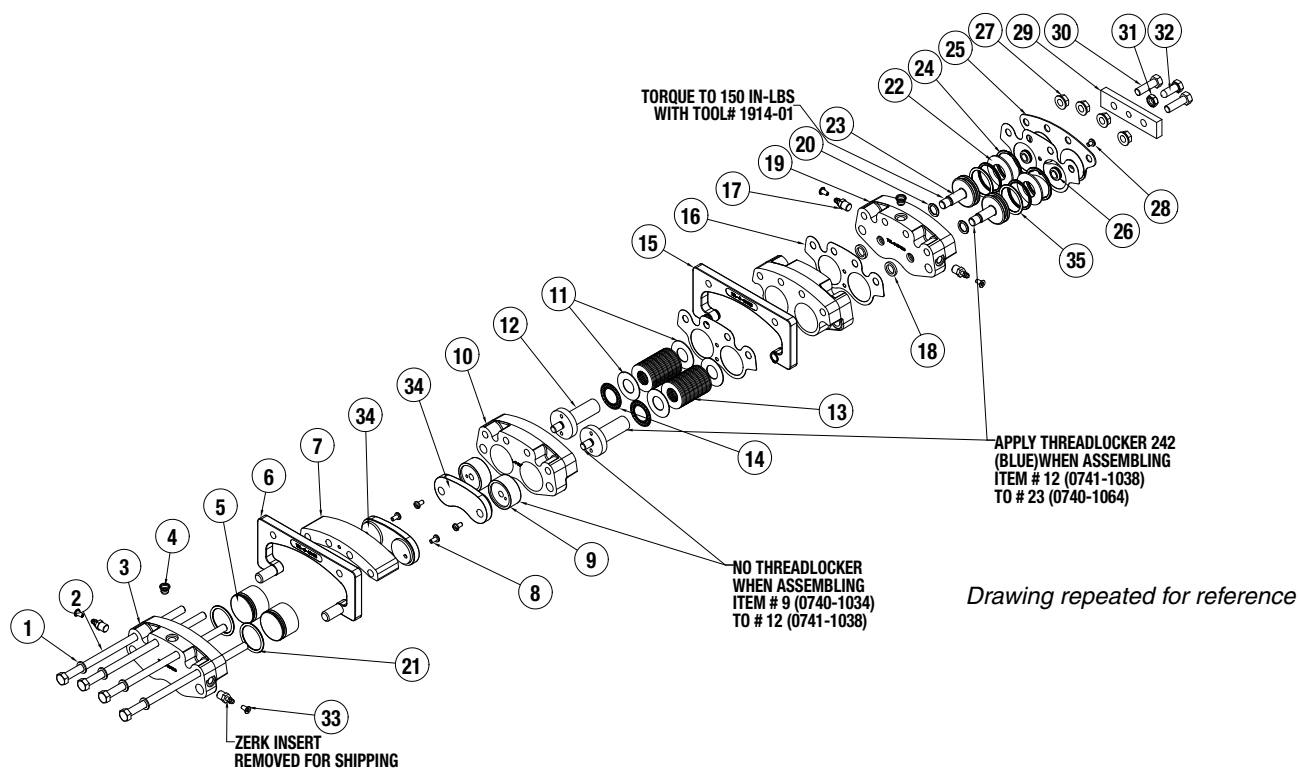
Model:
0764-0007



Parts List

ITEM	PART NO.	DESCRIPTION	QUANTITY
1	0720-1007	WASHER,FLT.,.39X.625X.062,ZINC PLT	4
2	0741-1010	BOLT,HEX,GR8,3/8-24X8.5	4
3	0733-1084	HSNG,H220CI,SERIES,MACH	1
4	1001-1066	PLUG,VINYL,1/8 NPT	2
5	0740-1035	PISTON,AL,20/220,W/BORE	2
6	0734-9001	BRKT ASSY,HEAVY DUTY,"220"	1
7	0733-1109	SPACER,CI,220,1.468 THK	1
8	0720-1026	SCREW,PAN HD,#10-24X0.38,BRASS	4
9	0740-1034	PLATE, COMPENSATOR	2
10	0738-1003	HSNG,220CI,SPACER,MACH	2
11	0740-1007	WASHER,FLT.,.765X1.56X.03,STL,BLK	4
12	0741-1038	HOLDER,SPRING,FS220,2.979"	2
13	0740-9028	SPRING,STACK,2P/14S,TTL 28	2
14	0200-1214	BRNG,THRUST,.875,1.437,.078	2
15	0739-9002	BRACKET ASSY	1

ITEM	PART NO.	DESCRIPTION	QUANTITY
16	0737-1028	GASKET,VELLUMOID	3
17	0740-1002	SCREW,BLDER,1/8-27 NPT	4
18	0740-1014	SPACER,RING,STL,220,.51X.75X.114	2
19	0737-1003	HSNG,220CI,MACH,PRES SIDE,SPL	1
20	0740-1083	SEAL, SHAFT	2
21	0740-1085	SEAL, PISTON	2
22	0740-1028	SPRING,BEL,OD1.75,ID.88,.128	2
23	0740-1064	PISTON,STL,FS20,220,-220	2
24	0740-1027	RING,RET,INT,WHM-168	2
25	0737-1021	PLATE, COVER	1
26	0740-1026	GROMMET,BUNA-N,.38ID.50HOLE	2
27	0720-1008	NUT,FLNGE,SPIRALOCK,3/8-24,ZINC	4
28	0740-1024	SCREW,PAN HD,#10-24X0.25,SS	1
29	0740-1086	PLT, RETRACTABLE	1
30	0740-1088	BOLT,HEX,GR5,3/8-24X1.50,ZINC	2
31	0740-1022	NUT,HEX,JAM,3/8-24,ZINC PLTD	1
32	0740-1089	SCREW,RETRCTR,3/8-24X1.25	1
33	0778-1013	PLUG,VINYL,BLEEDER SCREW	4
34	0740-1093	PUCK ASSY,SEGMENTED,220,MOLDED	2
35	0740-1084	SEAL, PISTON	2



WARNING: THIS CALIPER DISC BRAKE IS UNDER SPRING TENSION. DO NOT REMOVE BOLTS WITHOUT FIRST PRESSURIZING THE BRAKE TO RETRACT THE BRAKE PISTONS. AFTER DISASSEMBLY, RELEASE THE PRESSURE **SLOWLY**. **DO NOT ATTEMPT TO RETRACT THE PISTONS BY TIGHTENING BOLTS ON REASSEMBLY. USE HYDRAULIC PRESSURE INSTEAD.**

NOTE: Do not pressurize this brake above 2,000 PSI (137.9 Bar).

When plumbing the fluid system, use a minimum amount of pipe thread sealant on joints to prevent sealant from entering the hydraulic system.

MOUNTING

1. When mounting the brake, connect the hydraulic fluid system to the External Fluid Port on the Housing (#19). Bleed the brake by loosening the Bleeder Valve Screws (#17) and pressurizing the brake to 5 PSI (0.35 Bar). Then pressurize the brake gradually up to 1,500 PSI (103.4 Bar). At this pressure, the brake pucks retract to create the necessary gap for the brake disc.
2. Slip the brake over the disc and align it so the pucks are parallel with the disc. Proper clearance between the pucks and the disc is 0.010 inch per side to a maximum of 0.031 inch per side when new.
3. To prevent excessive wear, be certain that the disc does not rub against the housing or the pucks when in the retracted position.
4. To insure maximum life and braking action, the brake disc must be free of dirt and grease.

5. This brake is provided with a Manual Retractor Plate (#29). To retract the caliper manually, loosen the Hex Nut (#31) and turn the Retractor Screw (#32) until the disc is free.

6. This brake is also provided with a Manual Wear Compensator, which provides a means for adjusting the Belleville Spring Stacks to compensate for friction puck wear. To use the Compensator, release the pressure from the brake and adjust the Hex Head Bolts (#30) in equal increments in a clockwise direction, preferably in half turns. Then, pressurize the brake and check the disc clearances listed in step two.

NOTE: When bleeding the brake, do not pressurize more than 5 PSI (0.35 Bar) to the port on the Housing.

MAINTENANCE

1. To replace the Brake Pucks (#34), remove Bolts (#2) and lift off the H220 Housing (#3) and Spacer (#7). This will expose the Pucks (#34). Remove Screws (#8) from Pistons (#5) and Compensator Plates (#9), saving them for reuse. The Puck will then be free and may be easily replaced.
2. Reinstall Screws (#8), coating the threads with Loctite®, through the new Pucks (#34) into the Pistons (#5) and Compensator Plates (#9). Reattach the H220 Housing (#3) and Spacer (#7) by reinstalling the Bolts (#2), Washers (#1) and Lock Nuts (#27) and torque to 480 inch-pounds (54.23 Nm).



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