

IMPORTANT NOTICE

Illustrated In this Photo Instruction Is the Procedure for Replacement of a TDE Brake Caliper On An Axle Prior to Installation On a Trailer Frame. If the Axle Is Installed on a Trailer Frame with a Complete Braking System the Relevant Wheel Side of the Trailer Must be Elevated and Supported On a Jack Stand with the Wheel Removed and Brake Hose Dis-Connected. After Replacing the Calipers the and Re-Connecting the Brake Lines the Full Brake Line Circuit Must Be Properly Bled Prior to Use of the Trailer.

Photo 1 - Suggested Tools Needed for TDE Caliper Replacement; 1) 7/16" Socket or Box End Wrench, 2) Ratchet/Socket Drive, 3) Socket Extension, 4) Torque Wrench With Capacity of 50 Ft. Lbs. and 5) Loctite 262 (Thread Locker) or Equivalent.



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Photo 2 - Liquid Loctite 262 "Red", High Strength, Thread Locker. This is the Product Recommended by TDE In this Application.



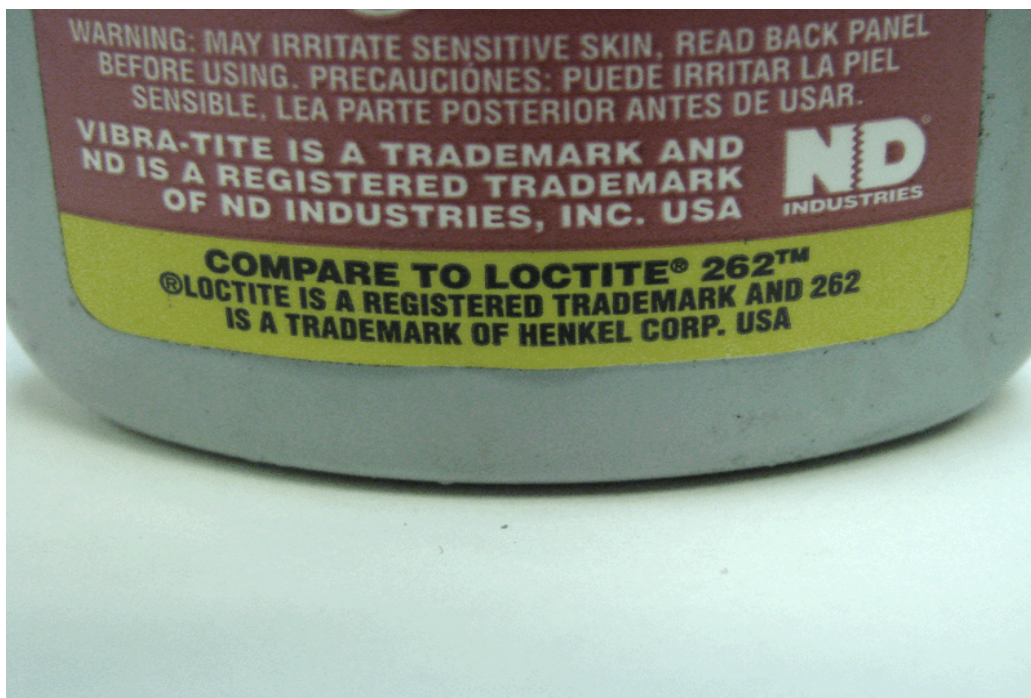
Photo 3 - Label Close-Up of Loctite 262.



Photo 4 - Alternative, High Strength Threadlocker Produced by ND Industries. This Substitute Product Is Also Approved by TDE In this Application.



Photo 5 - Label Close-Up of ND Industries "Vibra-Tite" No. 13150 Stating Comparable Properties to Loctite 262.



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Photo 6 - General View of TDE Caliper As Installed On a Typical Axle. Realize This and the Following Photos Illustrate the Caliper Location in a Studio Setting. Green Arrows Point to the "Slider Pins" That Will Be Removed and Re-Installed.

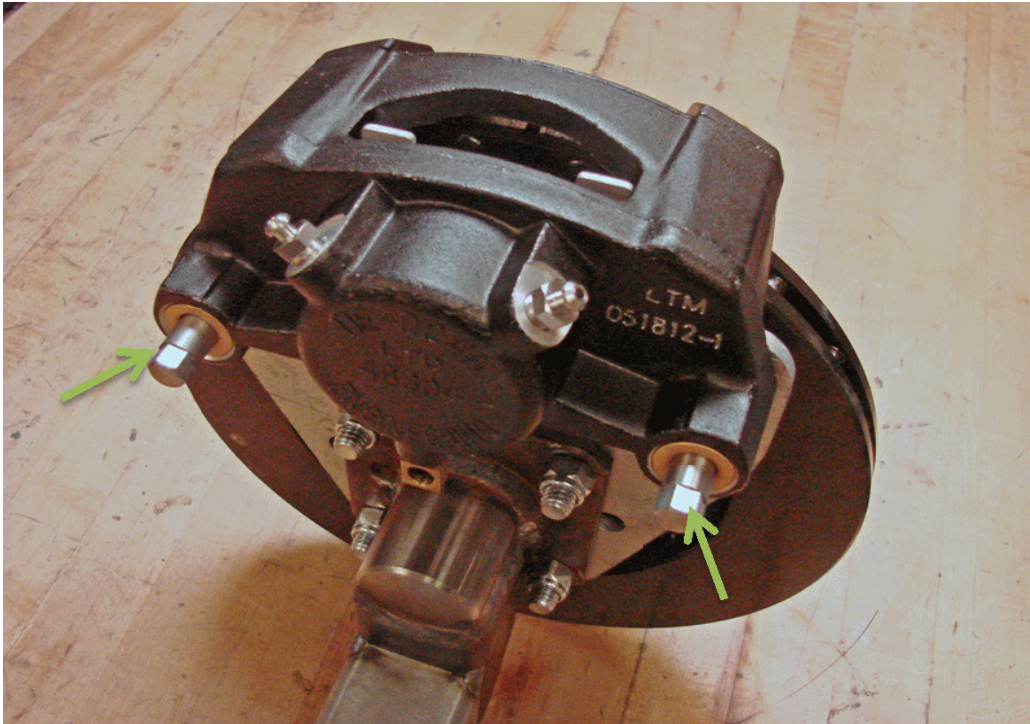
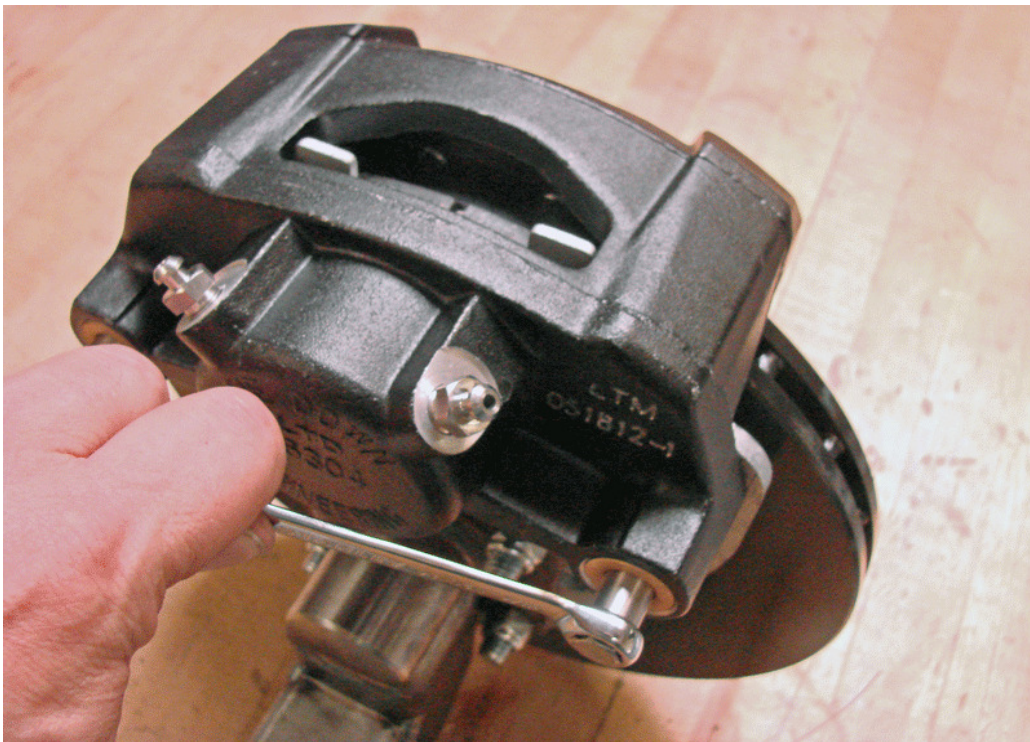


Photo 7 - Using a 7/16" Socket/Ratchet Drive or Box End Wrench Loosen the First Slider Pin. You May Start With Either the Left or Right Slider Pin.



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Photo 8 - Remove the Slider Pin Loosened In Photo 7.

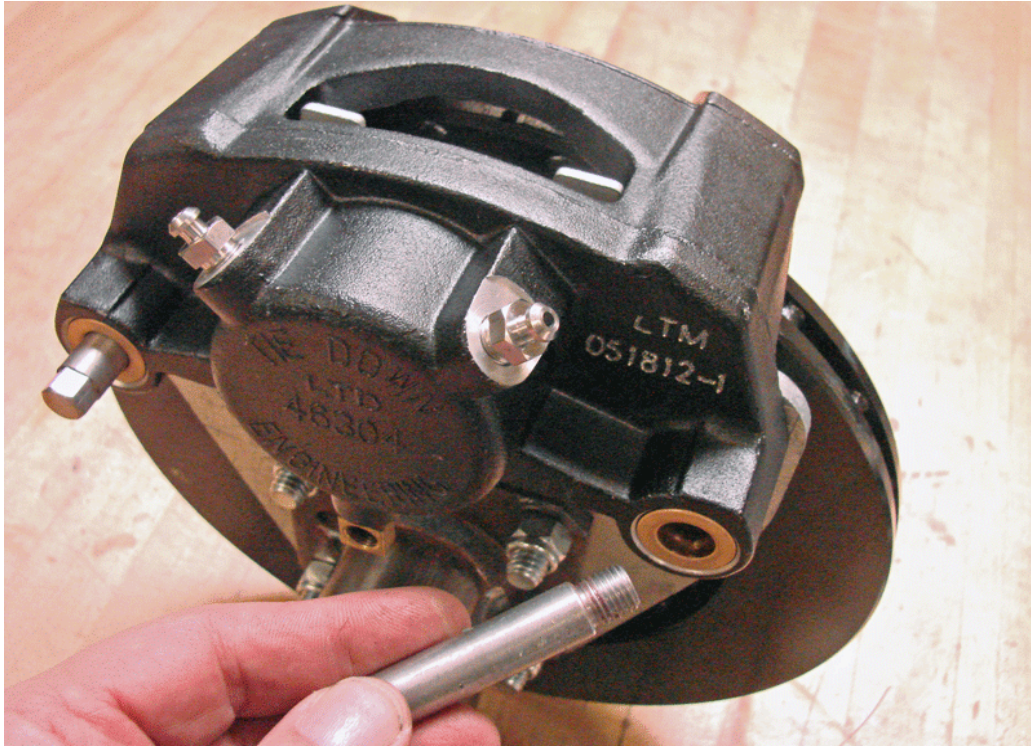
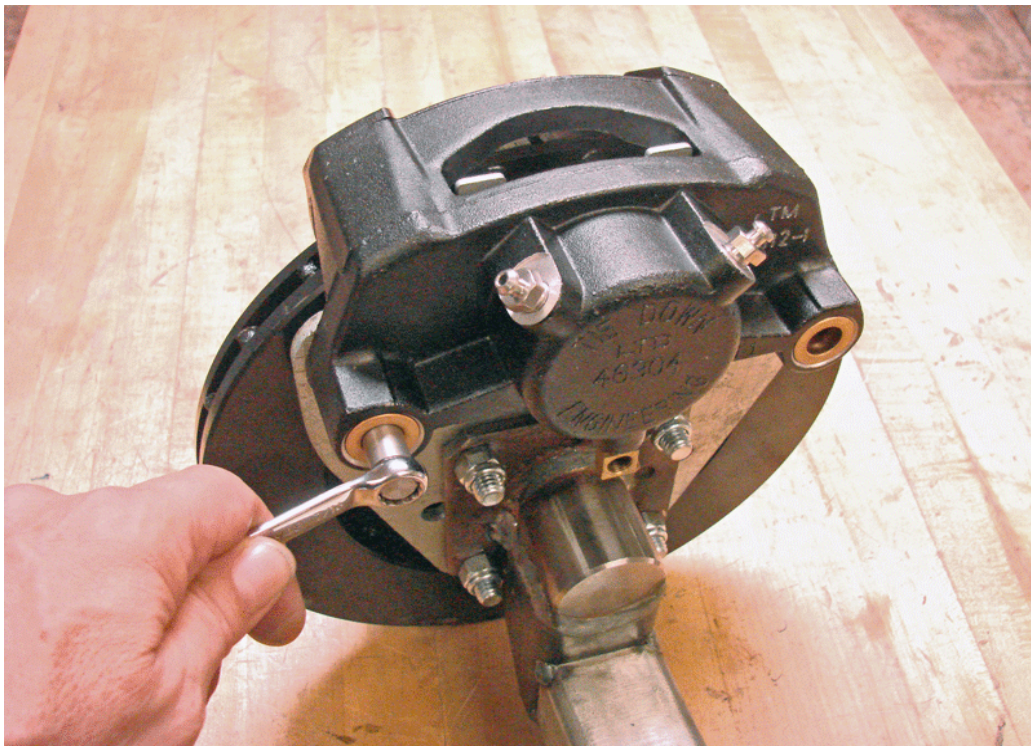


Photo 9 - Loosen Slider Pin On Opposite Side of Caliper and Remove.



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Photo 10 - Both Slider Pins Are Now Removed from the Caliper.

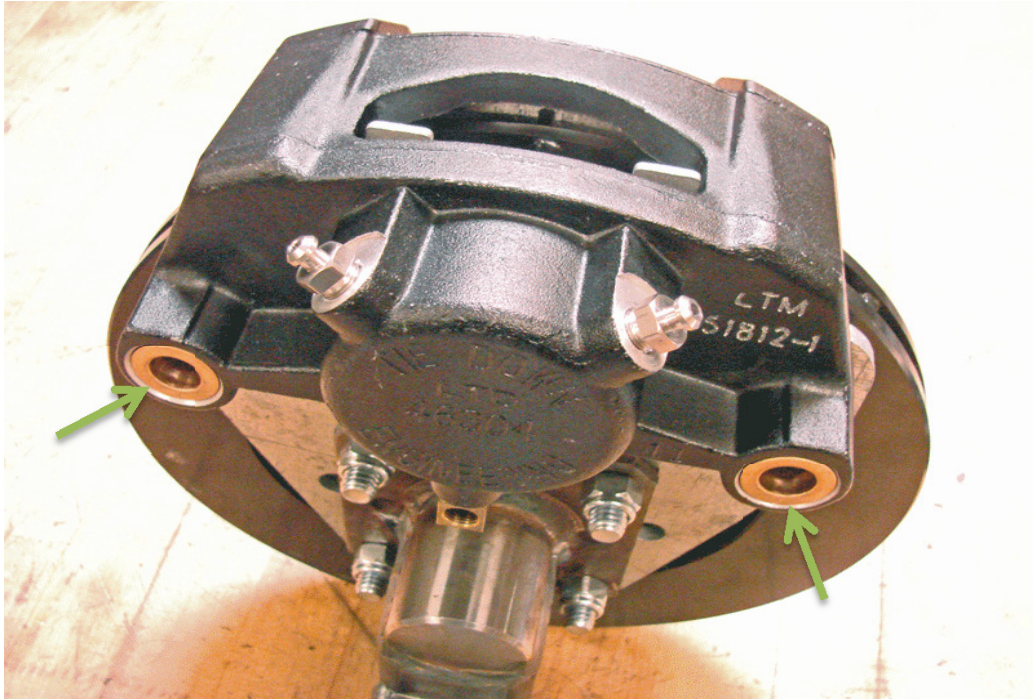
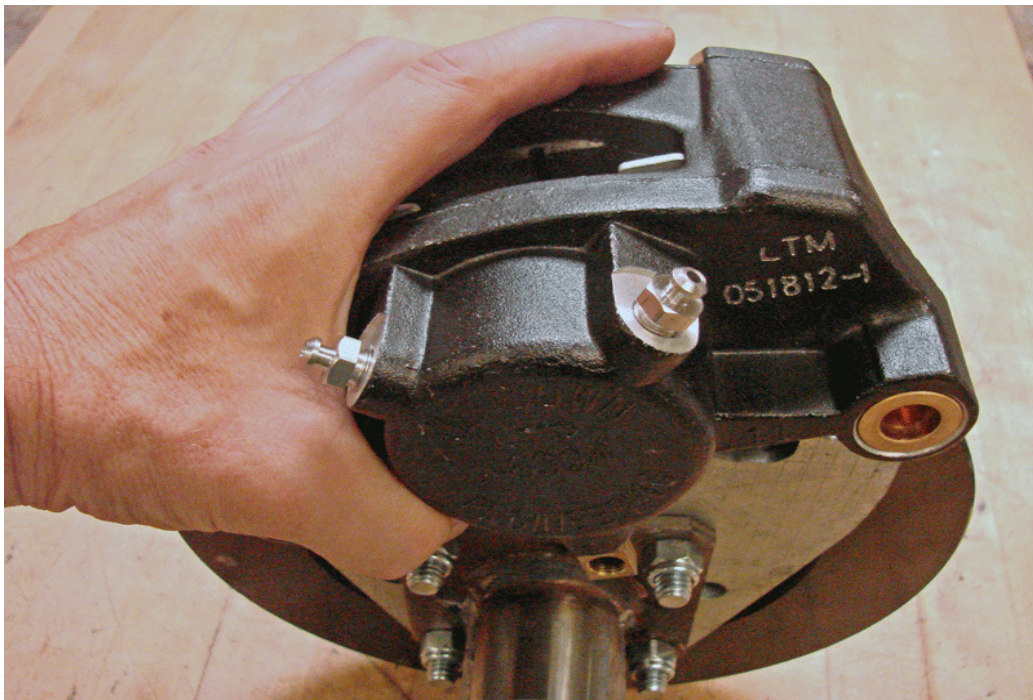


Photo 11 - Grasp the Caliper Firmly and Pull Away from the Mounting Bracket to Remove.



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Photo 12 - Fully Remove the Caliper, The Mounting Bracket And Rotor Remain Installed.

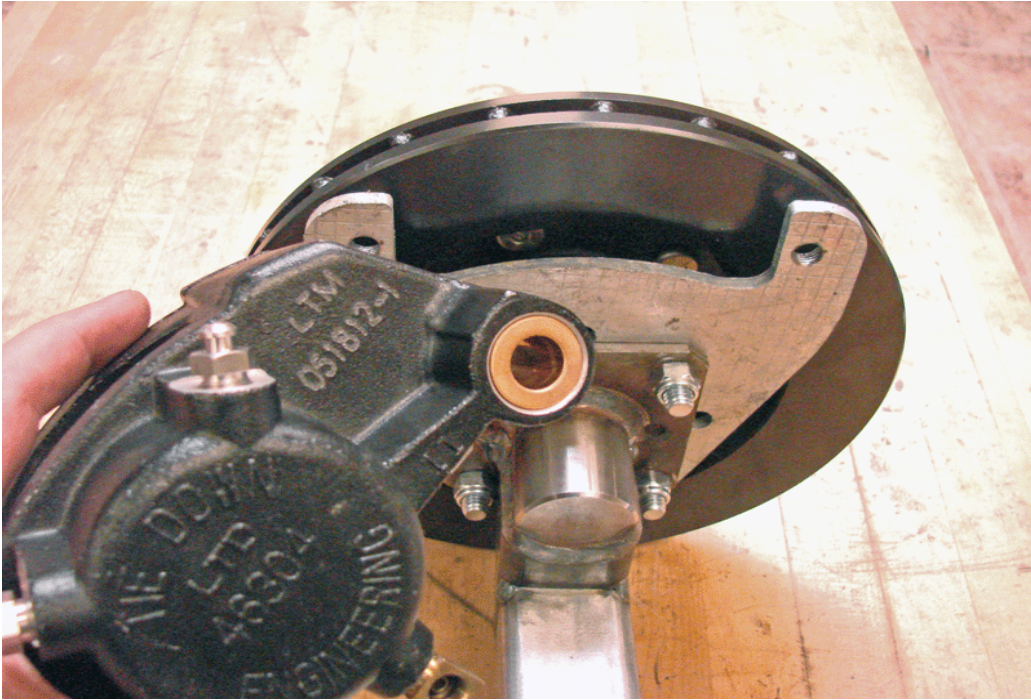
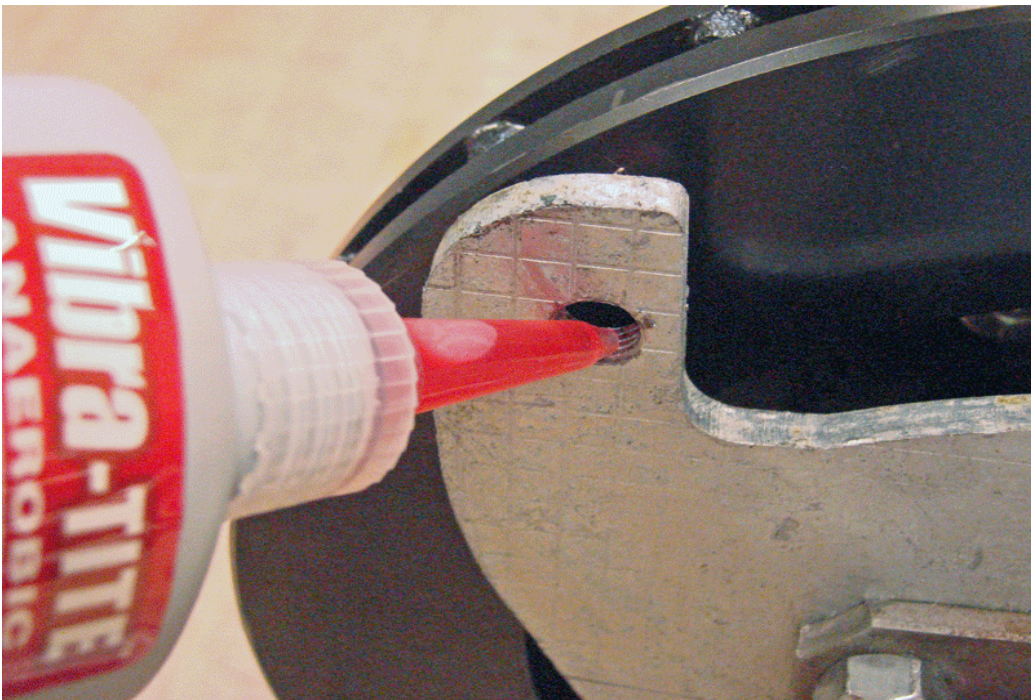


Photo 13 - Apply Red Thread Locker to the Female Threaded Hole In Caliper Mounting Bracket.

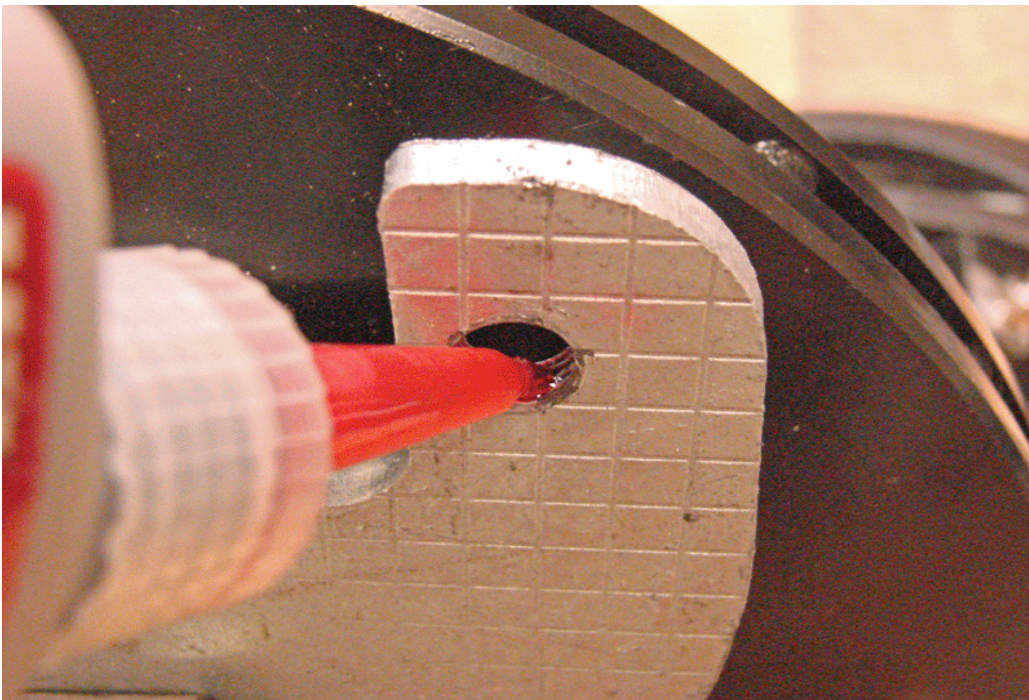


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Photo 14 - A "Puddle" of the Liquid Red Thread Locker In the Bottom of the Threaded Hole, as Shown, Is All That's Required.



Photo 15 - Apply the Red Thread Locker in the Same Manner to the Threaded Hole In the Opposite Side of the Mounting Bracket.

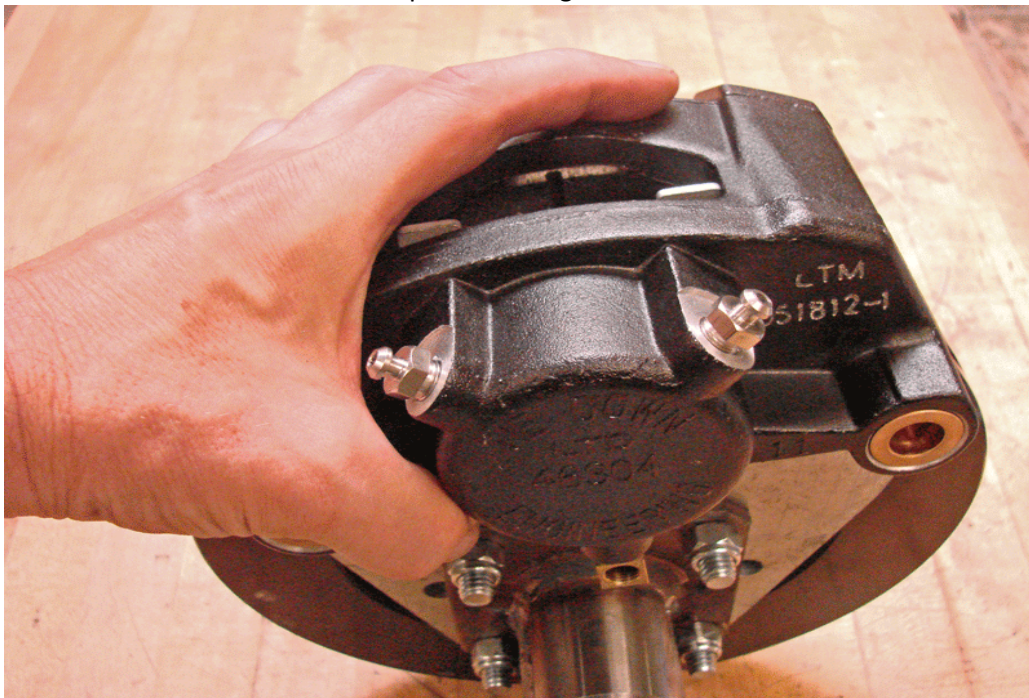


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Photo 16 - Again, A "Puddle" In the Bottom of the Threads As Shown Is Sufficient.



Photo 17 - Now Position the Caliper Over and Onto the Rotor and Caliper Mounting Bracket. Align the Thru-Holes In the Brass Bushing with the Thread Holes In the Caliper Mounting Bracket.



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Photo 18 - To Aid In Aligning the Hole in the Brass Bushing of the Caliper with the Threaded Hole in the Mounting Bracket Use a "Drift Pin" (or Rod, or Screwdriver).
Using The Slider Pin Itself And Feeling for the Threaded Hole Can Work Also.

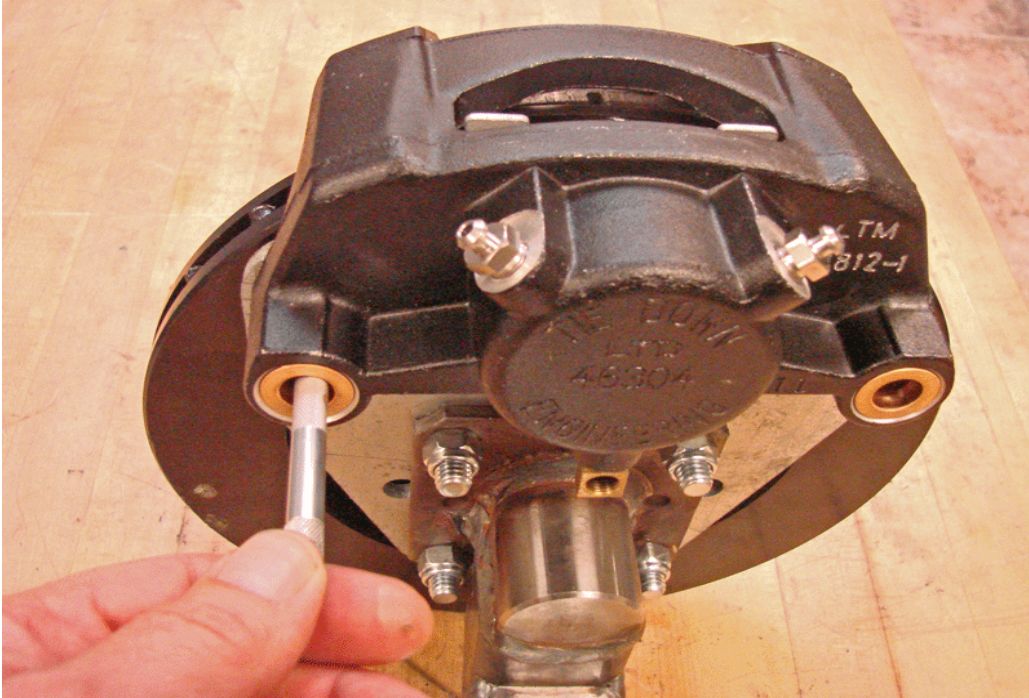
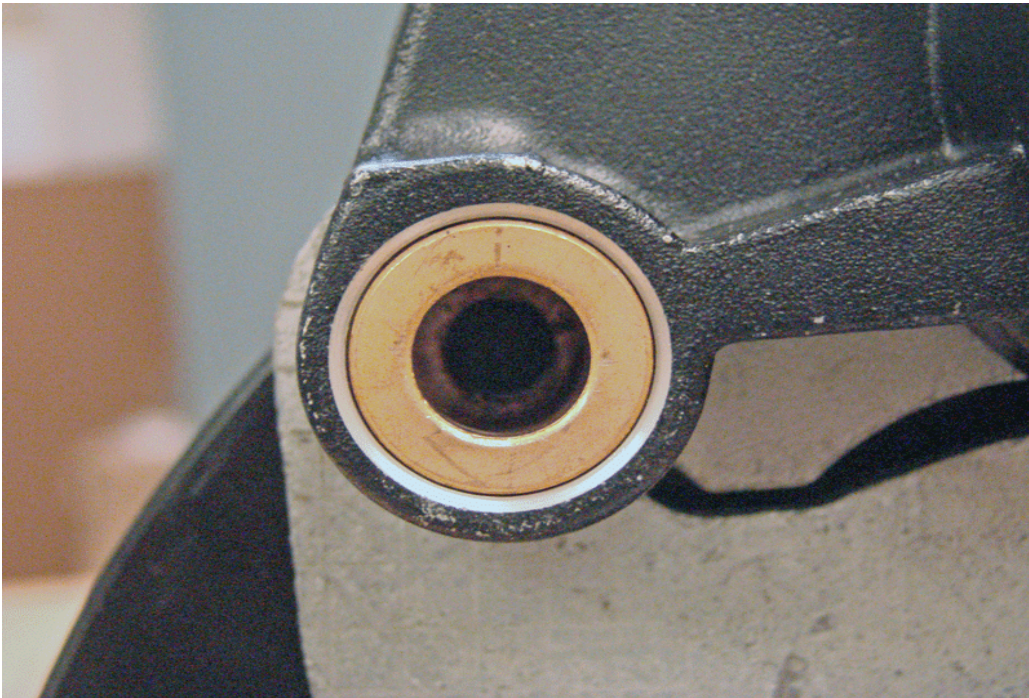


Photo 19 - This Photo Shows the Brass Bushing of the Caliper Aligned with the Threaded Hole In the Mounting Bracket. This Alignment Will Allow Easy Insertion and Fastening of the Slider Pins.



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Photo 21 - Now Install the First Slider Pin. Hand Tighten the Pin Into the Mounting Bracket. This Will Help to Align the 2nd Slider Pin.

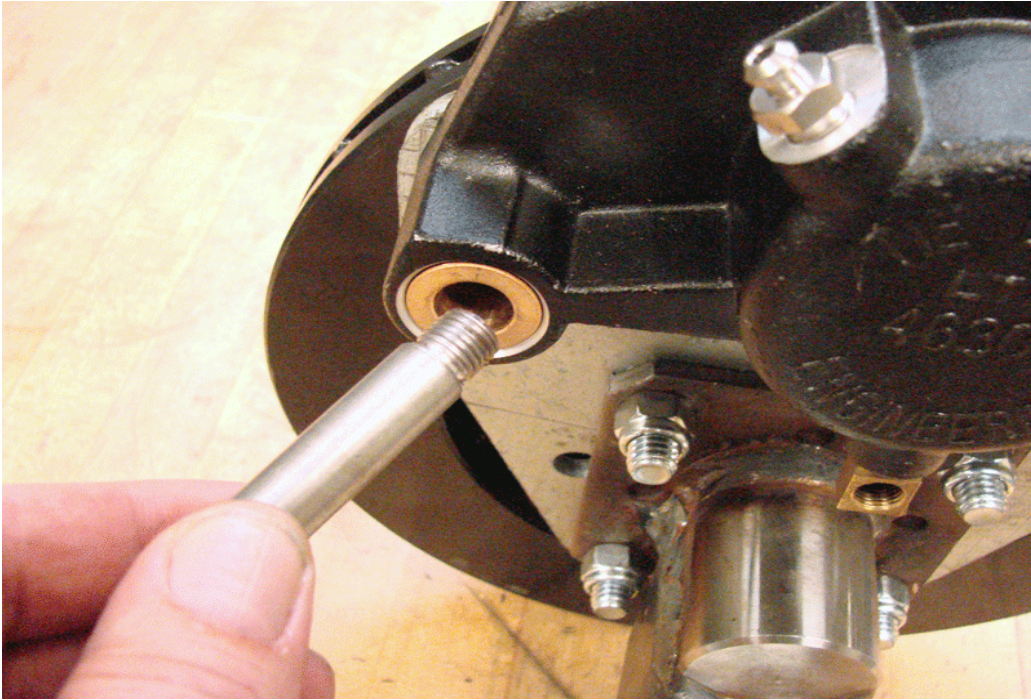
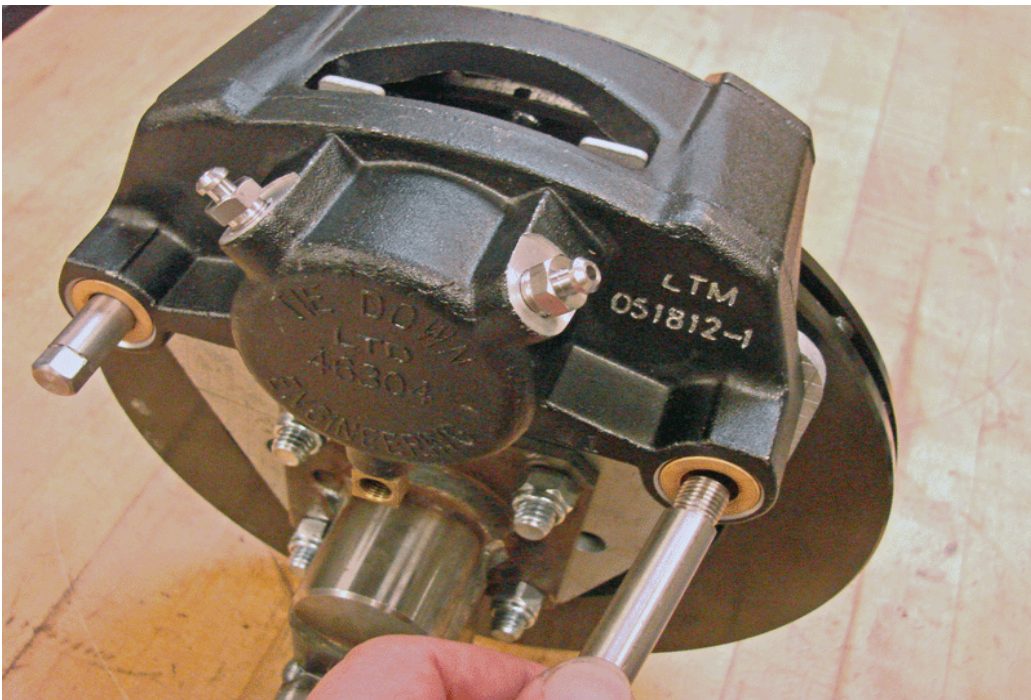


Photo 22 - Now, Align and Install the 2nd Slider Pin. Remember that the Red Loctite Is Previously Applied to the Threaded Hole in the Mounting Bracket.



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Photo 23 - Hand Tighten the 2nd Slider Pin.

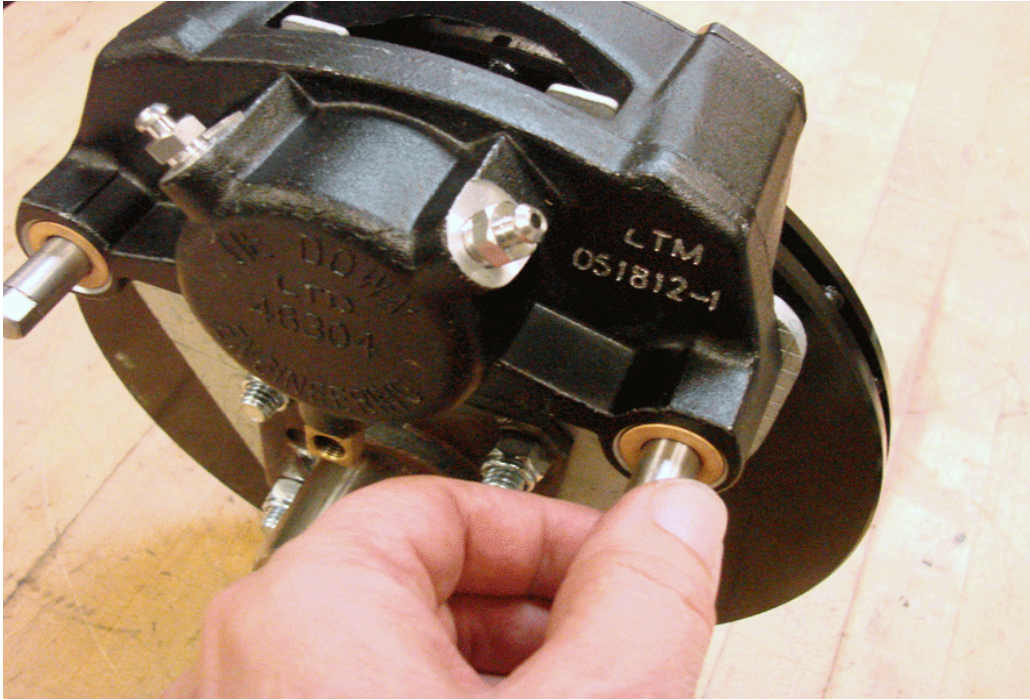
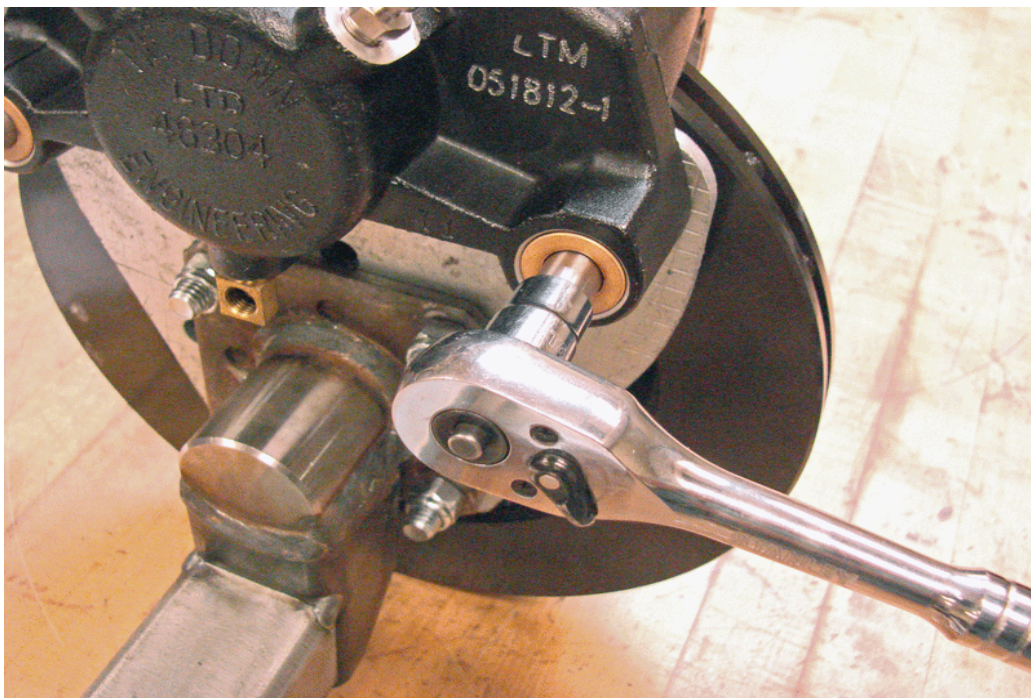


Photo 24 - Using the 7/16" Socket & Ratchet, or Box End Wrench, Tighten Both Slider Pins.



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Photo 25 - Immediately Switch the Socket Onto the Torque Wrench and Torque Both Slider Pins to 35 Ft. Lbs.

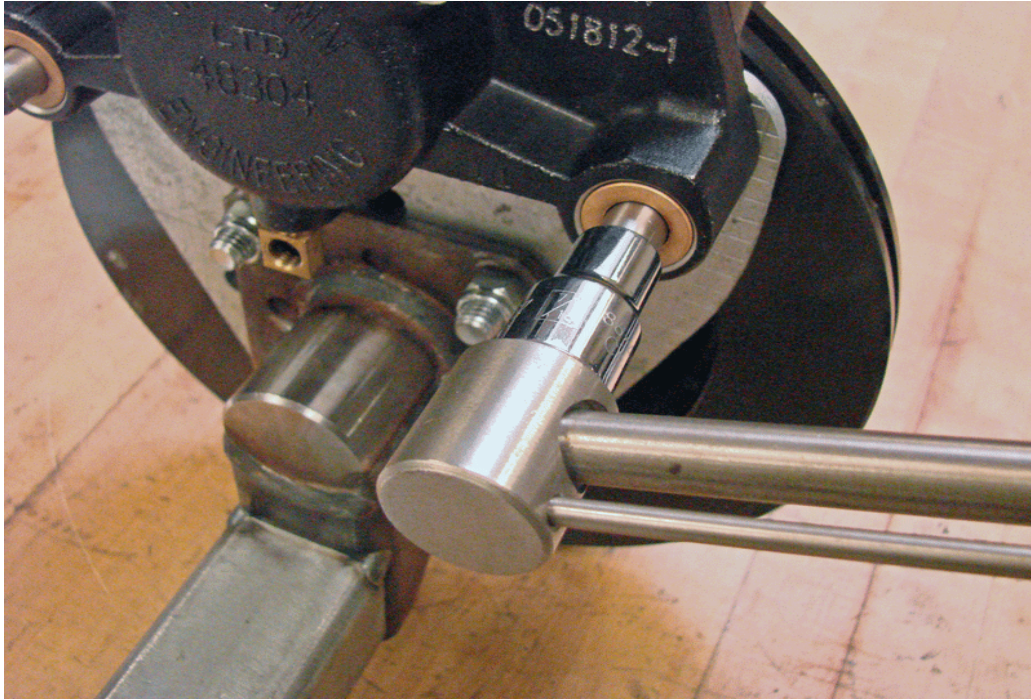


Photo 26 - For Reference, On this Traditional Beam Style Torque Wrench the Setting Reads 35 Foot Lbs, the Correct Torque Setting for the 2 Slider Pins.



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Photo 27 - When Completed the Replaced Caliper Will Appear Like As Shown In the Photo.

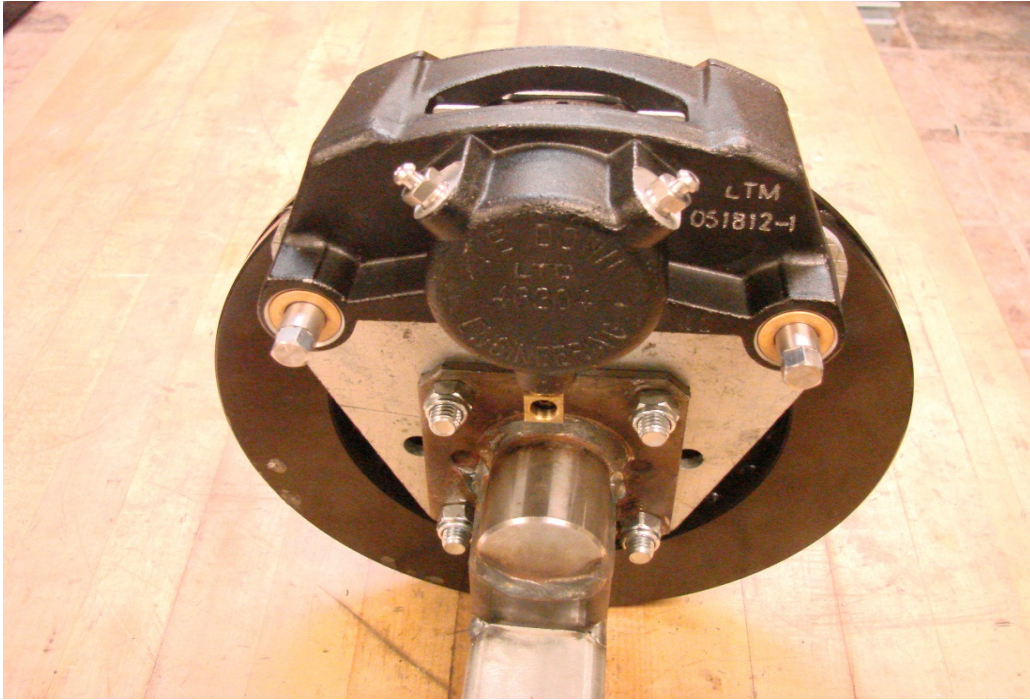
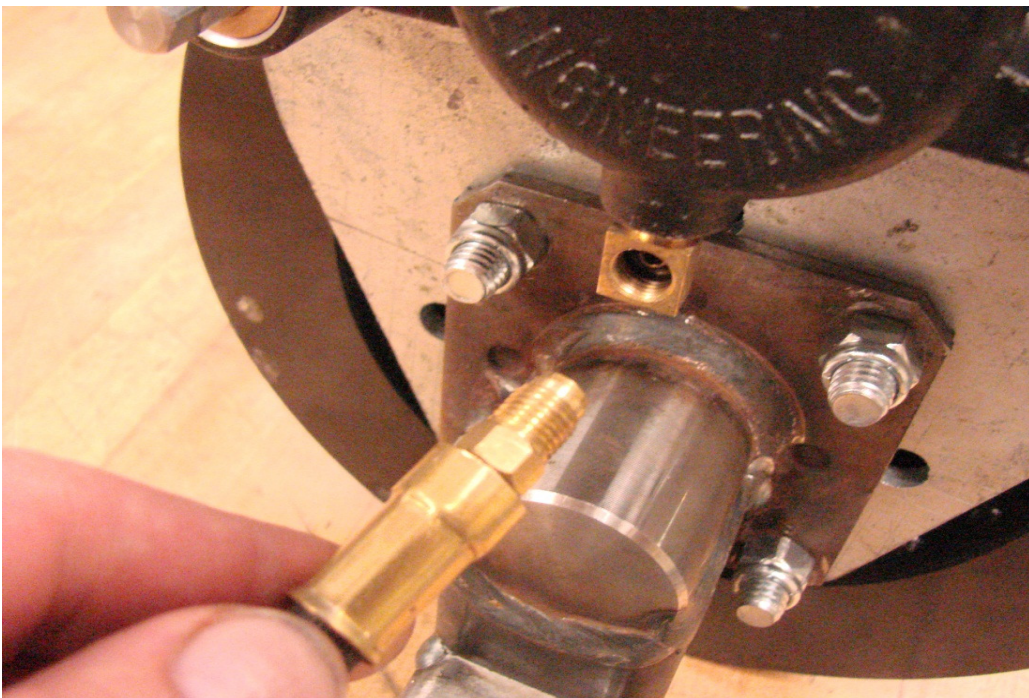


Photo 28 (Optional) - If the Brake Line Was Disconnected for Caliper Replacement Now It Must Be Re-Connected. The Brass Fitting Shown Is A Precision Machined Part to Assure a Leak-Proof Connection. Remember to Handle with Care.



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Photo 29 (Optional) -"Hand" Start the Brass Male Threaded End of the Brake Hose Into the Brass Female Fitting on the Caliper. Use the 3/8" Open End Wrench - Tighten, Being Careful not to Overtighten. Check This Connection When Bleeding the Brakes. Should A Leak Occur Simple Tighten A Bit More Until the Leak Stops.

