

O'KEEFE AERO, LTD.

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Hydraulic Brake Installation Instructions

1. Caliper holder may need to be filed out slightly so that caliper can "float" in holder.
2. Caliper holder is typically secured to gear with 4 each 1/4" aircraft bolts.
3. Use 3/4" or 5/8" I.D. spacer material to space wheel out from gear leg.
4. Install disc "hat" to wheel. It is designed to fit an Azusa 5" or 6" wheel. We have noted that the Azusa bolt holes are not exactly 120° apart. The holes in the wheels may need to be drilled slightly to oversize for bolts to pass through the hat section. As the Azusa wheel is a casting also, the od of the hat may have to be trimmed to fit the wheel. NOTE: You may have to shim the hat "out" to have the caliper clear the tire.
5. Secure the disc's to the hat using 12 screws provided. Use a thread anti-seize compound on the threads of the 12 screws.
6. A little run out in the disc is preferred as it breaks the suction lock of the caliper.
7. We recommend the use of automotive brake fluid for the caliper and master cylinders.
8. This system was not designed for use with plastic or nylon wheels.
9. Balance the wheel assembly when you have mated the disc to it.

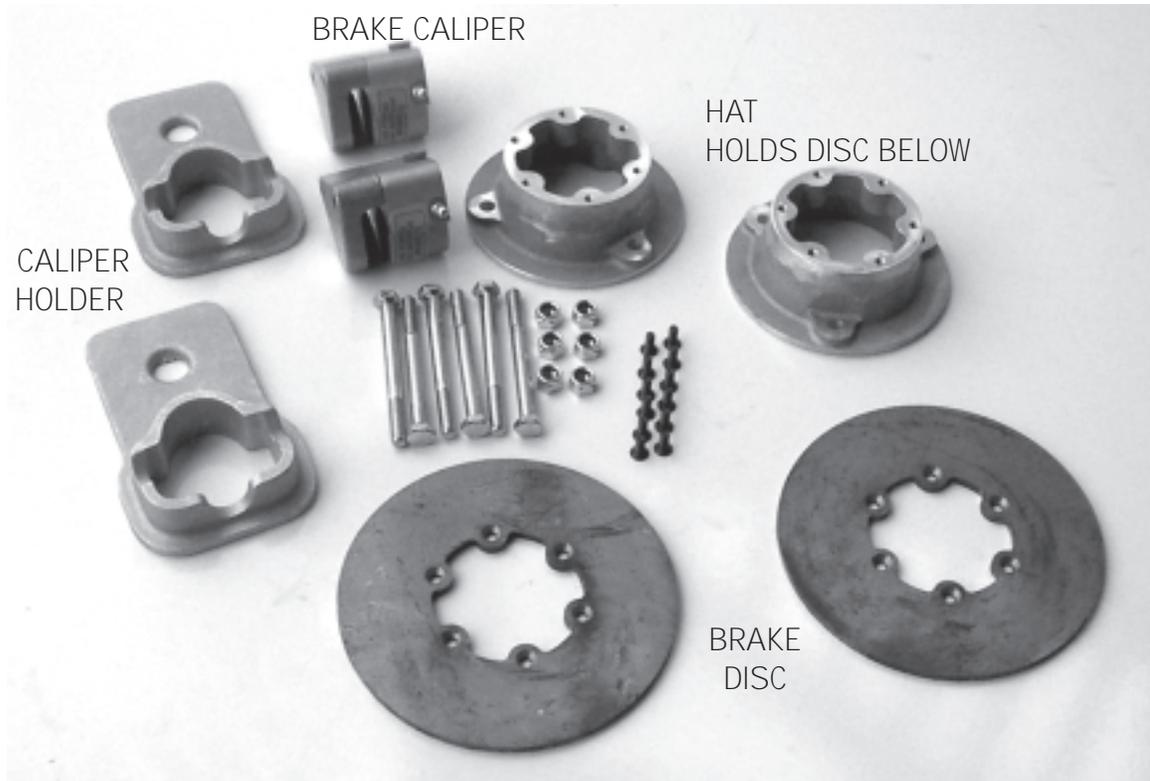
NOTES:

We have found that the Azusa wheel bolt holes are not all exactly 120° apart. This means that some wheels will have tight bolt holes when bolting the wheel halves together into the hats (disc holder/spacer). You can drill the holes through the wheels slightly oversize to accommodate the bolts.

If you are using our O'Keefe Aero master cylinders, brake bleeding can only be accomplished by filling the system from the master cylinders down to the caliper. Open the bleed screw on the master cylinder 1/2 turn. Attach the filler bottle to the master cylinder bleed screw. The master cylinder must be tipped at a 45° angle so that the line and fitting coming out of the cylinder is at the highest point of the cylinder. This allows the trapped air in the cylinder to escape up and out of the line, as the cylinder is filled with fluid.

Open one of the bleed screws on the caliper 1/2 turn. Begin slowly filling the master cylinder. As the cylinder is filled, the air will be expelled out of the master cylinder and down the line to the caliper. Once all the air is out of the cylinder, fluid will fill the line down to the wheel caliper. As the wheel caliper is filled, the air in it will be pushed out of the bleed screw. Once fluid comes out of the caliper bleed screw, the system is bled. Close both bleed screws and you are done. Now, do the other side.

Please call with questions! 1 331 248 2376



Note: On some gear installations the axle goes against the gear first, then the caliper holder.

