

# INSTALLATION INSTRUCTIONS

## for BF Goodrich/Hayes Disc Brake Conversion

- Check packaging to ensure that you have all these required items.

2 - P/N 018-013 Brake Discs	4 – 105X4 Tube Nut
2 - P/N 020-042A Torque Plates	2 – 502X4 Elbow Union
2 – P/N 30-5A Caliper Assemblies	2 – 302x4 Union
8 – AN4-6A Bolts	2 – 352X4 45° Elbow
8 – AN960-416 Washer	1 – Drawing Number 76000 (Sheets 1-4)
8 – AN960-416L Washer	1 – Drawing Number 76400
8 – AN365-428A Nuts	1 – Inspection & Repair Manual
12 – AN441-6-6P Rivets	1 – 3/16 by 12" long Drill Bit
2 – 1/4" O.D. x 12" Copper Tube	

- Remove existing wheels and brakes from the aircraft.
  1. Support aircraft and remove wheels from the axles by removing cotter pins, nuts and washers.
  2. Disconnect brake line from existing expander tube. Note: have a suitable container available to collect the brake fluid as it drains from the line.
  3. Remove the existing brake frame from the aircraft.
  4. Inspect gear leg and axle for damage, corrosion, etc. and repair as required.
  5. Install new torque plate using the supplied AN4-6A bolts IAW sheet 3 of the installation drawings. Torque bolts to 70-80 in-lb.
- Remove tire and existing brake drum from wheel.
  1. Deflate tire by removing valve stem core.
  2. Remove wheel outer flange and remove tire and tube from wheel.
  3. Remove existing brake drum. This is done by removing the six rivets that attach the drum to the wheel. One method is to drill out the rivets. However, since the rivets are steel, and the wheel aluminum, there is a good chance that this will result in enlarged holes in the wheel. A better method is to grind off the bucked side of the rivet (brake drum side) and then punch out the rivet using a 3/16" punch.
  4. Clean and inspect the wheel for damage and corrosion and treat or repair as necessary. Particular attention should be paid to the surface where the brake disc attaches to the wheel. Any corrosion should be removed and the surface primed with zinc chromate or equivalent.

- Install the new brake disc.
  1. Press-fit the disc into the wheel, using an arbor press or gently tap it into place with a block of wood or equivalent.
  2. Place the wheel, disc side down, on the bench. Using the rivet holes in the wheel base as a guide, match drill the six rivet holes through the brake disc using the supplied 3/16" drill bit.
  3. Without removing the disc, de-bur the exposed side of the drilled holes.
  4. Rivet the disc to the wheel using the supplied AN 441-6-6P rivets per AC 43-13-1B.
  5. Re-install the tire on the wheel and inflate to proper pressure.
  
- Install wheel on the aircraft.
  1. Install wheel on axle.
  2. Tighten axle nut until wheel will not turn, loosen just enough so that the wheel turns freely, then safety the nut being careful that the cotter pin does not interfere with the valve stem.
  
- Install brake caliper.
  1. Lightly lubricate torque pins with Lubriplate, LPS #3, or equivalent.
  2. Remove the 2 AN4H-14A tie bolts to separate the brake caliper.
  3. Install the caliper on the wheel as shown in the installation drawings.
  4. Note: The brake line fitting and bleeder valve may be interchanged for best fit.
  5. Re-install the 2 AN4H-14A tie bolts.
  
- Attach existing brake line to brake caliper.

Because each aircraft differs in this area, the installing mechanic will have to determine the best method. Refer to drawing 76400/76401 for the fabrication and installation of the brake line extension. Some installations may require the use of a straight union (P/N 302x4) rather than the elbow union (P/N 502x4) as shown. An alternate method may be to connect the existing brake line to the caliper using a flexible hose and appropriate fittings.

If the brake line in the gear leg is exposed (uncovered), you may install a new one-piece line from the caliper to the top of the gear leg.

Regardless of the method used, it is important to allow enough freedom in the brake line for the caliper to float, and that the installation is done in accordance with accepted aircraft standards.

- Bleed the brakes.

Use the Proper Brake Fluid — Improper brake fluid will ruin the seals in the brake system. Use only standard aircraft Mil-H-5606 red hydraulic fluid. Never use automotive brake fluid!

The best method to fill and bleed aircraft brakes is from the bottom up. Connect a 1/8" ID clear hose to the brake caliper bleeder screw from your brake fluid source. An oil can used exclusively for this purpose works well. Pump the oil can until the hose is full of fluid, with no air bubbles. Tightly secure the hose to the bleeder valve, while opening it a quarter turn. Pump fluid into the system until it fills the brake cylinder reservoir. (The master cylinder reservoir filler cap must be open during

this process). Tighten the bleeder valve screw, remove the hose, and reseal the master cylinder reservoir, insuring that the reservoir is full.

Check to see that you have a "hard pedal." If you have a "soft-pedal," pump the brakes several times. Many times that will fix the problem. If the problem persists, drain the fluid and repeat the above process.

**NOTE:** It is possible that you may have excessive pedal travel. This is caused by the "free-play" between the brake pad and the brake disc. The pedal will travel (moving hydraulic fluid) until the brake pad contacts the brake disc, at which time you should have a "hard pedal". In order to have a "hard pedal" at the top of the pedal travel, accomplish the following:

1. Jack the aircraft so that the wheel(s) are off the ground and able to rotate freely. You may do this one wheel at a time.
2. Loosen and back-off the 2 AN4H-14A back plate tie bolts 1/16" - 1/8".
3. Attach your brake fluid filler source (pump) to the bleeder valve.
4. Open the bleeder valve and pump fluid into the system until the puck extends and the brake pad comes into contact with the brake disc.
5. Close the bleeder valve and disconnect the fluid pump.
6. Tighten both back plate tie bolts evenly until seated. You should not be able to rotate the wheel at this point.
7. Crack the bleeder valve and let just enough fluid escape to allow the wheel to rotate freely, with the brake pad still in loose contact with the brake disc, Then tighten the bleeder valve.

- **Final Assembly and Inspection.**

1. Verify that the axle nut is tight and that the cotter pin does not interfere with the tube valve stem.
2. Torque the back plate tie bolts 70 to 80 in-lbs and safety wire.

- **Complete the Paperwork.**

1. Complete and process FAA form 337 for returning the aircraft to service.
2. Make an entry in the aircraft records (logbook) as to the work done. Because the FAA considers the weight change to be negligible, no revised weight and balance calculations are required.

- **Seat the Brake Pads.**

These non-asbestos organic composition brake pads require a thin layer of glazed material at the lining friction surface in order to provide maximum braking performance. This glazed layer is produced by the heat generated during normal braking operations, and is maintained during the life of the lining. Since new brake pads do not have this layer, it must be created by the following process:

1. Heat the pads by performing a full stop from 30 - 40 mph.
2. Allow the brakes to cool for 5 - 10 minutes
3. Test the results at full static run-up. If the brakes hold, break-in is complete. If they fail to hold, repeat steps 1 and 2 until they do.