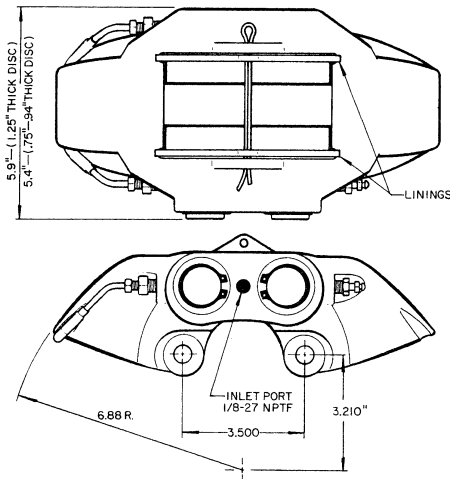




## 156 x 2

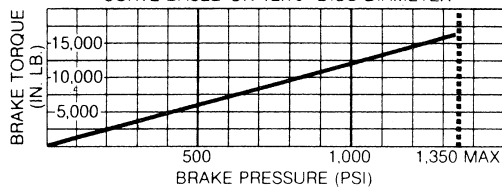
### SERIES

## HYDRAULIC CALIPER



### BRAKE TORQUE : BRAKE PRESSURE

CURVE BASED ON 12.19" DISC DIAMETER

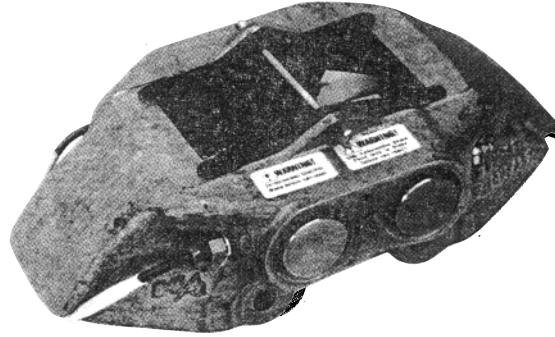


### PART NUMBERS

DISC WIDTH	SIDE	CALIPER PART NUMBER
.75" — .94"	LEFT	021 3597
.75" — .94"	RIGHT	021 3596
.125"	LEFT	020 3599
.125"	RIGHT	020 3598

**LININGS (PAIRS)**  
 STANDARD CALIPER (.125" Thick Disc) Pt. 455 0051  
 NARROW CALIPER (.75"—.94" Thick Disc) Pt. 455 0053

**OVERHAUL KIT—121 3600 (ALL CALIPERS)**  
 Fixed mount hydraulic caliper available in two sizes (widths) to accept a range of disc widths from .75" to 1.25".



### SPECIFICATIONS:

#### CONFIGURATION:

Fixed caliper, four steel pistons (1.56" diameter), hard anodized aluminum alloy caliper housing.

#### Mounting:

Two point bolt-on. 3.50" mounting centers.

#### Disc:

Standard-Vented, 12-3/16" diameter. Calipers available for .75" to .94" thick disc and 1.25" thick disc.

**Weight:** Narrow disc model—5 pounds, 7 ounces. (less linings).  
 Wide disc model—5 pounds, 14 ounces (less linings).

#### Caliper Displacement:

.20 cubic inches at 1350 PSI.

#### Operating Pressure:

Maximum—1350 PSI.



**DO NOT EXCEED MAXIMUM SAFE OPERATING PRESSURE—1350 POUNDS PER SQUARE INCH. BRAKE FAILURE MAY RESULT.**

#### TORQUE:

2.25 x pressure (PSI) x (disc radius minus 7/8") = Torque in inch pounds.

#### Bleeding:

Caliper is designed to be mounted at 3 or 9 o'clock position with bleed screws high.

#### Lining:

Area-8.35 square inches  
 Usable thickness: .69"—Standard Pt. 455 0051  
 .59"—Reduced thickness linings Pt. 455 0053

#### Master Cylinder:

Dual , master cylinder system—  
 1.00" diameter to operate 4 calipers  
 Single Cylinder—  
 1-1/8" (1.125) diameter to operate 4 calipers

#### Fluid:

A high temperature disc brake fluid MUST be used—(castrol GT-LMA, AP Lockheed 550, EIS 880, Lockheed-Wagner FC 59250 special heavy duty brake fluid, Dow Chemical 920, Drydene Heavy Duty Brake Fluid or equivalent). Brake fluid must be taken from a new sealed can. Automotive-type brake fluid absorbs moisture from the atmosphere. This reduces the boiling point of the fluid (fluid contaminated with water will boil at a lower operating temperature). *Fluid boiling will result in a loss of pedal and brake force.* If this condition occurs, and pedal pressure does not return after system cools, boiling fluid has reached the master cylinder. The entire system must be flushed with new fluid and must be bled.



Fill system with new fluid taken from a new, unopened container. After system has been filled, container with unused portion of fluid must be *kept tightly closed.*

NOTE: Phenolic pistons are available for high-heat application.



## TOL-O-MATIC, INC.

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