“G4” Stainless Steel Disc Brakes

Value: Cost Effective, Custom Look

Safety: Stops Faster, Less Fade, Proven Reliability

Performance: Self Cleaning, Fewer Parts, Less Maintenance

Available With E-Coat Finish For Double Corrosion Protection

Marine Grade Alloy Aluminum Calipers with Rubber Booted Piston Covers

Semi-metallic Floating Brake Pads
Disc Brakes

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Performance: Self Cleaning, Fewer Parts, Less Maintenance

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Semi-metallic Floating Pads with metal backing plate: Allows for better alignment of pads to rotor.

Lock-tite on all bolts and screws: Keeps all bolts and screws in place but will release for pad and caliper replacement.

E-Coated Grade 413 aluminum caliper housing: Grade 413 aluminum contains more magnesium and less copper providing a harder and more corrosion resistant compound. E-Coated for added corrosion protection.

Semi-metallic pads: Improved wear over organic pads.

Pressure equalizing port: Port connects the two piston chambers in order to maintain equal pressure and allow brakes to “bleed” properly for improved operation.

Sliding caliper pins with oil impregnated bronze bushing: Allows caliper to float more freely and ensures proper alignment during installation.

Four point mounting bracket: Resists bending in the event the trailer is backed up without reverse solenoid engaged. Mounting surfaces are machined to insure proper alignment of the caliper housing to the rotor. Sliding caliper pins are installed on the mounting bracket at our factory to insure proper pin alignment.

Vented caliper housing: Improves heat dissipation and decreases pad wear.

One piece brass bleeder valves: Resists corrosion and allows for easier bleeding of the brake system.

Rubber booted piston covers: Eliminates the possibility of foreign contamination of the piston housing, ensuring trouble free performance in harsh salt water conditions.

Square O-rings with slant edge: Helps retract pistons away from the rotor when fluid pressure is released. Provides better protection from contamination of brake fluid.

Technical Information for G4 Disc Brakes:

<table>
<thead>
<tr>
<th>Rotor Material:</th>
<th>304 Stainless Steel</th>
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</thead>
<tbody>
<tr>
<td>Rotor Thickness:</td>
<td>1/4 inch</td>
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<tr>
<td>Caliper Material:</td>
<td>413 Aluminum w/E-Coat</td>
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<tr>
<td>Pistons:</td>
<td>360 Free Machining Brass</td>
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<tr>
<td>Brake Pads Type:</td>
<td>GG Semi Metallic</td>
</tr>
<tr>
<td>Slider Pins:</td>
<td>Stainless Steel</td>
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<tr>
<td>Mounting Bracket:</td>
<td>Hot Dip Galvanized</td>
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</tbody>
</table>

3500# Axle - 5 Lug Hub, Part #46231 (OEM bulk)
3500# Axle - 5 Lug Hub, Part #81101 (Consumer packaged/each)

For: 13", 14" or 15" Wheels, Replaces 10" Drum Brakes
Rotor Diameter: 9.2"
Hub Capacity: 1750#
Hub Bearing Size: 1-1/16" & 1-3/8"
Hub Finish: E-Coat over Hot dip galvanized
Hub Bolt Pattern: 5 @ 4.5"

6000# Axle - 6 Lug Hub, Part #46232 (OEM Bulk)
6000# Axle - 6 Lug Hub, Part #81104 (Consumer packaged/each)

For: 14" or 15" Wheels, Replaces 12" Drum Brakes
Rotor Diameter: 10-3/8"
Hub Capacity: 3000#
Hub Bearing size: 1-1/4" & 1-3/4"
Hub Finish: Painted
Hub Bolt Pattern: 6 @ 5.5"

“Reverse” or “Back Flow” lock out switches available and highly recommend:

Back Flow Style Brake Solenoid
OEM Part #11253A

Reverse Lock Out Solenoid
OEM Part #11245 Retail Pack #81103