

TOYOTAMARINE *Sports*

Trailer Maintenance Guide

Brake System

Information: System uses disc brakes with Stainless Steel Calipers and a surge brake master cylinder. The system uses D.O.T. 3 fluid only, and should be maintained at a proper level at all times. Remember that as the break pads wear the calipers will require more fluid internally and you will eventually have to add fluid to the system to maintain the proper level.

Pads: The system uses standard brake pads off a '91 Plymouth Acclaim. The pads that come from the factory have a galvanized backing plate however, so it is advisable to order OEM pads when doing a break pad replacement.

Brake fluid should be flushed once a year to maintain optimal braking system life and performance. Brake fluid is somewhat hydroscopic and will absorb moisture over time, rendering it less effective.

Bearings and Seals

	<u>5 Lug</u>	<u>6 Lug</u>
Inner Bearing	68149	25580
Inner Race	68110	25520
Outer Bearing	44649	67048
Outer Race	44610	67010

Seal: National Brand # 473317 Chicago Rawhide # 21352

All bearings should be greased with 3 pumps of grease to clear out the water *After Each Use!*

Tires & Wheels

Goodyear Tire Warranty Number – 1 (800) Goodyear

- All Single Axle Trailers use a 15" wheel – Tire should be maintained at 65 PSI of pressure
- All Tandem Axle Trailers use a 14" wheel – Tire should be maintained at 50 PSI of pressure

All Lug Nuts should be Torqued to 95 ft/lbs *Before Each Use!*

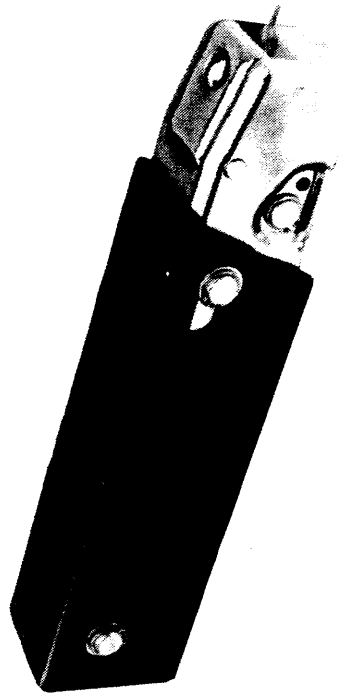
Wiring

Toyota Marine Sports Trailers use a 5 wire Wesbar connector. The 5th blue wire is for the solenoid that locks the breaks out when put into reverse.

White	Ground
Blue	Back Up Light
Yellow	Left Turn
Green	Right Turn
Brown	Clearance Lights

OWNER'S MANUAL

MODEL A-60 HYDRAULIC BRAKE ACTUATOR



Breakaway cable clips



See installation instructions
in this manual

TWO YEAR LIMITED WARRANTY A-60 BRAKE ACTUATOR

The actuator is guaranteed against defects in materials and workmanship under normal use and service for a period of two years after the date of trailer purchase by the first owner.

Limitations of Coverage

This warranty does not cover:

- Normal wear and tear, including corrosion.
- Damage caused by accidents, overload, abuse, modification or improper use of product.

This warranty is limited to defective parts replacement only. Charges for installing replacement parts, damage incurred to other equipment as well as incidental or consequential damages connected therewith are excluded.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations may not apply to you.

Repair or Replacement Procedure

If a failure or defect occurs during the warranty period, promptly contact warrantor's (UFP) customer service department. Until such notice is received, warrantor will not be responsible for any repair or replacement costs. UFP, at its option, may require return of the component in question to the factory, transportation charges prepaid. UFP will replace, FREE OF CHARGE, either the entire actuator assembly or the part that proves defective, at its option. Any part found not to be defective will be returned freight collect with an explanation. Installation of parts and adjustment of brake systems MUST be performed by a skilled brake mechanic and service manual instructions must be followed.

Vehicle Identification Number (VIN)

The VIN is a 17 digit number located on the trailer identification label. The label is located on the left side of the trailer. Be sure to include the VIN number in all communications with Warrantor.

Purchaser's Rights

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Product Improvement

UFP has a policy of continuous product improvement. We reserve the right to change or improve the design of our products without assuming an obligation to modify any product previously manufactured.



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MANUAL BLEEDING OF THE BRAKE SYSTEM



CAUTION

If you are not skilled in performing the following procedures, have a qualified service shop perform the job.

Check that all hydraulic fittings are secure. Read and understand all instructions before starting. Two people are required for manual bleeding.

1. Remove the master cylinder reservoir plug and fill the reservoir with brake fluid. Use either DOT 3 or DOT 4 automotive brake fluid. Follow instructions on brake fluid container. Avoid shaking brake fluid container and pour fluid slowly to minimize air entrapment. Let fluid in reservoir stand until completely free of air bubbles.
2. **IMPORTANT:** Before bleeding brake lines, bleed the actuator master cylinder. Insert a screw driver through hole in bottom of inner member and use short strokes to pry on pushrod (while holding safety release bracket up) until no air bubbles are seen coming from small orificed hole in the bottom of the master cylinder reservoir.
3. Start bleeding procedure on the brake furthest from master cylinder.
4. At the brake assembly, connect a transparent bleeder hose to bleed screw fitting on wheel cylinder and submerge free end into a container partially filled with brake fluid. Do not reuse this fluid.
5. The first person strokes the pushrod slowly while holding safety release bracket up. The second person opens the bleed screw fitting. He then closes the bleed screw fitting **BEFORE** the first person **SLOWLY** releases the pushrod. Repeat this procedure until the fluid expelled from the bled hose is free of air bubbles. Remember to always tighten the bleeder screw before releasing pushrod. During this procedure, the master cylinder reservoir fluid level must be maintained at no less than 1/2 full.

6. Repeat steps 4 and 5 for the other brake and the brakes on the front axle, if equipped with tandem brake axles.
7. If installation is tandem axle with brakes on both axles, repeat bleeding procedure on rear axle brakes for the second time to assure purging of all air in system.
8. As a final check after bleeding is completed, stroke pushrod and check to be sure brake system is pressurized by attempting to rotate a tire.
9. Push up on the safety release bracket to ensure that pushrod is in released position.
10. After bleeding has been completed, re-check fluid level in master cylinder. Fill the master cylinder reservoir to indicator on reservoir plug. Do not overfill.

IMPORTANT: DO NOT USE BRAKE FLUID DRAINED FROM BRAKE SYSTEM TO REFILL MASTER CYLINDER RESERVOIR AS SUCH FLUIDS CONTAIN CONTAMINANTS FROM SYSTEM WHICH MAY RESULT IN BRAKE FAILURE OR COSTLY REPAIRS.

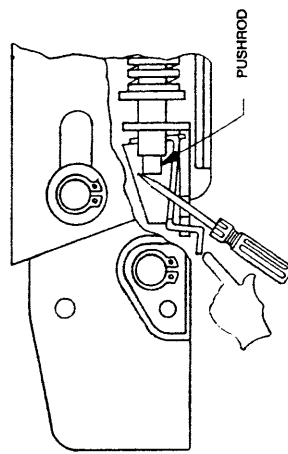
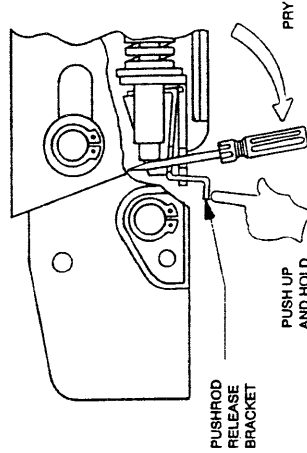


FIGURE 16 STROKING PUSHROD TO BLEED BRAKES