

Serious Brakes for Serious Towing!



**Tackle the toughest
trips with**

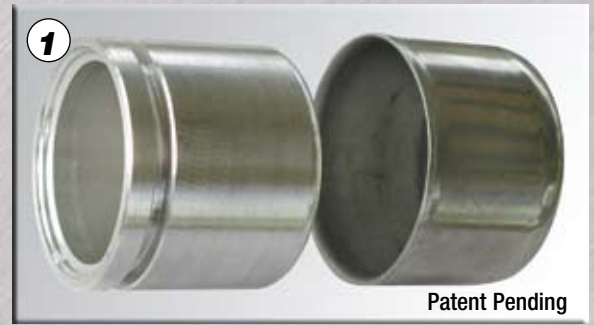
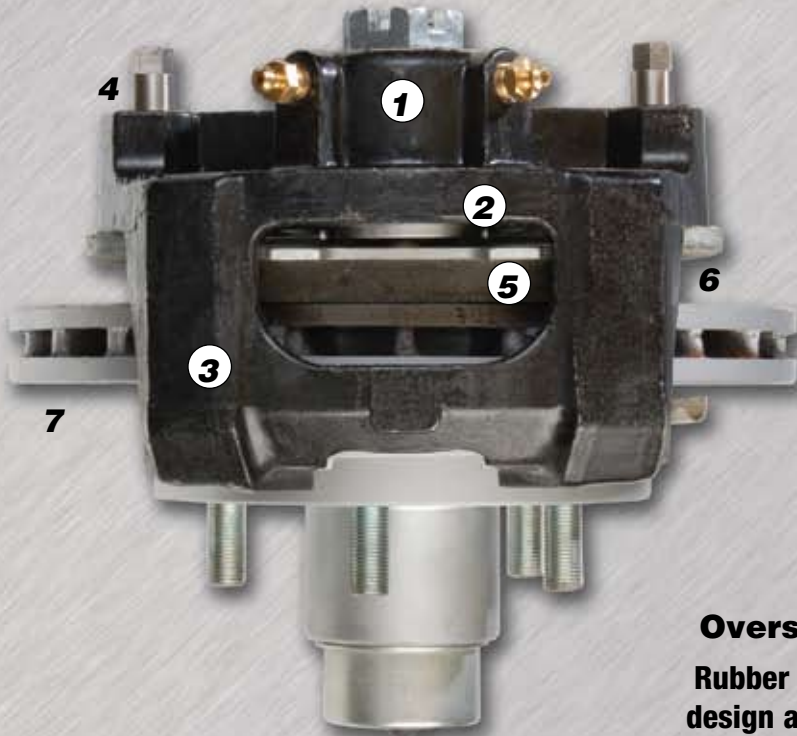
Eliminator Disc Brakes

**with Vented Rotor &
Aluminum Caliper From
TIE DOWN ENGINEERING**



**For the latest information visit:
<http://www.tiedown.com>**

Eliminator Disc Brake Exclusive Features:



Patent Pending

Bi-metal Piston

Bi-metal piston combines a stainless steel outer jacket with an aluminum inner sleeve to shed braking heat 5 times faster than one piece stainless pistons. The stainless steel outer jacket is specifically designed for boat trailer use.

Oversized Rubber Boot

Rubber boot is 50% thicker by design and provides for positive and faster piston withdrawal.



Aluminum Caliper

Aluminum sheds heat 5 times faster than cast iron, resulting in cooler running even in the worst conditions. E-coat finish protects the caliper from salt buildup.



Stainless Steel Slider Pins and Bronze Bushings

Stainless provides a corrosion resistant surface for smoother brake operation, the hex head end makes for fast removal and easy servicing.

Oil impregnated bronze bushings last longer and slide smoother.



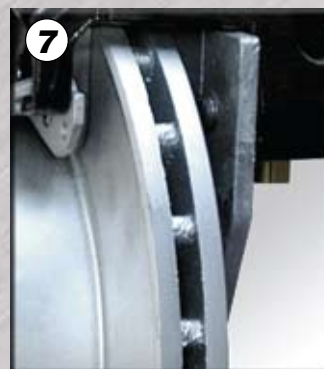
Brake Pads with GalvX

Automotive quality brake pads have backing plates coated with GalvX, which further reduces corrosion.



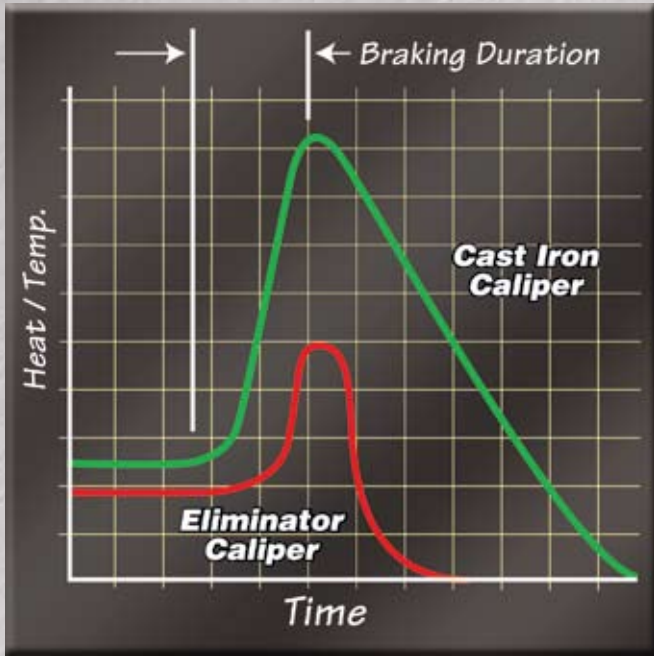
Slim Design

Slim caliper design allows for short axle overhangs and also aids in faster cooling times.



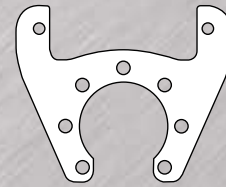
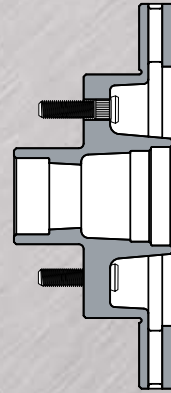
Vented Disc Brake Rotor

Eliminator rotors are vented to provide faster cooling and are available in E-coat & GalvX.

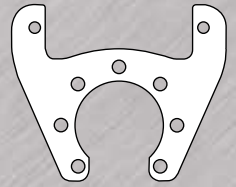


“Whenever possible, the tendency is to use an aluminum alloy in order to reduce weight. These alloys are much lighter and are also much better heat conductors: 220W/m.°K for aluminum compared to 44W/m.°K for cast iron.” That’s five times faster!

**Haynes Automotive Disc Brake Manual*



9.6" Integral Style Mounting Plate
#44676G



10" Integral Style Mounting Plate
#44479G

Vented Brake Options:



Integral Style Hub with GalvX Coating

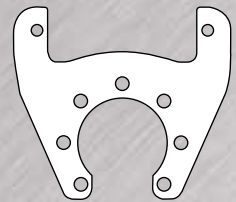
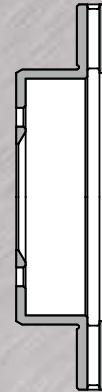


Cap Style with E-Coat



Integral Style Turbo Lube Hub with E-Coat

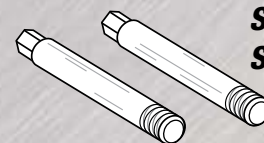
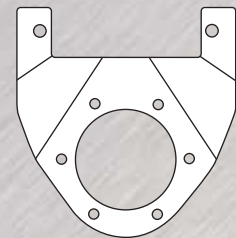
Integral Style Vented Rotor



10" Cap Style Mounting Plate
#44480G

Cap Style Vented Rotor

12" Mounting Plate
#44478X - GalvX



Stainless Steel Slider Pins #12114

Part #	Description
46304A	Aluminum disc brake caliper for vented rotor
46246P	10" Cap style vented rotor, 5 hole, E-Coat finish
46246X	10" Cap style vented rotor, 5 hole, GalvX finish
46247P	12" Cap style vented rotor, 6 hole, E-Coat finish
46247X	12" Cap style vented rotor, 6 hole, GalvX finish
46430P	9.6" Integral vented rotor to fit 13" wheels, E-Coat finish
46430X	9.6" Integral vented rotor to fit 13" wheels, GalvX finish
46454P	9.6" Integral vented rotor to fit 13" wheels, with Turbo Lube, E-Coat finish
46454X	9.6" Integral vented rotor to fit 13" wheels, with Turbo Lube, GalvX finish
46245P	10" Integral hub and vented rotor, 5 stud, E-Coat finish
46245X	10" Integral hub and vented rotor, 5 stud, GalvX finish
46244P	10" Integral hub vented rotor with Turbo Lube, E-Coat finish
46244X	10" Integral hub vented rotor with Turbo Lube, GalvX finish
46264P	12" Integral hub and vented rotor, 6 stud, E-Coat finish
46264X	12" Integral hub and vented rotor, 6 stud, GalvX finish
46455P	12" Integral hub vented rotor with Turbo Lube, E-Coat finish
46455X	12" Integral hub vented rotor with Turbo Lube, GalvX finish

Tie Down Engineering's Vented Rotor Disc Brake with Aluminum Caliper

SAFETY

- Tie Down Engineering's vented rotor disc brakes are self-adjusting. This eliminates unequal braking between wheels. Tie Down's vented rotor disc brakes have greater fade resistance from repeated applications. This is very important in downhill situations.
- Brake action is much smoother reducing trailer oscillation.
- Non-ferrous caliper components on the Tie Down Engineering disc brakes are impervious to water and corrosion contamination, which can interfere with braking action.
- "Tie Down Engineered" for reliability under continuous use without premature brake lock-up.

MAINTENANCE

- Tie Down Engineering Disc Brakes are self-adjusting, eliminating the adjustment requirements of drum brakes. Tie Down's disc brakes outlast drum brakes in similar service conditions. With only one internal moving part, there is less to go wrong.
- Easy inspection of pads is accomplished without removing any parts, brake pads are easily replaced.
- Caliper is easily removable for maintenance. No need to remove hub or rotor.
- E-coat finish on aluminum caliper and GalvX coating on the rotor/mounting bracket reduces the need for flushing.
- Tie Down Engineering disc brakes have a one year limited warranty in materials and workmanship.

ROTOR FEATURES

- Tie Down Engineering vented rotors run cooler under repeated stopping or slowing on mountain grades.
- Vented design allows heat to escape and keep the brake heat to an acceptable level.
- Tie Down Engineering rotors are E-coat or optional GalvX coated cast iron. This gives superior wear characteristics at high temperatures. The GalvX coating on the non-braking surface provides lasting corrosion protection.

CALIPER DESIGN FEATURES

- E-coat finish protects the caliper from salt crystallization.
- Stainless steel caliper slide pins are easily accessible with hex heads for quick removal.
- Brake pads are formulated for corrosion resistance and reduced rotor wear.
- GalvX coated brake pad backing plates further reduce areas susceptible to corrosion.
- All aluminum caliper, 380 series, sheds heat five times faster than traditional cast iron calipers.
- Slim design allows short axle overhangs and provides direct brake line routing back to the axle.
- Bi-metal piston combines a stainless steel outer piston with an aluminum inner sleeve to shed braking heat fast. The stainless steel outer piston greatly enhances piston withdrawal after braking.
- Oversize rubber boot is 50% thicker by design and provides a more positive and faster piston withdrawal.
- Replacement brake pads available at most auto parts stores. Use NAPA #TS-7192-M (for 1990 Chevrolet Cavalier) or IBN #289 or MXD289.

For the latest Information/Updates/Instructions, visit: <http://www.tiedown.com>

Cover photo provided by Trailer Boats Magazine

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