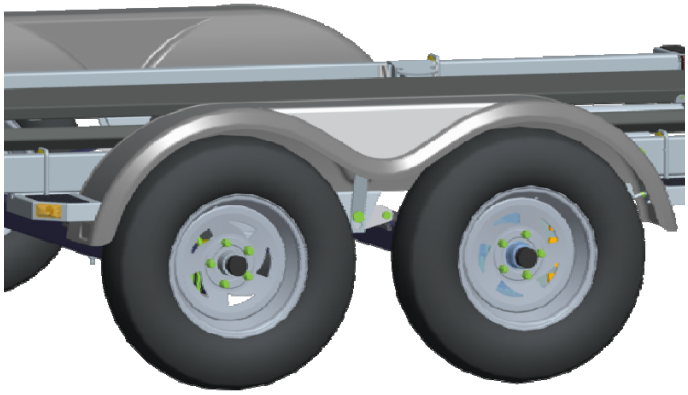
ShoreLandr® ACCESSORY

TA1188
Disc Brake Kit 10” for Spindles 1 3/8” X 1 1/16”

Tools Required: 3/8” Allen wrench, 5/8” open end wrench, 7/16” open end wrench, 3/8” open/box end wrench, 1/4” socket, 13/16 socket, 9/16 socket, and a flat blade screw driver. You will also need brake bleeding equipment.

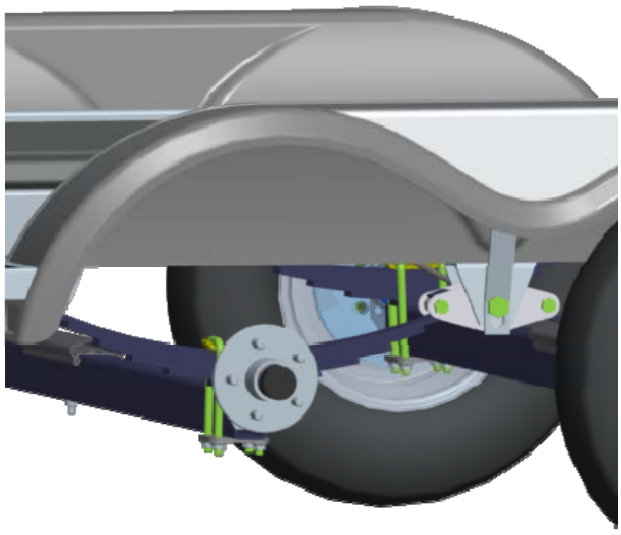
Step 1 Place the empty trailer on a smooth flat surface.



Step 2 Loosen the lug nuts on the axle that you will add the brakes to.

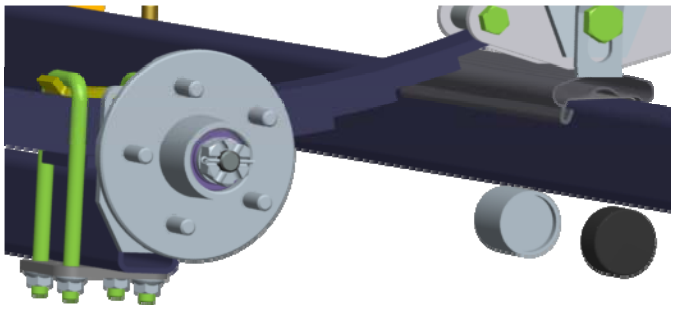
Step 3 Raise the trailer up and place on jack stands. Make sure the trailer is sitting securely on the stands and that the stands are sitting properly on the surface.

Step 4 Remove the lug nuts and the tire/rim assembly.



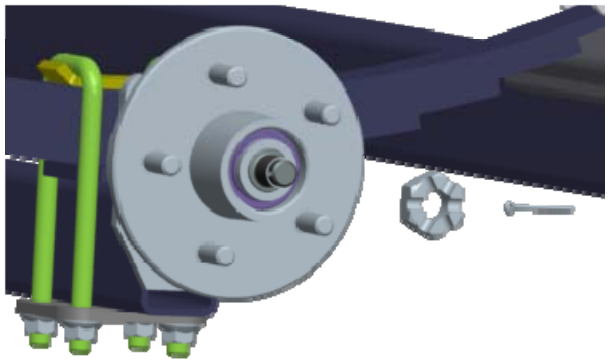
Step 5 Place rags, newspaper, or something on the surface to catch accidentally dropped parts. This hub and bearings may need to be used on another axle later.

Step 6 Remove the protective rubber cap from the bearing buddy. The protector is held in the hub by an interference fit. To remove one, lay a block of wood against the side of it and strike the wood with a hammer. Place the wood on the opposite side and hit it again. Continue this procedure until you “walk” the protector out of the hub. Don’t disassemble the protector to attempt to remove it.

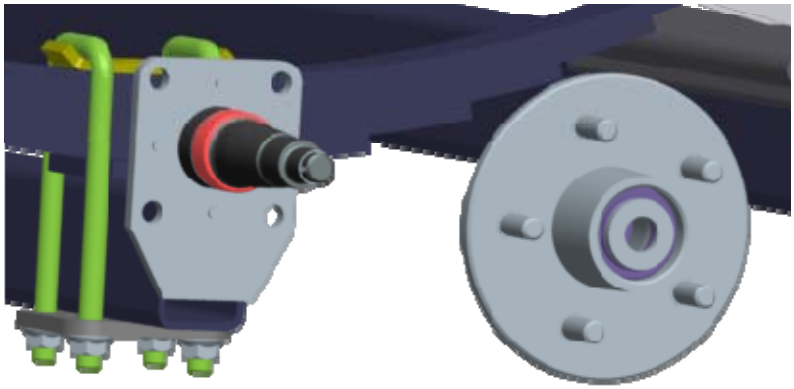


Step 7 Either straighten and remove the cotter key or using a side cutter clip at the back side of the bend and slide the remainder out of the spindle.

Step 8 Remove the castle nut.



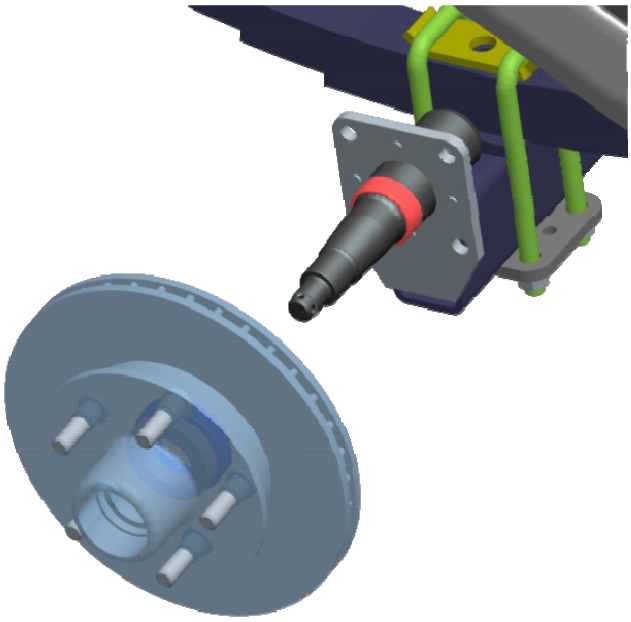
Step 9 Grab the hub with both hands, fingers over the hub flange and thumbs over the spindle. Trying to move the hub up and down and side to side pull the hub off the spindle.

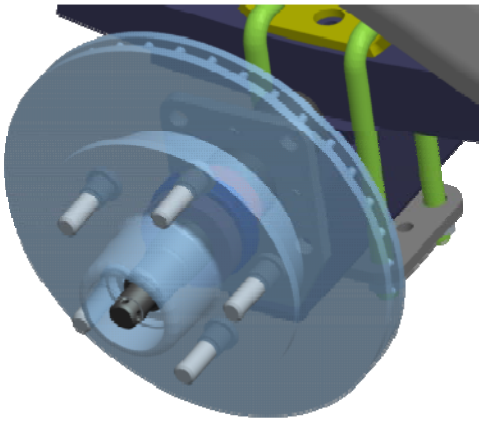


Step 10 Inspect the spindle sleeve to make sure that it did not come off with the hub and that it is still usable. If it is loose, bent, or twisted it will have to be removed. The area will have to be cleaned and a new sleeve installed before the new hub can be installed.

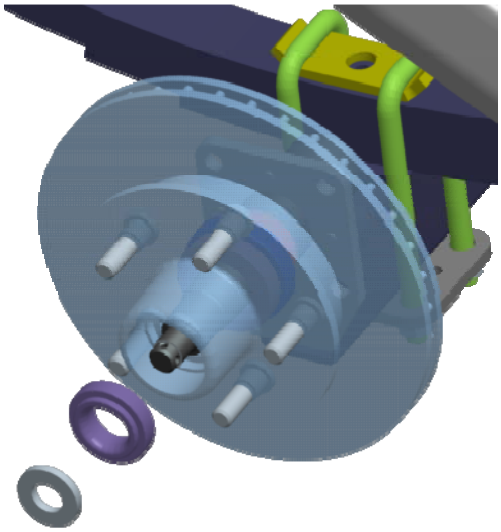
Step 11 Open the hub kit box and take out the bag that contains outer bearings, washers, nuts, cotter keys, and bearing buddy's. Also in the box will be the brake rotor hub that will have the back side bearing in place and the seal pressed in place.

Step 12 Slide the hub/rotor onto the spindle sliding it as far on as possible. This will get the seal and back bearing somewhat seated in place.

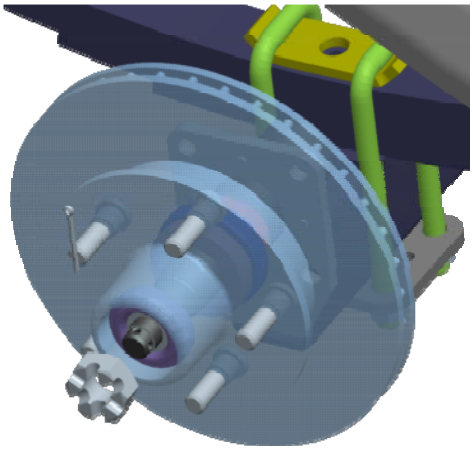




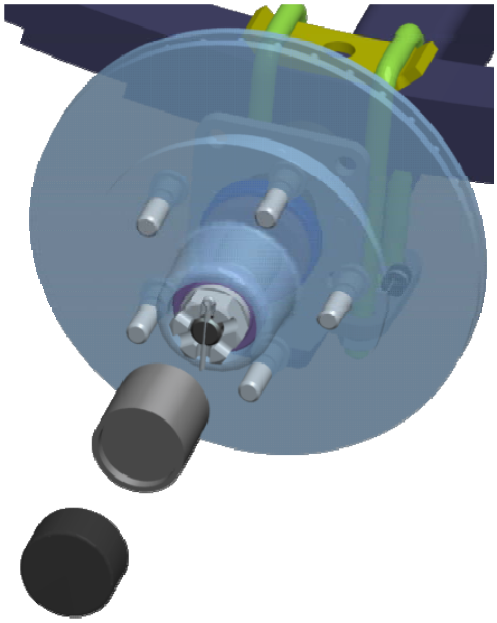
Step 13 Slide the outer bearing, tapered side first, over the spindle and into the front side of the hub. Follow this with the washer.



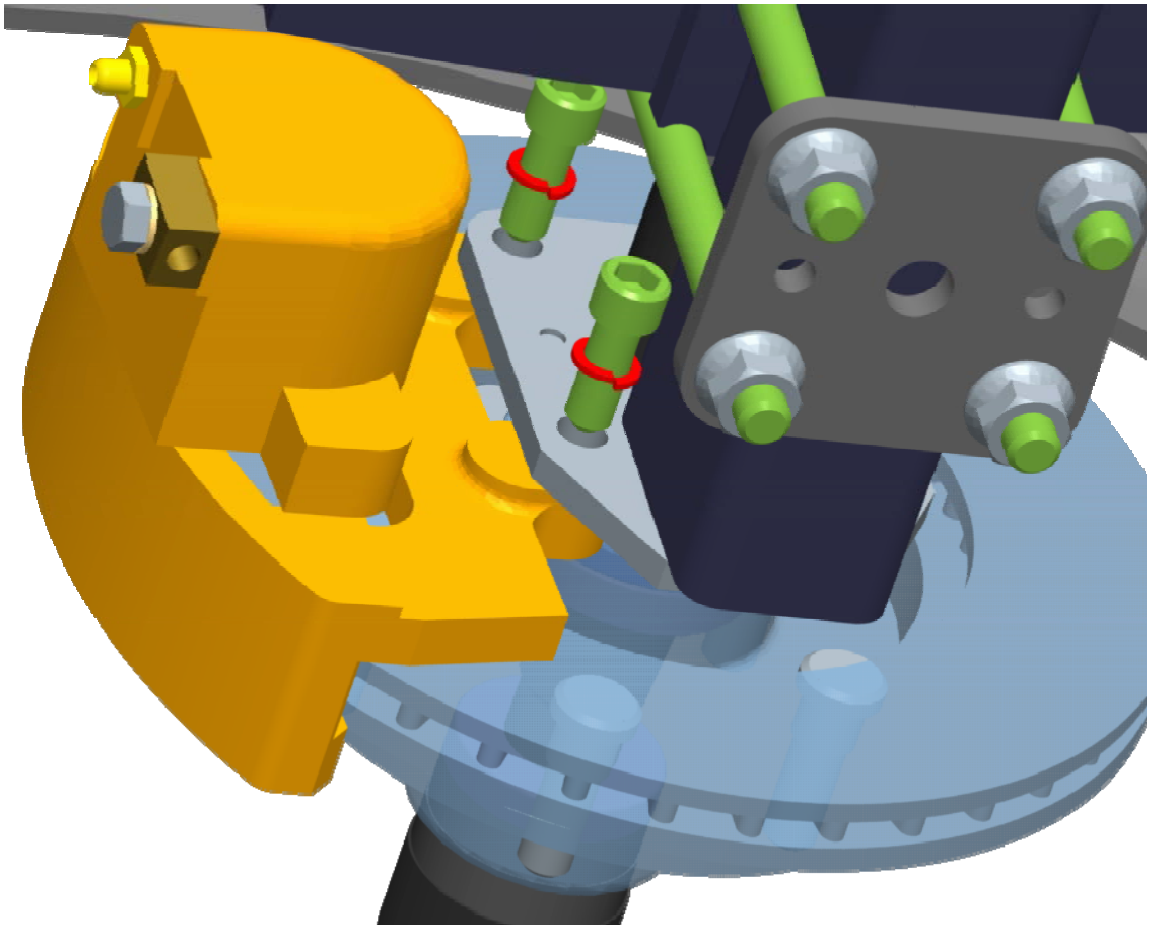
Step 14 Thread the castle nut onto the spindle and tighten securely to seat the bearings and seal properly. Back off only enough to allow the hub/rotor to turn freely. Slide the cotter key thru the slot in the nut thru the hole in the end of the spindle out the other side and bend the end over onto the nut.



Step 15 It is time to drive the Bearing Buddy into place, to do this place the Bearing Buddy in position and place a block of wood on the end and strike it with a hammer driving it into place in the hub. Slide the rubber cover on.

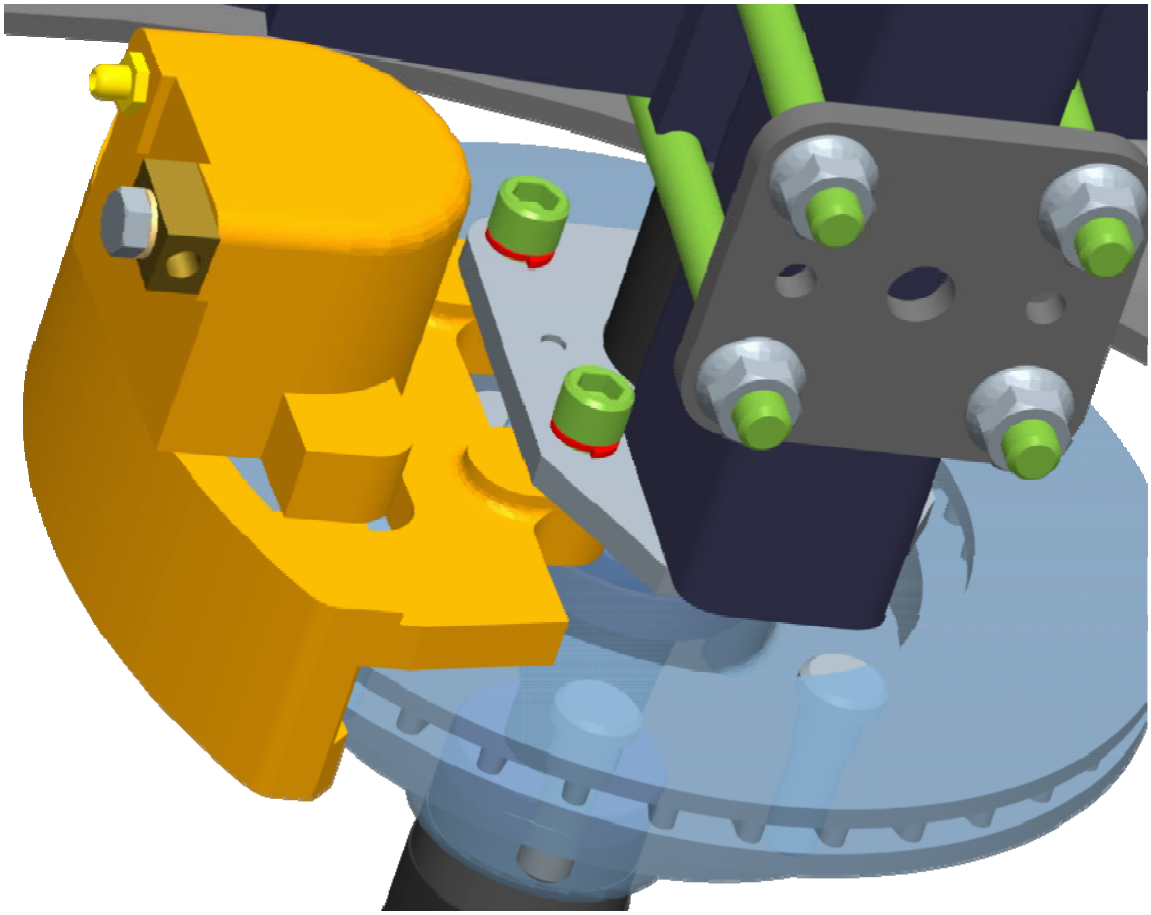


Step 16 Slide the caliper with a brake pad on each side of the rotor/hub into



position aligning the holes with those on the brake plate. Make sure that this is to the side of the axle toward the rear of the trailer. Slide a lock washer onto a socket head bolt place some ***blue thread locker*** on the threads of the bolt. Insert

thru the brake plate welded to the axle and thread into the caliper. Repeat with the other bolt. Using a large Allen wrench, tighten securely.



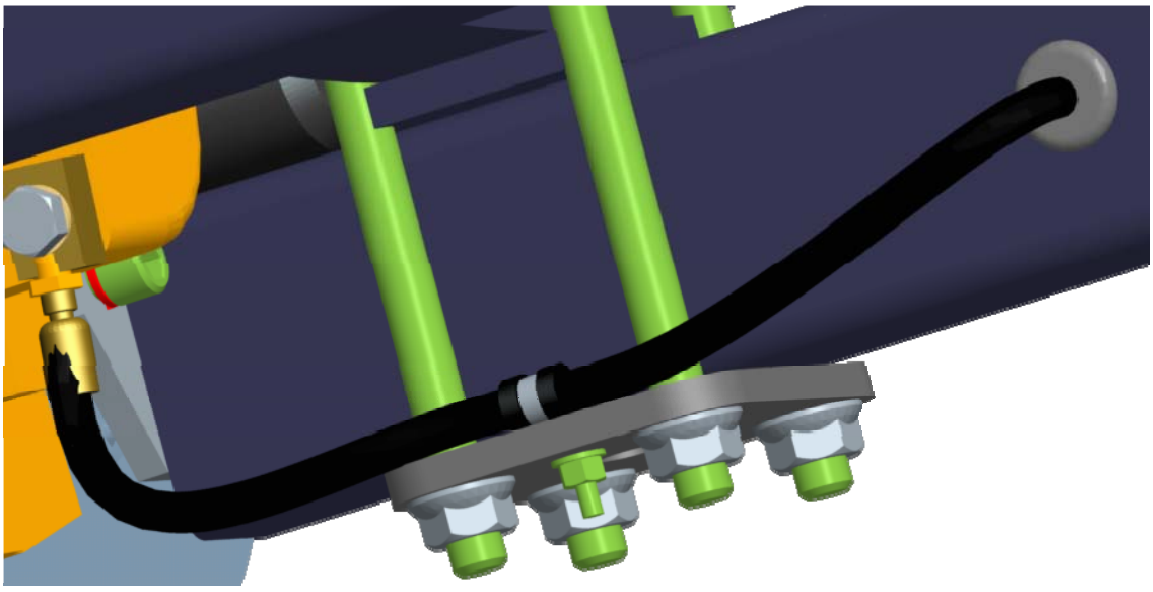
Step 17 Repeat all of the previous steps on the other side of the trailer. When this has bee completed move on to the next step.

Step 18 Remove the lock nut from bolt holding the pad on the axle and move the pad out of the way.

Step 19 Insert the brake hose into one of the large holes on the back of the axle and push the hose thru the axle tube and fish it out of the other side. Run the end of the hose over and thread into the bottom port of the brass block on the caliper. Tighten this until it is finger tight and then using a wrench tighten about a quarter turn more. If when the bleeding the brakes this leaks snug only enough to stop the leak. If tightened to much either the brass block may crack or you will strip the threads out.

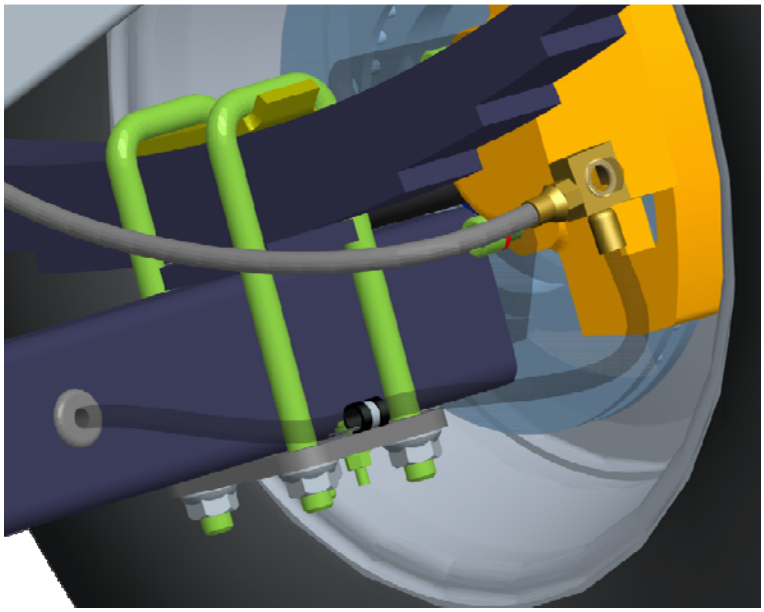
Step 20 Connect the brake hose to the same port on the other side.

Step 21 Feed the brake hose back over the edge of the spring plate and secure with a hose clip, a couple of #10 washers, a #10 x 1 machine screw, and a #10 kep nut. Slide the hose back into the tube and place a grommet around the hose inserting it into the hole on the axle. Repeat on the other side. Replace the pad on the axle and secure on the bottom with a 3/8 flange lock nut.

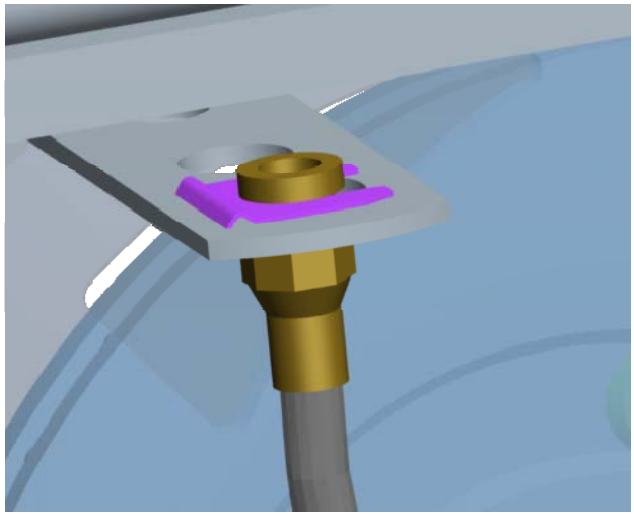


Step 22 Disconnect frame brake hose from side port on rear axle. Remove grommet from brake line bracket on spring bracket and take brake line out of bracket.

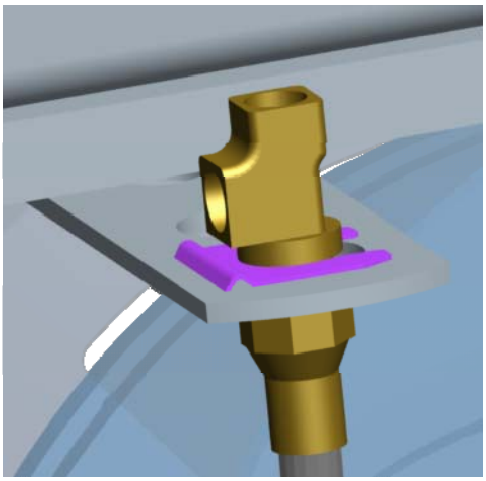
Step 23 Thread the end of the 18” brake hose from the kit into the port that the frame brake hose was just removed from. Snug the fitting to the block.



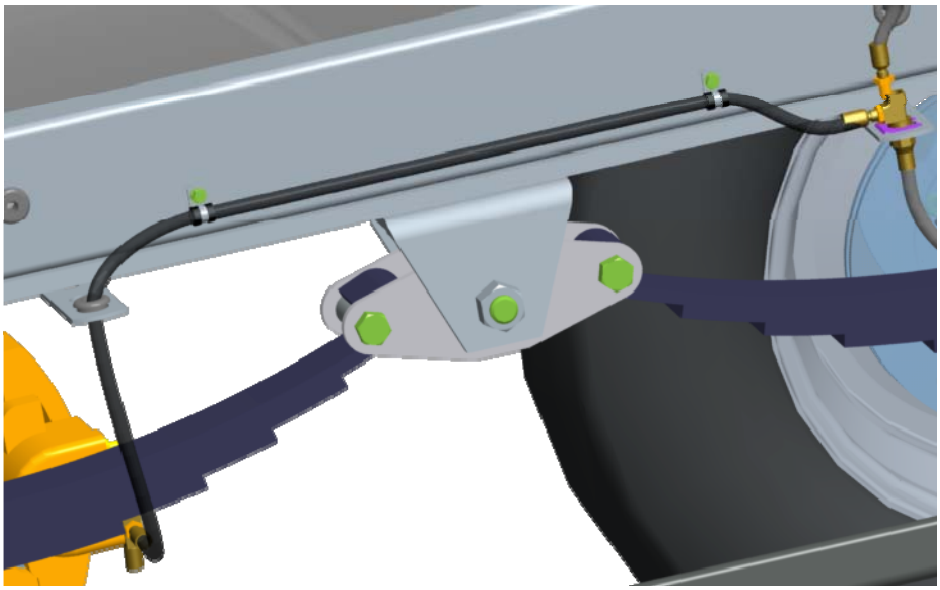
Step 24 Slide the other end of the 18” hose into the brake line bracket and secure with the brake line clip.



Step 25 Thread the inverted tee into the end of the 18” brake hose as shown and tighten.



Step 26 Thread the 42” line into the side port of the tee and rout it over and thru the front brake line clip bracket and then down and into the side port of the brass block on the brake caliper installed previously.



Tighten with a wrench one quarter turn after finger tight. Place a grommet around the brake hose and insert into the hole in the brake line bracket. Using clips and self drilling screws attach the hose to the side frame to prevent it from being damaged.

Step 27 Connect the frame brake hose to the top port of the tee and tighten. Slide the extra hose back into the side frame.

Step 28 Place the wheels on the axle and secure with lug nuts. Place the trailer back on the ground and torque the lug nuts to the proper specifications.

Step 29 Bleed the complete brake system to remove any air from the brake system. Follow the instructions in the trailer owner's manual and or in the information from the brake manufacturer.

Date: April 15, 2019
To: Lund and ShoreLand'r Dealer
From: Doug Clough, ShoreLand'r Boat Trailers
RE: TA1188 Brake Kit

This brake kit, TA1188, is provided for a tandem axle trailer that has been shipped to you which should have brakes on both axles. There was a short window of time when trailers were shipped without brakes on both axles; this has now been corrected.

The affected trailers are the following:
LUV40TLXWMS0-16
LUX40TLXWMS0-16
LUV46TLLWMS0-16
LUX46TLLWMS0-16

These trailers are used under the 2019 model year Z19PVL or Z20PVL.

We will provide two hours of labor at $70 per hour ($140) per trailer to add this brake kit. If you currently file claims through one of our established distributors, you may do so for this claim as well. If you are not affiliated with a distributor, please contact Michelle Schmidt in our warranty department at mschmidt@midwestindustries.com or call her at 712.364-3365, ext. 316.

We apologize for this inconvenience. Please be assured that future packages will be shipped with brakes on both axles.

Doug Clough
Customer Service Manager
ShoreLand'r Trailers