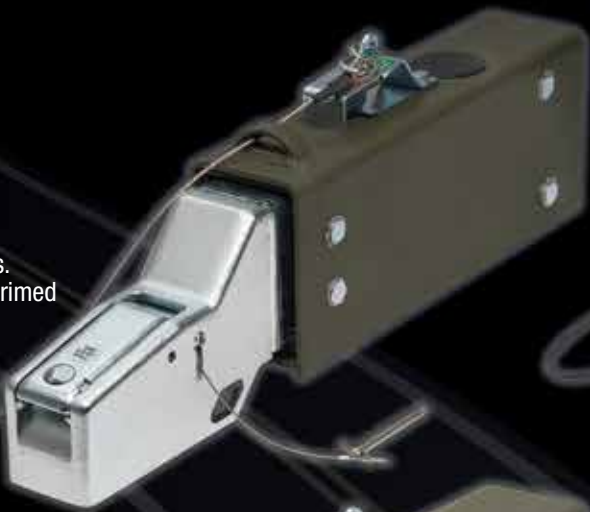


RUGGED, SAFE TRAILER TOWING

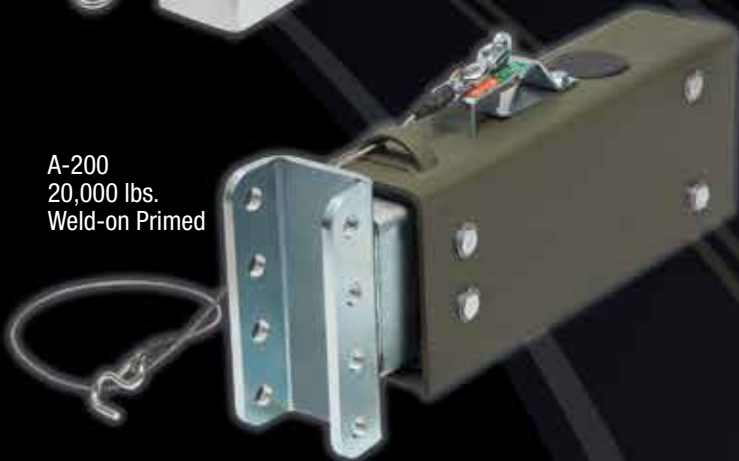
Hydraulic Surge Brake Actuators by UFP cushion the trailer movement during deceleration by automatically synchronizing the trailer brakes with the tow vehicle brakes. During braking, the actuator compresses, applying force to the master cylinder, which in turn applies hydraulic pressure to the trailer brakes.

When it comes to your trailer's braking system, demand better. Demand Dexter.

A-160
16,000 lbs.
Weld-on Primed



A-200
20,000 lbs.
Weld-on Primed



A-75
7,500 lbs.
Bolt-on Plated



A-84
8,400 lbs.
Weld-on Primed



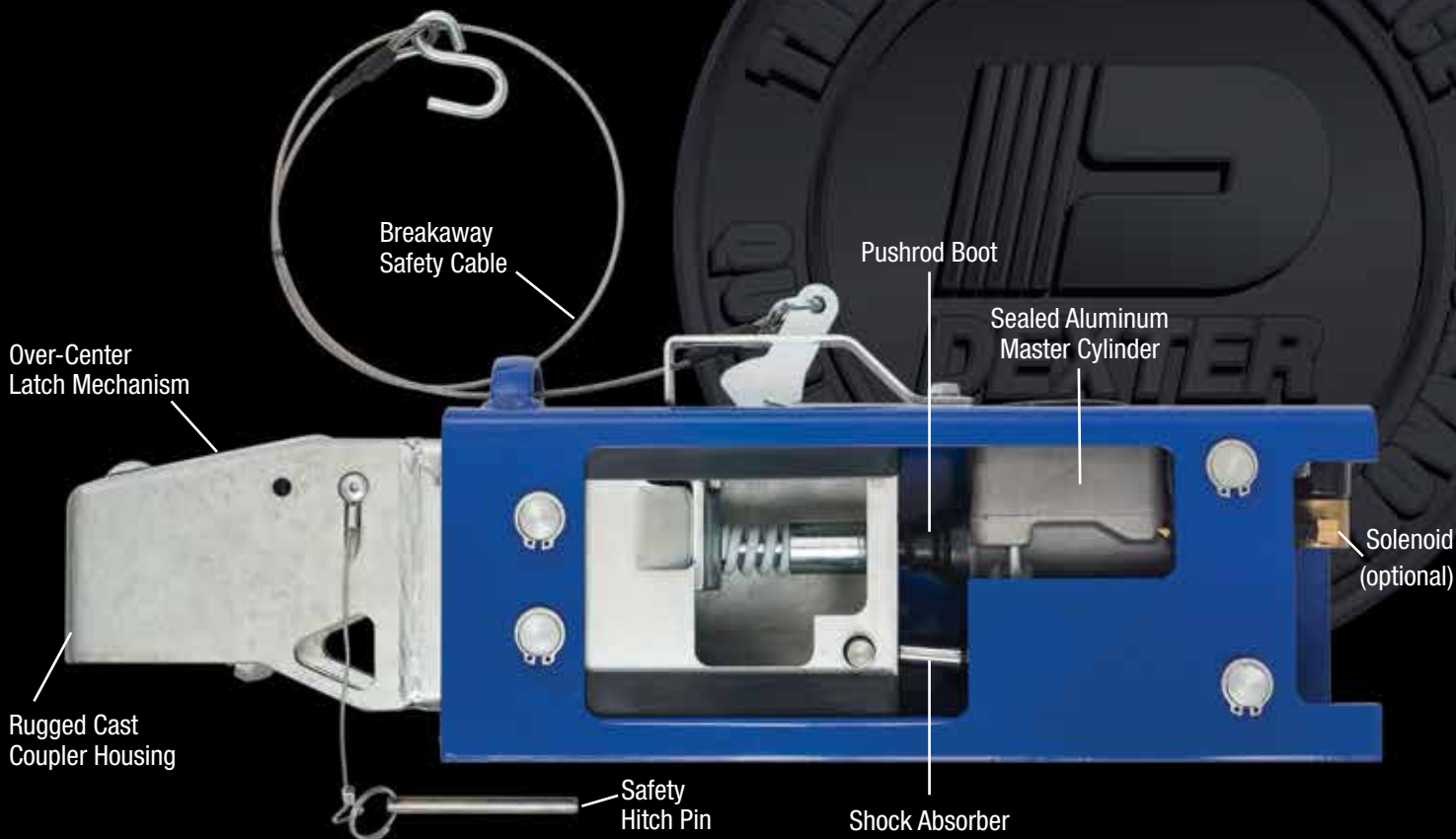
BENEFITS

- The linear stroke design provides uniform brake line pressure throughout the stroke for improved stopping, and smooth operation with less chucking.
- Corrosion resistant rollers and sliding surfaces offer smoother stroking and better load distribution to eliminate binding.
- Bolt-on and weld-on outer member configurations are available in primed or zinc plated.
- Zinc plated inner members are available in 50mm, 2" or 2-5/16 ball; 4 or 6 hole channel fronts.
- All models tested and certified to SAE requirements.
- Specific models tested and certified to AUS, NZS, and EUC requirements.
- Two-year limited warranty.

Additional sizes, finishes and custom configurations are available for both drum and disc brake applications.



GEARED FOR INNOVATION SINCE 1960



- The sealed master cylinder's reservoir diaphragm barrier inhibits moisture from contaminating brake fluid and corroding brake components. Brake fluid cannot escape from the reservoir and damage the trailer's paint. The reservoir cap is recessed to prevent damage.
- All internal metal working parts and inner member slide are plated for corrosion resistance.
- A durable rubber push rod boot inhibits moisture from entering the master cylinder piston bore and minimizes the possibility of corrosion during storage.
- The actuator's easy to service inner member contains all working parts, and can be completely removed for troubleshooting, repair or replacement.

- A safety hitch pin is provided on coupler models and must be used when towing.
- The actuator can be easily pressure bled or may be manually bled with hand tools.
- Mechanical brake lockouts are available for disc brakes.
- An electric back up solenoid option is available for disc brakes and can be used with drum brakes when hydraulic pressure release is desired while backing.
- Over 1,000,000 units installed with over 20 years of proven performance.

