

Correct Adjustment of TrailerCO Mechanical Brakes

TrailerCO.com.au offers 2 options of mechanical trailer braking systems, mechanical lever drum brakes and mechanical disc brakes.

Both styles use an over ride coupling fitted with a handbrake plate attached to a cable that connects to the brake lever at the wheels as seen below.

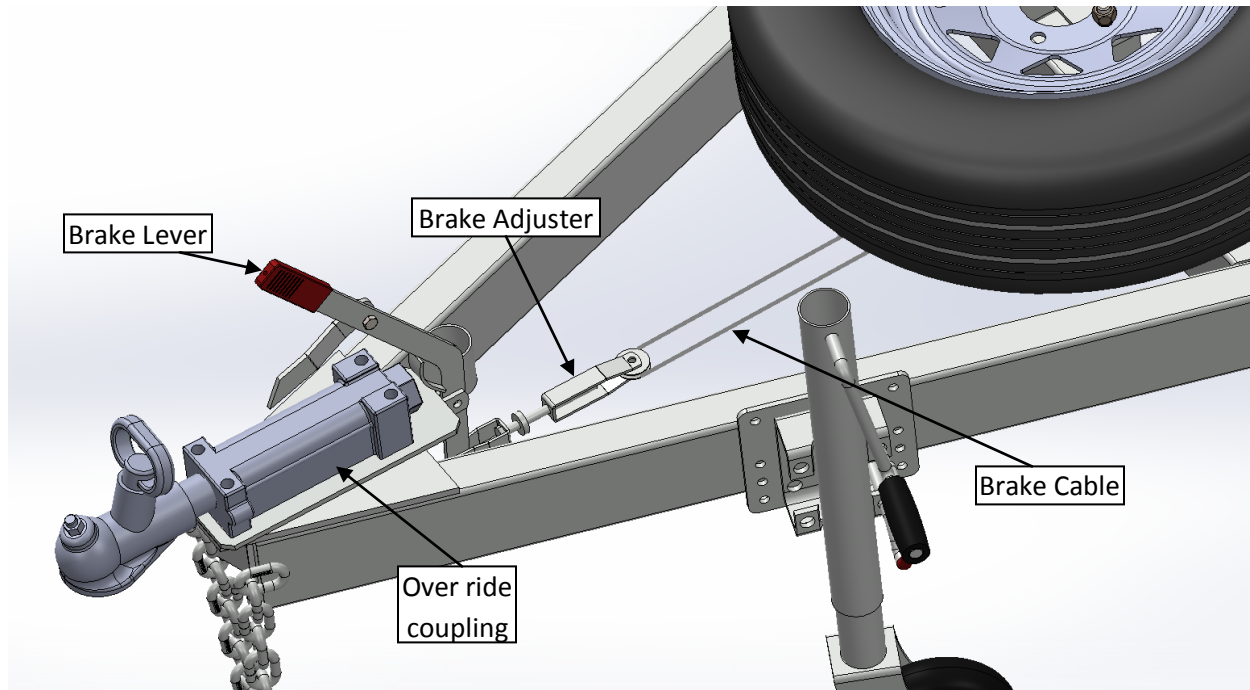


Photo 1

When the trailer's suspension travels, the axle generally moves in a gentle arc up and towards the rear of the trailer relative to the trailer chassis. With mechanical brake systems, this means the cable between the over ride brake and the brake levers is required to increase in length accordingly, the axle is moving away from the over ride coupling.

Because the cable cannot actually extend, what occurs is the cable starts to activate the trailer brakes instead. With road conditions as the trailer absorbs bumps, incorrect cable adjustment may initiate the brakes at either one or both wheels. This may cause premature wear of brake shoes or pads, overheating, brake failure and reduced fuel economy of the tow vehicle.

To counteract this increasing the cable length is required it is necessary to adjust the brake cable with some slack. This will prevent activation of the brakes due to suspension travel. The below method is what TrailerCO uses to adjust the brake system.

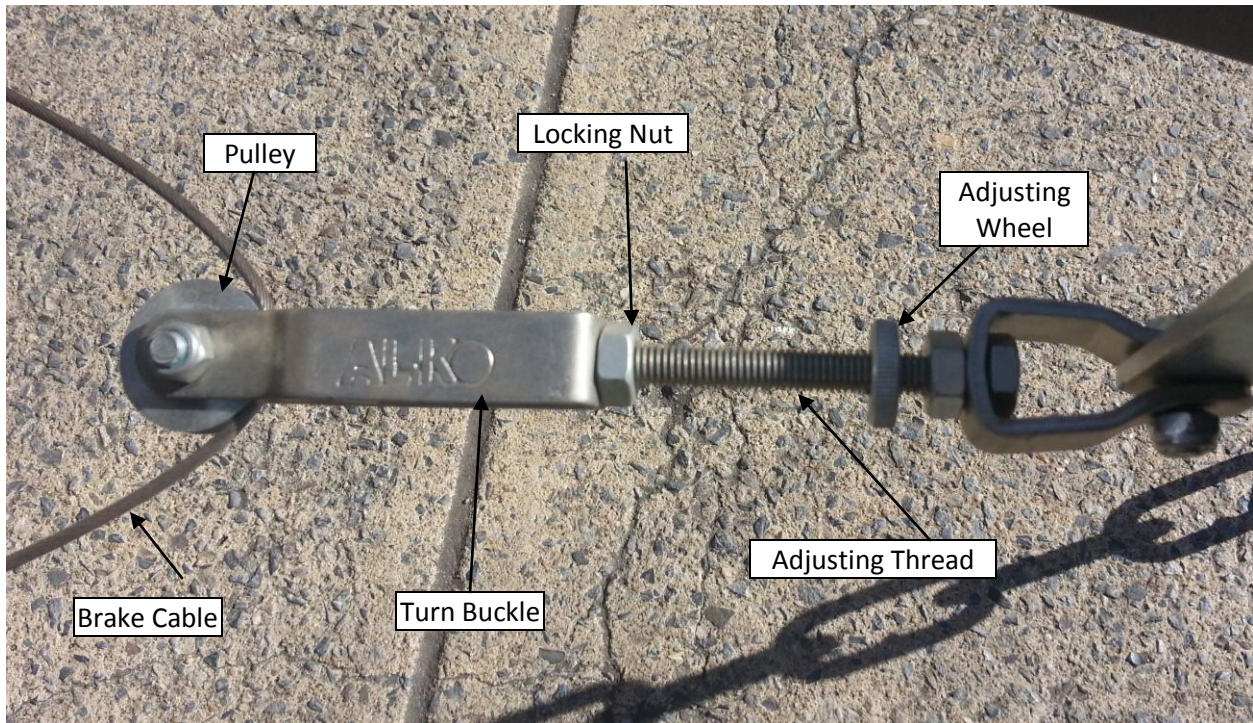
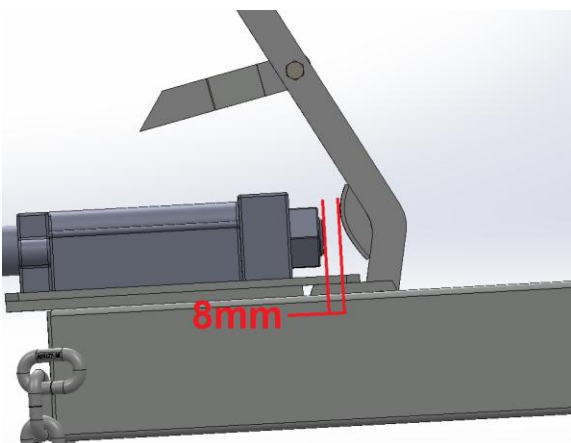


Photo 2

- 1.Ensure that the brakes are correctly adjusted at the road wheels.
- 2.Release the locking nut at the turnbuckle.
- 3.While holding the turn buckle, turn the adjusting wheel to either shorten or lengthen the effective length of brake cable. It may be necessary to continually move the locking nut to achieve the desired cable length
- 4.See photo 3 below; For TrailerCO leaf spring systems, adjust the cable length so that there is 8mm slack between the over ride shaft and the activation plate on the brake lever
- 5.When the correct adjustment has been achieved, tighten the lock nut to maintain the desired position.



Hint: Only light pressure should be required to move the brake lever to this position. A reasonably firm stop should be felt as the brake pads contact the disc/drum face.

Photo 3