

Correct Adjustment of AL-KO International Mechanical Brakes

AL-KO offers 2 styles of mechanical trailer braking systems, mechanical lever drum brakes and mechanical lever disc brakes. Both styles use an over ride coupling fitted with a brake plate attached to a cable that connects the brake lever at the wheels. See the photo below.

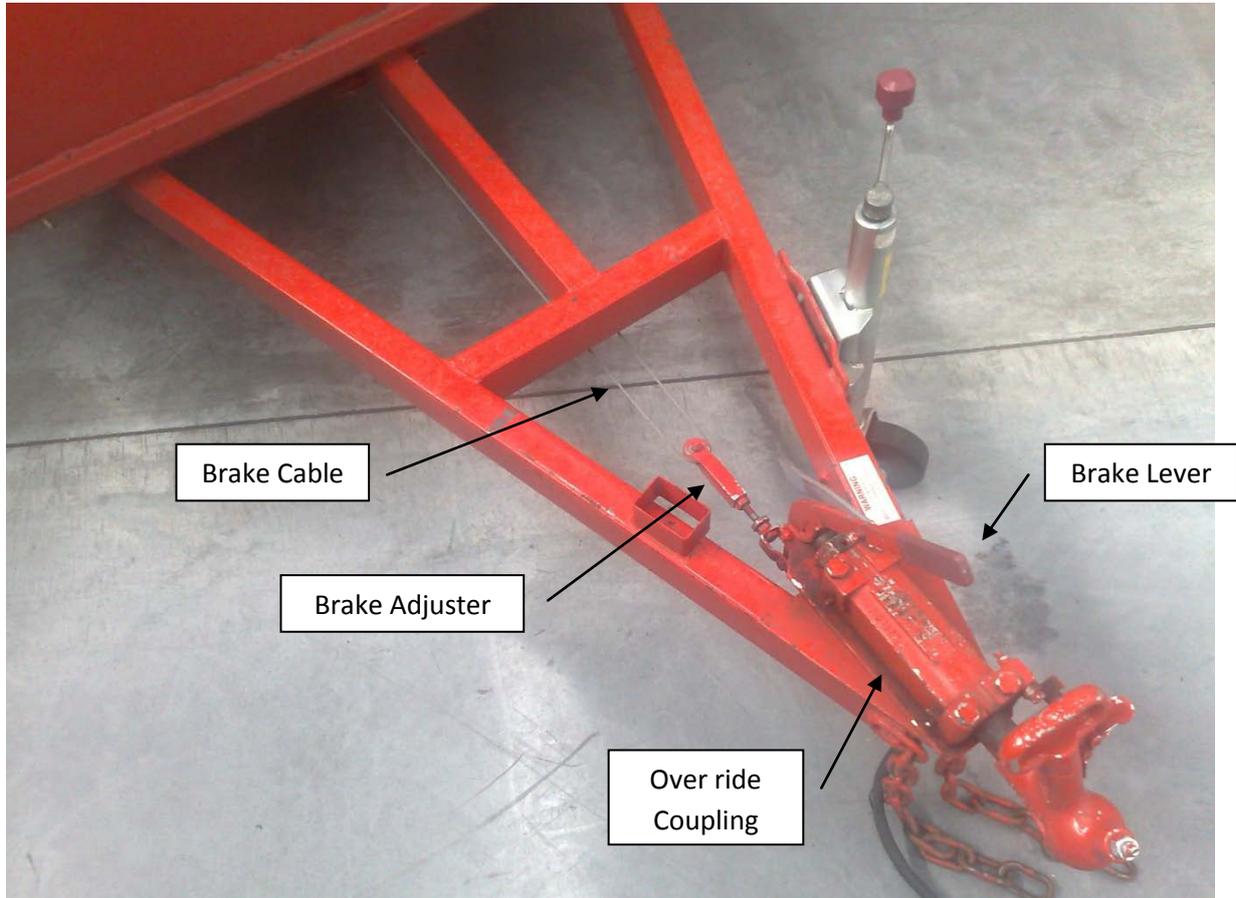


Figure 1

Throughout the trailer's suspension travel, the axle typically moves in a gentle arc up and toward the rear of the trailer relative to the trailer chassis. In 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 grow, what occurs is the cable begins to activate the trailer brakes instead. In road conditions as the trailer absorbs bumps, incorrect cable adjustment may activate the brakes at either one or both wheels. This may possibly cause premature wear of brake shoes or pads, overheating, brake failure and reduced fuel economy.

To compensate for the increased cable length required it is necessary to adjust the brake cable with some slack. This will prevent activation of the brakes due to suspension travel.

Described below, with reference to figure 2, is the method required to adjust AL-KO mechanical brake systems.

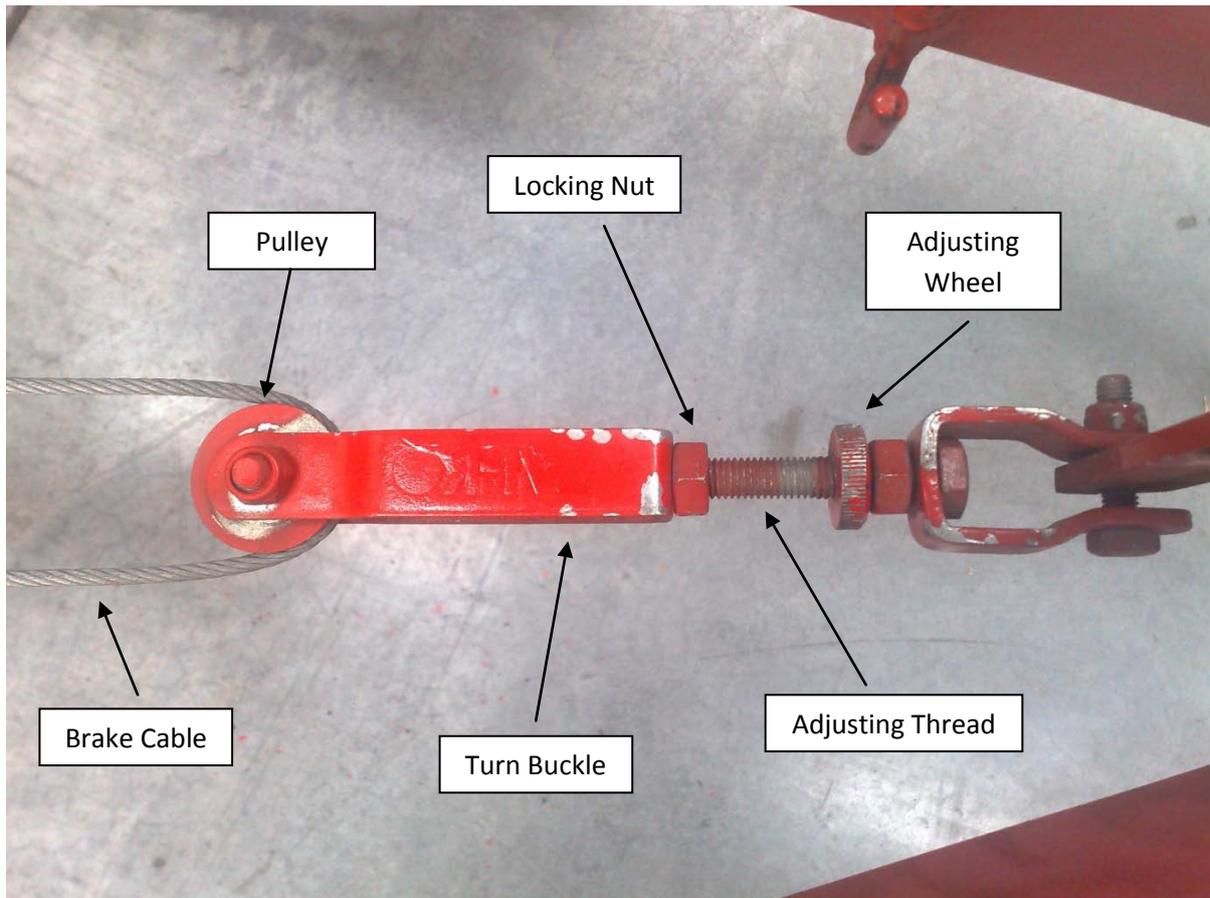
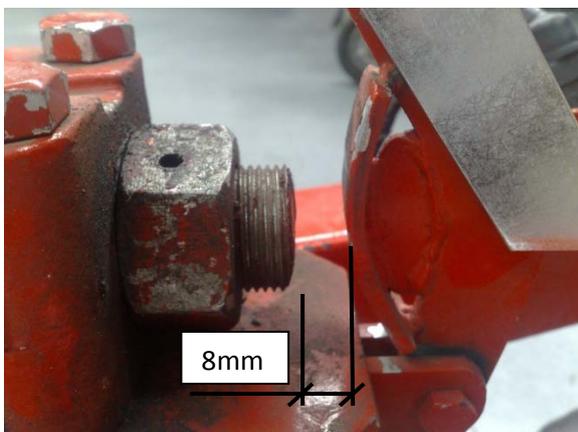


Figure 2

1. Ensure 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 figure 3 below; For AL-KO 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.

Figure 3