

Adjusting Hydraulic Conversion Brake / Park Brake

Procedure

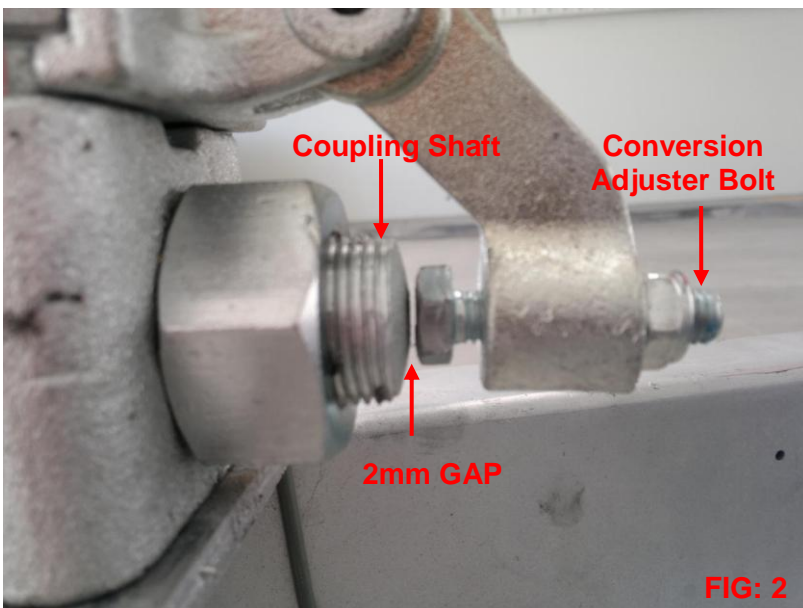
Tools Required

- 16mm Ring Spanner
- 16mm Open End Spanner

Override Coupling & Hydraulic Conversion Fitted



With the Override Coupling & Hydraulic Conversion Fitted & Hydraulic system bled

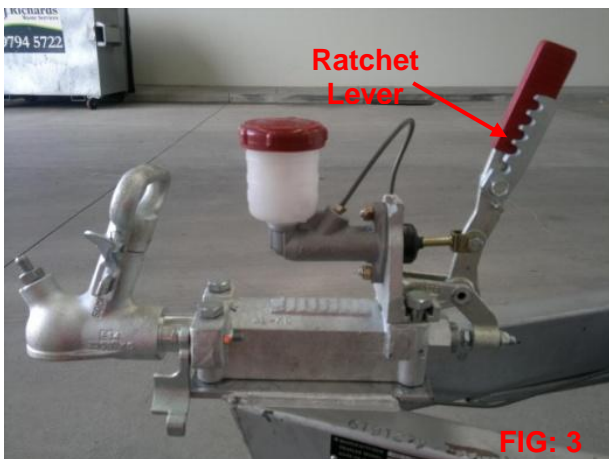


- Using a 16mm Open End Spanner, undo the conversion adjuster bolt to reduce the gap between Override Coupling shaft & Conversion adjuster bolt down to 2mm; see FIG: 2.
- Now lock bolt in position by tightening the lock nut, this is best done by using the Open End Spanner to hold the adjuster bolt head still while using a 16mm Ring Spanner to tighten the lock nut.
- Check there is still a 2mm gap between the Override Coupling shaft & Conversion adjuster bolt, readjust if necessary.

Now that the Override Coupling & Hydraulic Conversion has been adjusted the unit is ready to use.

When Towing with coupling properly connected onto tow vehicle & safety chains fitted, Ensure

- Park brake has been disengaged by releasing ratchet lever from conversion body as shown in FIG: 3.
- Reverse Stop Lever has been retracted off Coupling Shaft as per FIG: 4



When reversing still with coupling properly connected onto tow vehicle & safety chains fitted, Ensure

- Park Brake ratchet lever remains in the disengaged position as shown in FIG: 3 & 5
- Reverse Stop Lever is rotated into position locating on top of the Coupling Shaft as shown in FIG: 5



Before disconnecting the Trailer from the Tow vehicle apply the Park Brake

- The Park Brake can be activated by applying forward hand pressure on the Conversion handle, apply the necessary pressure to allow the ratchet lever to engage with the conversion body; depending on Brake Shoe adjustment this could be the second or third notch, third notch shown in FIG: 6.

NOTE: AL-KO recommends the use of Wheel Chocks in addition to the Park Brake being applied when the trailer is not connected to a Tow vehicle.