

# Instructions for Adjusting Your Knott Braking System



## Setting Up Your Braking System

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| <b>Preparation</b>          | <ul style="list-style-type: none"> <li>Jack the trailer up on level ground and check that it is completely stable.</li> <li>Release the handbrake ensuring that the drawtube is fully extended out of the coupling.</li> </ul>                                                                                                                                                                                                                                                                                                                  |
| <b>General Requirements</b> | <ul style="list-style-type: none"> <li>Always begin the setting up operation with the brakes.</li> <li>During set up, only rotate the wheels in the forward direction.</li> <li>Check that the brake cable is not under tension.</li> <li>The brake rod and cable must not be under tension – if necessary slacken off at the cable balance bar.</li> <li><b>IMPORTANT: Never adjust the brakes at the brake rod or with the turnbuckles that may be on the brake rod. These are only for adjusting the length of the brake rod.</b></li> </ul> |

## Setting Up Instructions

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| <b>1. Brake</b>                   | <ul style="list-style-type: none"> <li>Tighten the adjusting bolt in a clockwise direction until the wheel will not turn. NB: only rotate wheels in the forward direction.</li> <li>Slacken off the adjusting bolt in an anti-clockwise direction (about ½ of a revolution) until the wheels turns freely in the forward direction.</li> <li>Slight grinding noises which do not impede the motion of the wheel are normal.</li> <li>This adjustment procedure is to be repeated on each brake.</li> </ul> |
| <b>2. Brake Cable Balance Bar</b> | <ul style="list-style-type: none"> <li>The brake cable balance bar and the main compensator on a tandem axle trailer are to be positioned perpendicular to the direction of travel.</li> <li>If at any point the wheels are rotated in the reverse direction, there is a danger of the auto-reverse mechanism being activated. In this event slacken the adjuster, rotate the wheel in the forward direction and readjust the brake following detail under sequence number 1.</li> </ul>                   |
| <b>3. Brake Rod</b>               | <ul style="list-style-type: none"> <li>The length of the brake rod is to be adjusted so there is neither play nor tension on it.</li> <li>Firstly adjust the brake rod on the brake cable balance bar.</li> <li>Secondly, adjust the turnbuckles (if there are any) on the brake rod.</li> </ul>                                                                                                                                                                                                           |
| <b>4. Handbrake Lever</b>         | <ul style="list-style-type: none"> <li>Firmly activate the handbrake repeatedly in order to re-seat the braking components.</li> <li>Check the positioning of the cable balance bar (perpendicular to the direction of travel).</li> <li>Check the operation of the handbrake lever.</li> <li>Overcentre lever – resistance begins at about 10-15mm above the overcentre point.</li> <li>Ratchet lever – resistance begins at approx. the third tooth.</li> </ul>                                          |
| <b>5. Final Check</b>             | <ul style="list-style-type: none"> <li>Check the security of the other components on the towing equipment and replace as required.</li> <li>Under normal braking a maximum of two thirds of the overall drawtube travel should be used.</li> </ul>                                                                                                                                                                                                                                                         |
| <b>6. Road Test</b>               | <ul style="list-style-type: none"> <li>If necessary test the brakes on a short journey.</li> <li>Re-check the adjustment on the brake rod.</li> </ul>                                                                                                                                                                                                                                                                                                                                                      |

**FOR MORE DETAILED MAINTENANCE INSTRUCTIONS PLEASE REFER TO THE "BRAKE SYSTEM TENSIONING" FORM (KF049).**