

TECHNICAL SERVICES

BRAKE ADJUSTMENT

Brakes should be adjusted after the first 200 miles and at 3,000 mile intervals, or as use and performance requires. The brakes should be adjusted in the following manner:

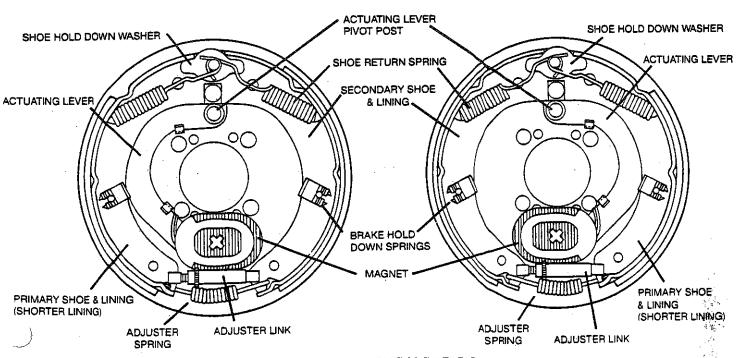
- 1. Jack up one wheel and check that it rotates freely.
- 2. Remove the adjusting hole cover from the adjusting slot on the bottom of the backing plate.
- 3. With a screwdriver or a standard adjusting tool, rotate the star-wheel of the adjusting link by moving tool "down" to expand and tighten the brake shoes. Adjust shoes out until the pressure of the linings against the drum makes the wheel very difficult to turn.
- 4. Now, rotate the star-wheel in the opposite direction by moving tool up until the tire spins freely with slight lining drag.
- 5. Replace adjusting hole cover and lower the wheel to the ground.
- 6. Repeat the above procedure for the other brakes.

CAUTION:

Never crawl under the trailer while it is resting on trailer jacks.

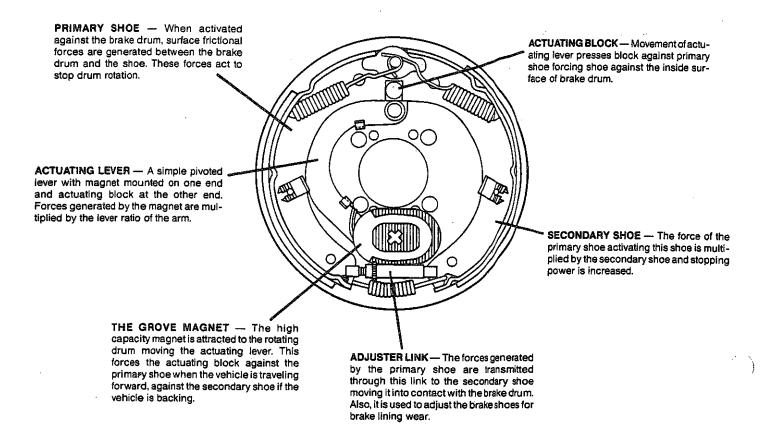
LEFT HAND BRAKE ASSEMBLY

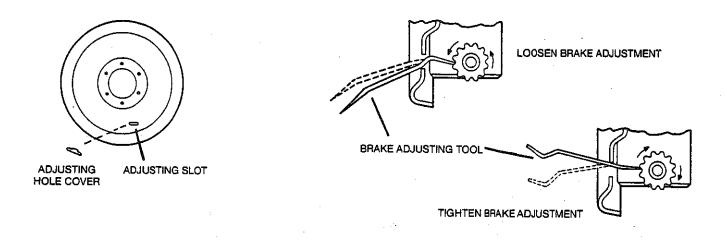
RIGHT HAND BRAKE ASSEMBLY



NOTE: ORIENT MAGNET SO THAT LEAD WIRES WILL LIE ALONG THE ARM

BRAKE ADJUSTMENT PAGE 2







FLEETWOOD

TECHNICAL SERVICES

TESTING ELECTRIC TRAILER BRAKES

Electromagnet Specifications

Brake Drum	Max Amps @ 9.10-10.5 Volts	Max Amps @ 12-13 Volts
7" Diameter		
2 Brakes	4.7 - 5.6	6.3 - 6.8
10" and 12" Diameter		
2 Brakes	5.6 - 6.6	7.5 - 8.2

Electromagnet

1. Connect a jumper wire between a 12 volt battery and one electromagnet lead. Connect an ammeter in series between other electromagnet lead and battery. See Figure 1. Check amperage. See Electromagnet Specifications table.

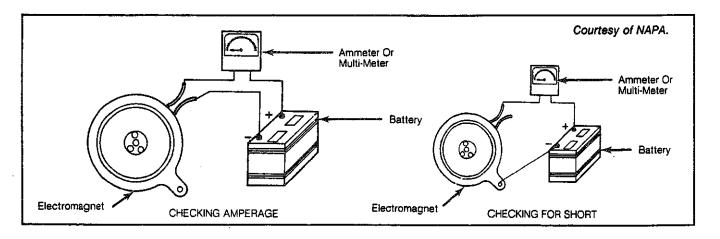


FIGURE 1

- 2. If amperage is greater than specified amount, replace electromagnet. If reading is less than specified amount, check battery charge. If battery charge is okay, electromagnet leads are bad and magnet should be replaced.
- 3. Disconnect jumper wire between electromagnet and negative battery terminal. Connect jumper wire between negative battery terminal and electromagnet base.

TESTING ELECTRIC TRAILER BRAKES PAGE 2

4. If any amperage is recorded, electromagnet is shorted and should be replaced. Using an ohmmeter, check amount of resistance between electromagnet leads. If resistance is not as specified, replace electromagnet. Check electromagnet wear, using a straightedge. See Figure 2. Replace electromagnet if wear is not correct.

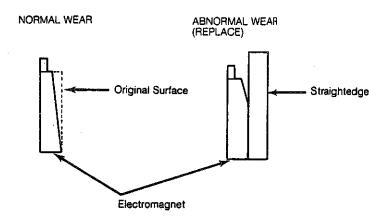


FIGURE 2



FLEETWOOD

TECHNICAL SERVICES

TROUBLE SHOOTING ELECTRIC TRAILER BRAKES

No Brakes

- Check for defective circuit breaker.
- Check for open or shorted circuit.
- Check for properly wired system, including a good ground between towing vehicle and trailer, not through trailer hitch.
- Check for defective controller or loose wiring at controller.
- Check brake adjustment.
- Check for defective resistor or loose wiring at resistor.
- Check for worn or defective magnet/s.
- Check for a damaged or worn connector between towing vehicle and trailer.
- Check for a burned out resistor.
- Ensure correct controller is installed.

Intermittent or Surging Brakes

- Check for out-of-round brake drums.
- Check for properly wired system, including a good ground between towing vehicle and trailer, not through trailer hitch.
- Check for defective magnet or magnet wiring.
- Check for loose or worn wheel bearings.

Defective or Weak Brakes

- Ensure trailer is not overloaded.
- Check for loose or corroded connections.
- Check for properly wired system, including a good ground between towing vehicle and trailer, not through trailer hitch.
- Check for a shorted circuit.
- Check for proper variable resistor resistance (external resistor or controller) to trailer.
- Worn or defective magnet.
- Check brake adjustment.
- Check for bent backing plate flange.
- Check for contaminated brake linings (grease on linings).
- Check brake system wiring to ensure proper gauge wiring is used. Ensure wiring is not connected through the stoplight circuit.
- Check for worn, damaged, or improper brake linings.
- Check for weak or broken brake shoe return spring.
- Check for defective or worn brake drums.
- Check for loose axle.
- Check that correct controller is installed.
- Improper controller installed position.

TROUBLE SHOOTING ELECTRIC BRAKES PAGE 2

Grabbing or Locking Brakes

- Check for improperly installed flanges.
- · Check for contaminated brake linings.
- Check for week or broken brake shoe return spring.
- Check for out-of-round brake drums.
- Check variable resistor for proper resistance.
- Ensure a variable resistor is installed (if necessary).
- Check that a correct controller is installed.
- Check for defective controller.
- Rust on armature plate or brake drum.
- Check for loose or worn wheel bearings.
- Improper controller installed position.

Dragging Brakes

- Check brake adjustment.
- Check for defective controller.
- Check for improperly installed flange.
- Check for corroded brake assembly.
- Check for weak or broken brake shoe return spring.
- Check for worn or damaged lever arm between magnet and brake shoe.
- Improper controller installed position.

Noisy Brakes

- Check brake adjustment.
- Check for worn brake shoes.
- Check for contaminated brake linings.
- Check for weak or broken brake shoe return springs.
- Check for bent backing plate.
- Check for improperly installed flange.
- Check wheel bearing adjustment.
- Check for worn or damaged wheel bearings.
- Check for worn or damaged magnets.

Brakes Locked, Brake Pedal Not Depressed

- Check stoplight switch adjustment.
- Check for short between stoplight switch and circuit power supply circuit.
- If brakes are locked when four-way flashers are operated, check for pulse preventer installed in circuit.

LED Light Comes On Dim and Gets Brighter as Brakes are Applied

- If trailer is connected, this indicates normal operation.
- If trailer is not connected, check for short in electromagnet circuit between controller and trailer connector at rear of vehicle.

LED Light Comes On and Stays Bright

- If trailer is hooked up, this indicates system is not operating. Check trailer brakes and connecting wiring.
- If trailer is not connected, this indicates that system is ready to function, system is okay.

Inoperative Breakaway

Switch

- Check for dead or weak 12-volt battery on trailer.
- Check all wiring and connections.
- Check breakaway switch.
- If only one brake is operating, check other magnets.