

Fig. 8. AXLE ALIGNMENT

If your trailer does not follow the towing vehicle exactly on a flat, level road, you should check the axle alignment by measuring from the coupler to a point on the wheel rim (not the tire) on each side (Fig. 8). The distance should be the same within $3/8$ inch. Spacing between front and rear axles of multi-axle units can be checked only when the trailer is on flat, level ground and the load is equal on both sides of the trailer. The difference should not exceed $1/4$ inch.

Springs and Fittings

Hadco R.V. and boat trailer springs have nylon inserts in the eyes to decrease friction, reduce noise and eliminate the need for lubrication.

The spring shackle bolts and the "U" bolts should be inspected periodically for looseness. Shackle bolts and nuts should be snug with the face of the hanger and just tight enough to take the play out of the spring assembly. "U" bolts should be torqued to 30 ft. lbs.

Worn parts should be replaced as soon as possible with identical new parts. Sagging or bent springs must be replaced

16

TROUBLE SHOOTING

Electric Brake Circuits

The correct current draw for each magnet is 2.5 amps with the controller fully ON and NO RESISTOR IN THE CIRCUIT. This is equivalent to 5 amps per axle; 10 amps for tandem axles; etc.

If an ammeter is used, it should be a D.C. meter, placed in series with the circuit and with correct polarity to avoid damaging the meter. Fig. 10.

A 12-volt automobile light bulb can be used for a quick check of the circuits and the performance of the controller. The bulb should be in parallel (from the brake wire to ground). A check at the connector (disconnected from the trailer) will indicate if the automobile circuits are functioning, and the bulb should increase in brightness as the controller is moved from "off" to the full "on" position. A second check just ahead of the trailer brakes will verify the connector and trailer wiring. Fig. 9.

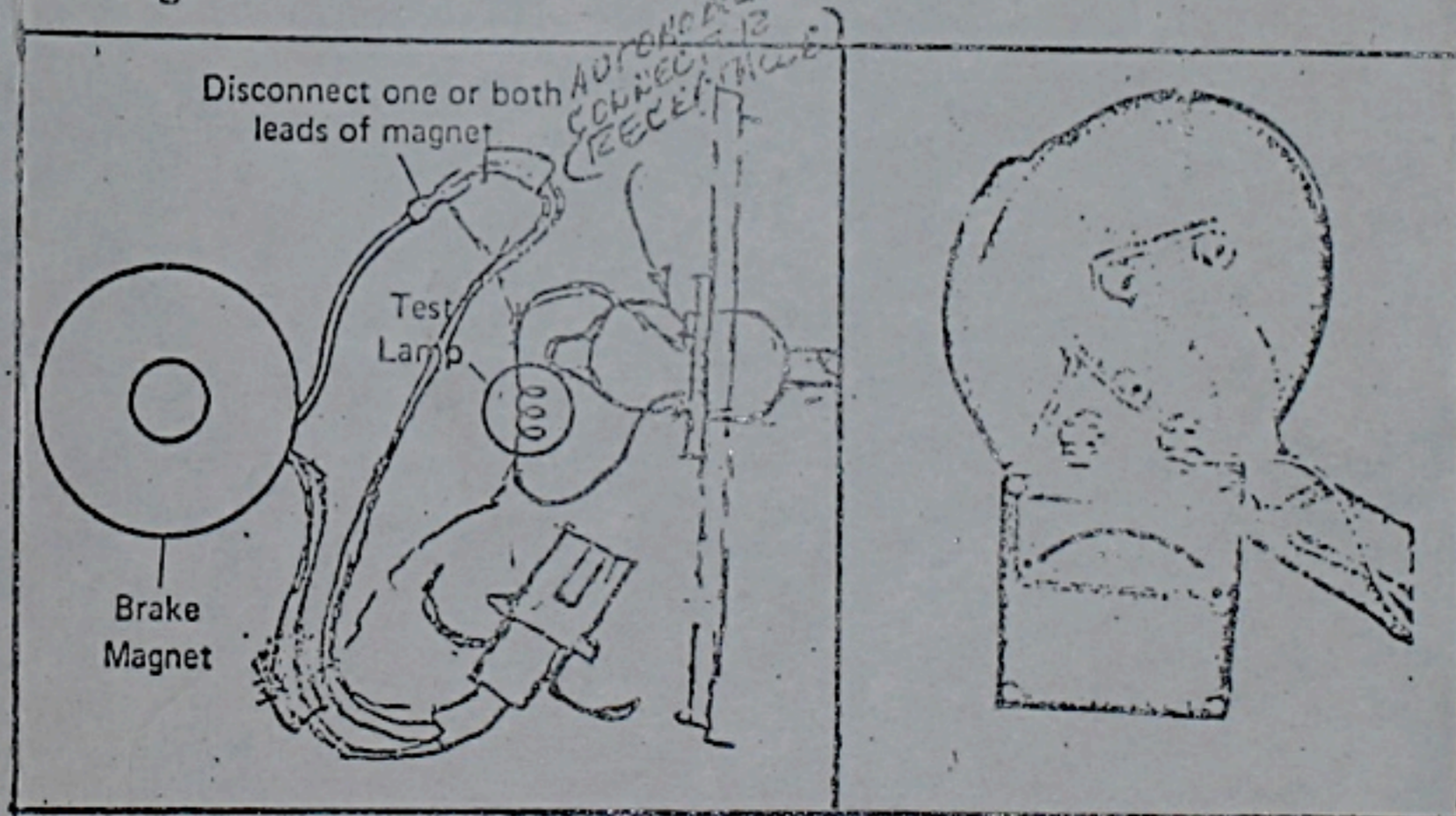


Fig. 9

FIG. 13