

Fig 9

- Only ever set or adjust the wheel brake by means of the adjuster screw (1)(Fig 9). Adjust in the direction of the arrow, and release against the direction of the arrow.
- Reconnect the brake linkage to the balance bar, and apply the handbrake hard several times, to allow the braking adjustment to settle.

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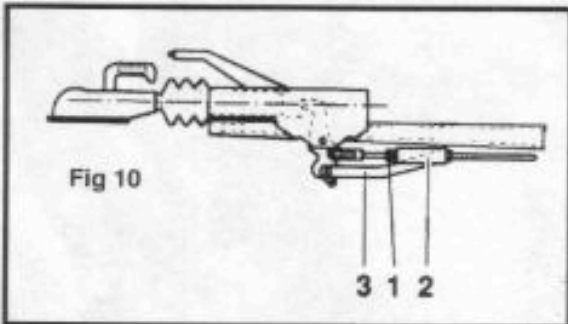


Fig 10

- On the spring cylinder type (2), adjust the locking nuts M10 (1)(Fig 10) to allow 1mm of free play between the nut and the spring cylinder. The cylinder should be able to rotate freely but not slide on the brakerod.
N.B On some chassis the locking nuts are replaced with a single Nyloc nut.

Check the setting

- Apply the handbrake lever up to the first or second tooth, and check that there is equal braking resistance on each wheel.
- On the gas strut version the handbrake lever has to be held on the first tooth manually.



When adjusting the wheel brake, only turn the wheels in a forward direction so that reverse mode is not actuated.

Servicing the wheel brakes.

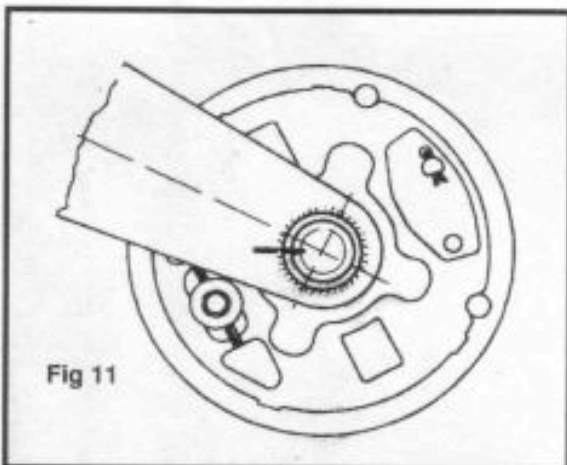


Fig 11

Dismantling the brake drum.

- Remove the wheel and tyre.
- Mark the position of the plastic cap on the swing arm with a felt tip pen so that any movement on the stub axle can be detected (Fig 11)



If the stub axle or back nut are moved this will alter the toe-in and camber . Should such movement take place the axle should be removed and returned to AL-KO to be realigned.

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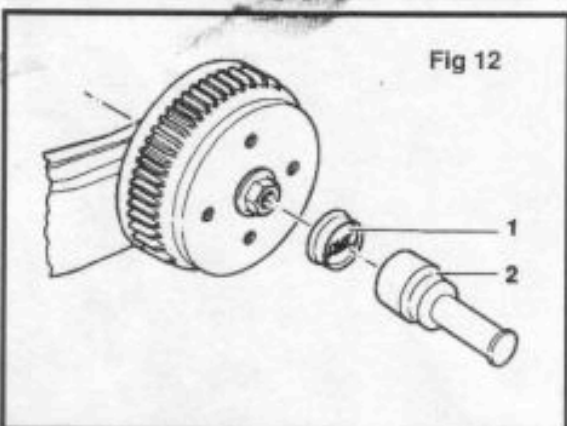


Fig 12

- Remove dust cap with Former Tool (603751).
- Unscrew the flange nut. **Always use a new nut when refitting.**
- Before fitting new nut apply a small amount of mineral grease (800052) to the stub axle thread.
- Release the handbrake and remove the drum.
- Replace worn or corroded brake drums.



Note the torque setting (290Nm +/- 10Nm).

Brake drums must not be reskinned.

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