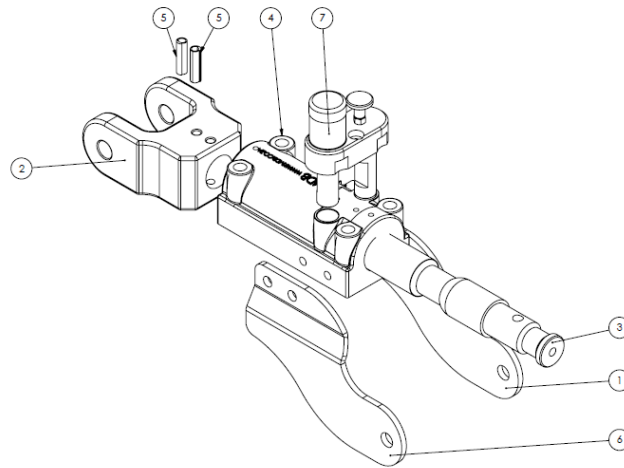


## Setting up the over-run disc brake coupler

The tow coupler is of the over-run brake type fitted with an auto reverse system. An exploded diagram is provided for your convenience.



Some measurements you will find to be standard settings, for instance the handbrake lever will be in an upright position as indicated. The main drawbar shaft will be approximately 20-30 mm from the end of travel between socket head (yoke) and the coupler box. Please note that **the shock absorber should not be connected until the coupler has been adjusted.**

### 1. Setting up the brakes (single axle):

The connecting rods will have left hand (LH) thread on the centre piece and right hand (RH) thread on the brake. This will allow for adjusting the brakes without disconnecting the rods:

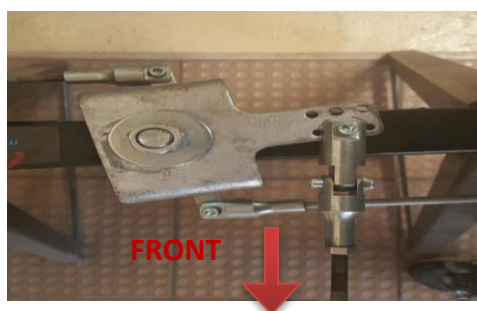


LH Thread



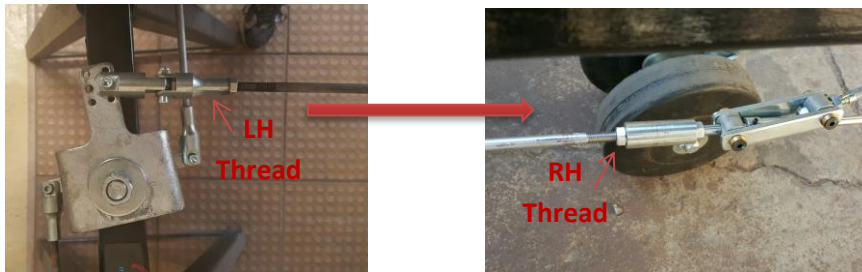
RH Thread

To set the brake, apply some force to the front end of the centre piece; roughly 5kg should be sufficient. Adjust the brake rods by rotating, until both brakes' friction pads just touch the disc.

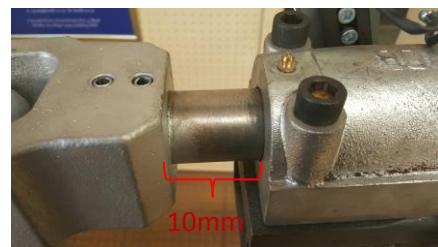
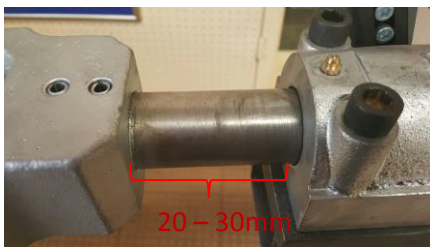


## 2. Setting up the coupler

One part of the system KMDB cannot accommodate for, unless the length is provided to us before hand, is the brake rod leading from the centre piece (LH Thread) to the clevis (RH Thread) on the coupler. The coupler is provided with a double threaded cylinder (DTC). This cylinder is designed to allow for adjustment of the connecting rod.

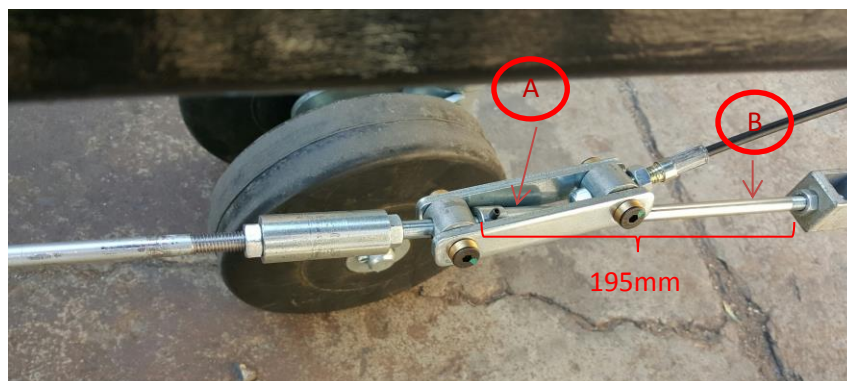


When the coupler is at an unbraked position, 20 – 30mm of the shaft should be visible. When the brake is applied, roughly 10mm of the shaft will be visible.



## 3. Setting up the handbrake

The independent park brake is determined by the rod slider. The rod slider(A), situated on the lever rod (B), should be tightened with the grub screws provided, approximately stopping the sliding component 195mm from the sliding block. This setup should apply the brakes. However, some fine adjustment may be necessary from trailer to trailer.



Only once this alignment has been completed should the clevis with the shock absorber be welded to the draw bar. (Refer to shock absorber set up)