


Removal of **COBRA** Trailer Brake Shoes

To provide the correct spare parts for the axle of your COBRA Trailer we require the following information.

The trailer year of manufacture (from the VIN plate on the side of the trailer), the ETI number, the axle load limit, the brake type, and the number of wheel bolts.

The  **ETI Number** and the total **axle load limit** can be found on the axle data plate.



The **brake type** is stamped on the brake backing plate (aft side of the brake unit).



1635 / 1636 / 1637 or 2050 / 2051

The number of **wheel bolt holes** in the brake drum (5 or 4). Note that the number of holes alone is insufficient to confirm the brake shoe size.



Caution! Brakes are a vital safety-related part! Do not attempt to perform these tasks if you are untrained or inexperienced! Incorrect service can result in severe accidents! These tasks require a short time to complete by a qualified mechanic or an authorized service garage and will ensure correct workmanship and your safety!

1) Remove the grease cap. Use a socket tool as shown or a piece of tube with matching diameter.



2) Place the tool on the grease cap and loosen it by side-to-side motion. Loosen the axle nut with a socket wrench (SW 32mm or 36mm).



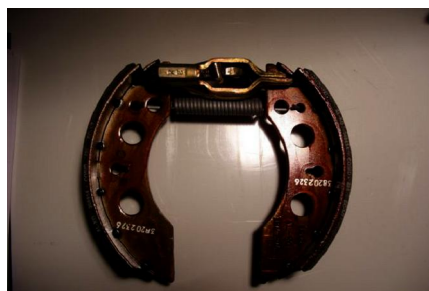
3) Remove the brake drum then disconnect each brake shoe by pressing the spring ♂



4) ... and pushing the retainer clip on the aft side of the backing plate. Disconnect the Bowden brake cable and remove the old brake shoes.



5) Prepare the new brake shoes as shown in the photo. Always use new springs!



6) Install the brakes shoes and secure them with the springs. Remember to reconnect the Bowden brake cable.



The brake shoes float and are held against the backing plate only by the retaining springs. To facilitate the installation of the brake drum, back off the adjustment of the spur wheel completely and center the brake shoe pair. Center the pair of brake shoes by hand using the backing plate as a visual reference.

Carefully examine the inner surface of the brake drums. Pronounced scoring or deep grooves in the brake contact area require replacement of the drum. Once the drum is installed rotate it by hand, visually inspect it, and check for bearing noise. Replace the drum and bearings if necessary.

Prior to installing the drums, examine the wheel bearings. Older axles with tapered roller bearings must be repacked with grease and adjusted. Secure this type of drum with the castle nut and a new cotter pin.

Beginning in the 90's axles are equipped with compact bearings. These are greased, sealed, and adjusted for life. Overheating of the brake will cause deformation of the seals which will result in grease leakage and subsequent bearing failure. For axles with compact bearings, clean the nut and the axle threads. Apply liquid thread locking compound (LOCTITE for example) to the threads and torque the nut to **280 to 300 Nm** (206 to 221 ft-lbs).

Continue to ensure that the trailer brake system is properly adjusted by using our guideline entitled ~~A~~Adjusting the Wheel Brakes±

When should brake shoes be changed?

If the brake performance of your trailer is fading and regular adjustment does not improve performance.

If the brake shoes are so far worn out that the bevels at the edges of the brake linings are no longer visible.

If the brake linings are more than 6 years old (the material age-hardens).

If the brakes have been overheated (glazed brake linings).