

FC Prowler Brake Adjustments

Details:

When re-adjusting the brakes on the FC Prowler, you must first begin by inspecting the alignment of the brake cranks (3) that the brake rod connects to. To accomplish this you will need to remove the fenders and locate the brake cranks on both sides of the seat frame. With the brake activated, the bend in the rod should just touch the brake crank. If the rods are not equal, you will need to loosen the setscrew to re-align the hubs so that they are both equal.

After checking the brake cranks, you will move to the back of the brake assy and inspect the groove pin (6) to make certain that the brake is being activated. To do this you will need to remove the drive-wheels from the unit. The groove pin connects the pivot claw to the pivot tube. If this groove pin is sheered off the pivot claw, it will not clamp. Replace the groove pin if needed.

If the groove pin is o.k., apply the brake and make the proper adjustment to the lock collar on the brake rod. When the brake is engaged, there should be approximately 1/8" clearance between the collar (1) and the swivel (2). This clearance is critical, as the collar is what holds the brake claw away from the sprocket on the hub. The compression spring's only function is to hold the brake onto the hub. You can adjust the amount of force being applied by adjusting the tension applied to the spring by tightening the 5/16" nyloc nut on the end of the brake rod.

Some units may require the addition of the following components to prevent the brake claw from engaging the wheel hub when the brake is in the "off" position. These components include one 153052 - Tie Down Tab (5), one 423060 - Neutral Arm Spring (4), and one 822080 - Park Brake Crank (3). The Park Brake Crank replaces the existing brake crank on the RH side of the unit (refer to diagram).

