ABS Shims and Sensors

Installation Manual

(For Aftermarket Applications)



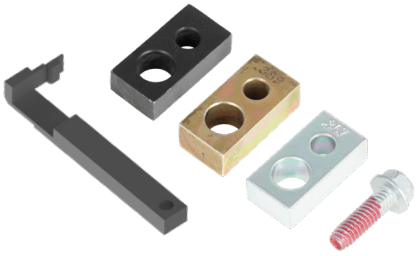


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Introduction

Additional information about this product can be obtained from lci1.com/support or by using the LippertNOW app. Replacement kits can be ordered from https://store.lci1.com/ or by using the LippertNOW app.

The LippertNOW app is available for free on Apple App Store® for iPhone® and iPad® and also on Google Play™ for Android™ users.

App Store® and iPad® are registered trademarks of Apple Inc.
Google Play™ and Android™ are trademarks of Google Inc.

For additional support on this product, scan this QR code or go to: https://support.lci1.com/anti-lock-system-abs

Safety

Read and understand all instructions before installing or operating this product. Adhere to all safety labels.
This manual provides general instructions. Many variables can change the circumstances of the instructions, i.e., the degree of difficulty, operation and ability of the individual performing the instructions. This manual cannot begin to plot out instructions for every possibility, but provides the general instructions, as necessary, for effectively interfacing with the device, product or system. Failure to correctly follow the provided instructions may result in death, serious personal injury, severe product and/or property damage, including voiding of the Lippert limited warranty.

⚠ WARNING

THE "WARNING" SYMBOL ABOVE IS A SIGN THAT A PROCEDURE HAS A SAFETY RISK INVOLVED AND MAY CAUSE DEATH OR SERIOUS PERSONAL INJURY IF NOT PERFORMED SAFELY AND WITHIN THE PARAMETERS SET FORTH IN THIS MANUAL.

⚠ WARNING

FAILURE TO FOLLOW THE INSTRUCTIONS PROVIDED IN THIS MANUAL MAY RESULT IN DEATH, SERIOUS INJURY, UNIT DAMAGE OR VOIDING OF THE COMPONENT WARRANTY.

⚠ WARNING

ALWAYS LIFT THE TRAILER BY ITS FRAME AND NEVER BY ITS AXLE OR SUSPENSION. UNLIKE TRAILER FRAMES, AXLE AND SUSPENSION COMPONENTS ARE NOT DESIGNED OR RATED FOR THE DEAD WEIGHT POINT-OF-CONTACT LOADS. DO NOT GO UNDER THE TRAILER UNLESS IT IS SUPPORTED BY APPROPRIATELY-RATED JACK STANDS. IMPROPERLY SUPPORTED TRAILERS CAN COLLAPSE, RESULTING IN DEATH, SERIOUS PERSONAL INJURY AND/OR SEVERE PRODUCT AND PROPERTY DAMAGE.

⚠ WARNING

WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT (PPE) WHEN PERFORMING SERVICE OR MAINTENANCE OPERATIONS. ALWAYS WEAR EYE PROTECTION WHEN SERVICING TRAILER AXLES, BRAKES, HUBS, SPRINGS AND WHEELS. NOT USING PPE MAY RESULT IN DEATH, SERIOUS PERSONAL INJURY AND/OR SEVERE PRODUCT AND PROPERTY DAMAGE.

⚠ CAUTION

THE "CAUTION" SYMBOL ABOVE IS A SIGN THAT A SAFETY RISK IS INVOLVED AND MAY CAUSE PERSONAL INJURY AND/OR PRODUCT OR PROPERTY DAMAGE IF NOT SAFELY ADHERED TO AND WITHIN THE PARAMETERS SET FORTH IN THIS MANUAL.

⚠ CAUTION

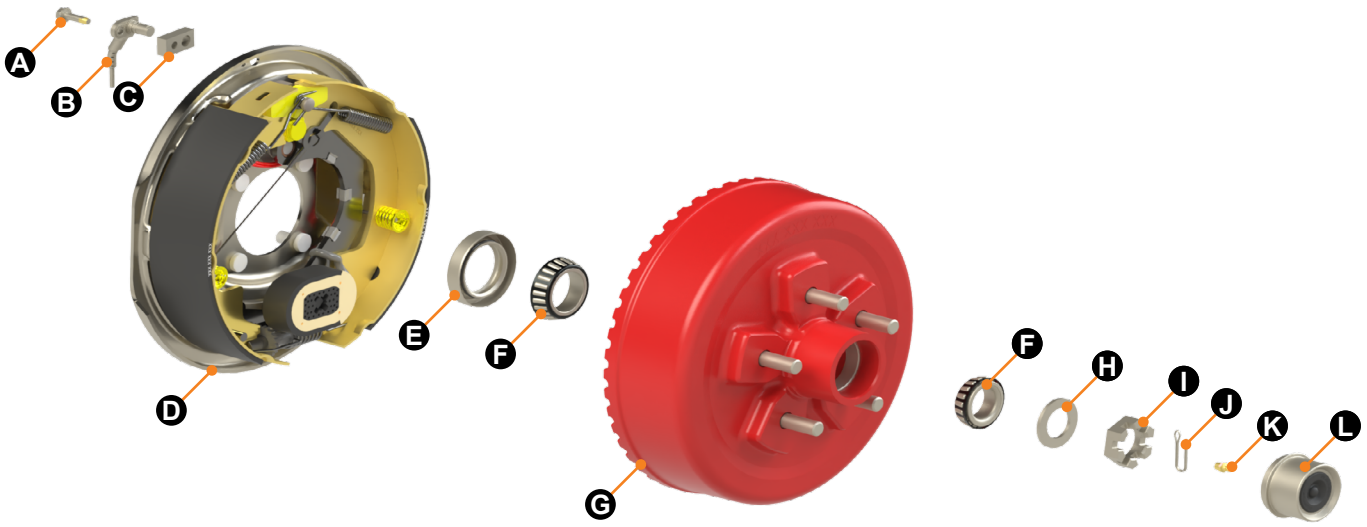
MOVING PARTS CAN PINCH, CRUSH OR CUT. KEEP CLEAR AND USE CAUTION.

Resources Required

- 1 to 2 persons, depending on task
- Pneumatic air or impact gun
- Torque wrench
- Floorjacks and jack stands
- Personal protective equipment (PPE)

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ABS Hub Exploded View



CALLOUT	DESCRIPTION	QTY
STANDARD WHEEL END PARTS		
A	Screw, Self-threading	1
B	Sensor	1
C	Shim	3
D	ABS Brake	1
E	Grease Seal	1
F	Inner / Outer Bearing Cone	2
G	Hub Drum with Studs	1
H	Spindle Washer, Round	1
I	Castle Spindle Nut	1
J	Cotter Pin	1
K	Grease Zerk, Lubed	1
L	Dust Cap with Rubber Plug	1

NOTE: Image is shown for general part identification purposes only. Other Brake Hub assemblies may have parts that differ from this image.

ABS Sensor and Brake Backing Plate Removal

1. Lift trailer and secure on adequate capacity jack stands. Follow trailer manufacturer's recommendations for lifting and supporting the trailer.

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2. Cut the wires to the brake magnet **(Fig. 1A)**.

3. Disconnect the ABS hub sensor plug **(Fig. 1B)** from the harness.

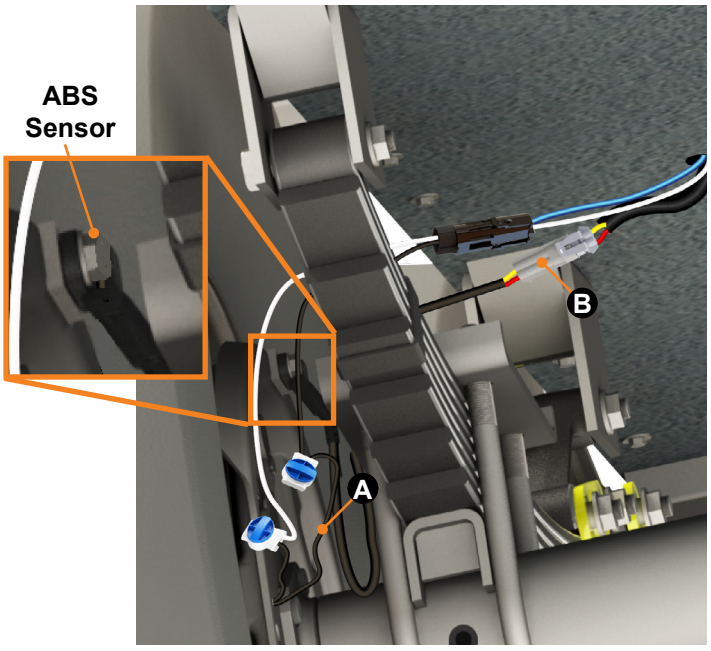


Fig.1

4. Remove the ABS sensor from the backing plate by removing the fastener. Set the sensor and fastener aside for later reuse.

5. Remove and discard any shims used between the backing plate and the ABS sensor. New shims must be used when reinstalling the brakes.

6. Remove brake assembly backer plate from spindle by removing the nuts and washers from the backside of the axle hub backer plate **(Fig. 2)** **(Fig. 3)**.

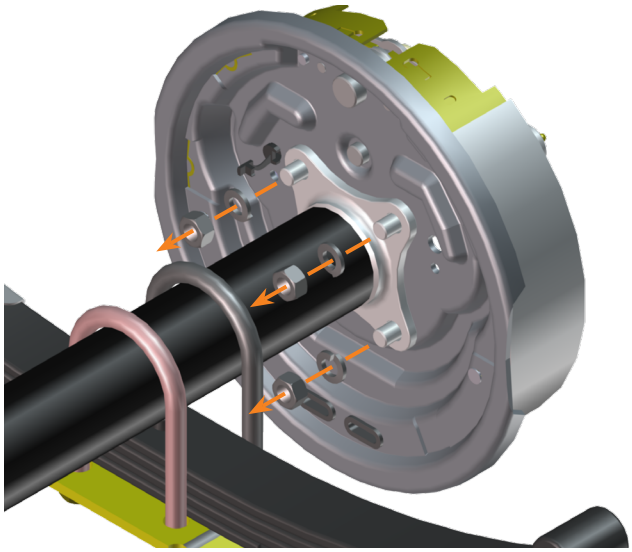


Fig.2

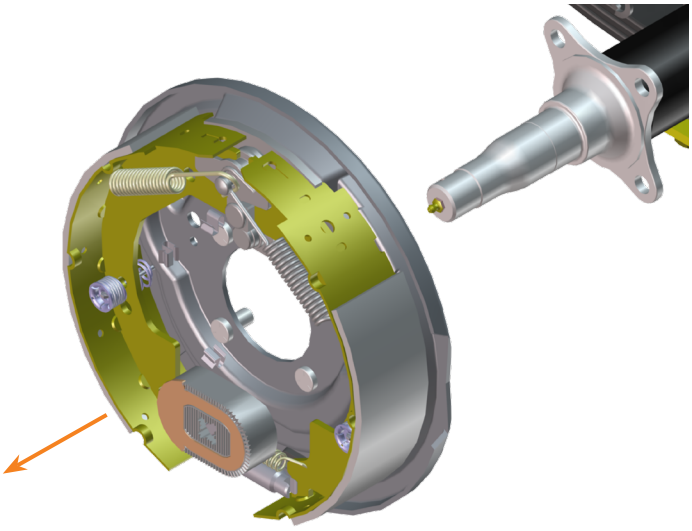


Fig.3

ABS Sensor and Shim Installation

1. Install the ABS sensor **(Fig. 4A)** onto the top of the backside of the back plate with the new, silver-colored sensor shim **(Fig. 4B)**. Set the mounting bolt **(Fig. 4C)** torque to 5 ft-lb.

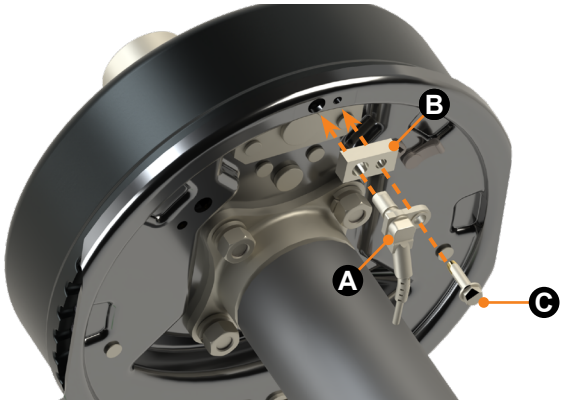


Fig.4

2. Using painter's tape or another method of non-permanent marking, mark each of the cardinal directions (North, East, South, West) on the face of the hub for reference **(Fig. 5)**. When checking the air gap between the sensor and the hub in the following steps, checks should be made at each of these cardinal direction markers. If the spacing between the sensor and hub is not consistent at each location, this indicates distortion of the hub. If the hub is distorted replacement is required.

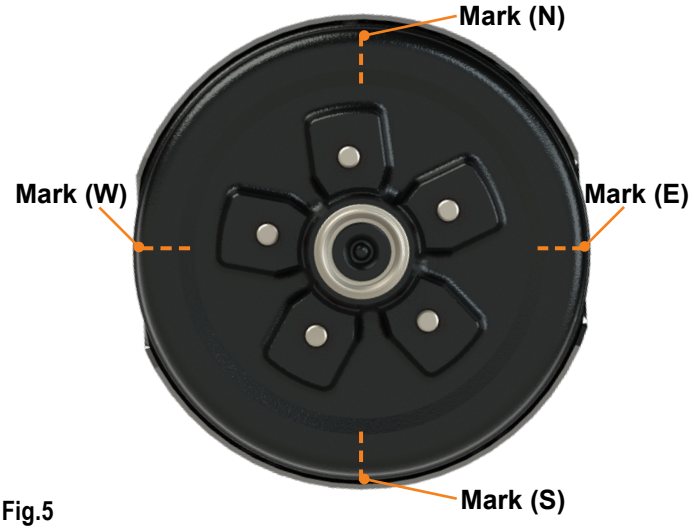


Fig.5

3. Locate the relief on either side of the backing plate where the tone ring of the hub is visible **(Fig. 6)**.

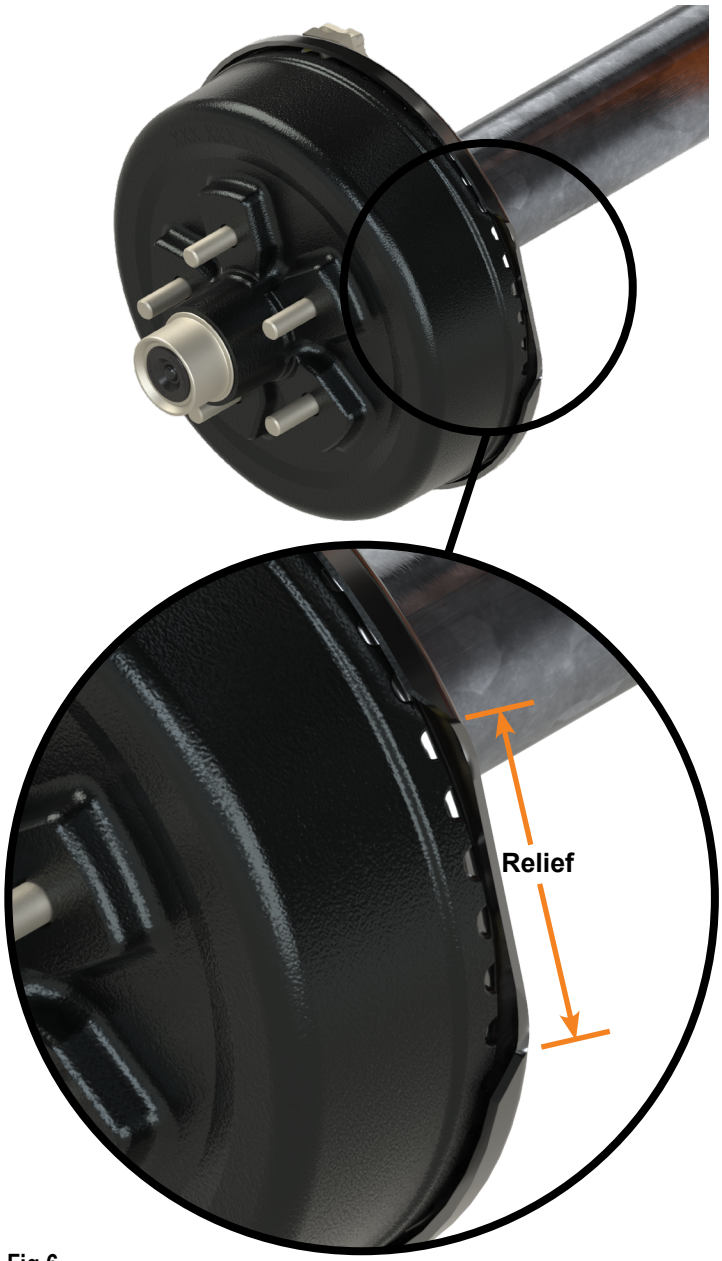


Fig.6

4. Slide the tab of the Go/NoGo gauge (Lippert part number 2026075853 for 10” brakes, or part number 2026075854 for 12” brakes) **(Fig. 7A)** into a valley of the tone ring that roughly aligns with one of the marks at the cardinal directions (East, for instance). The tab should fully insert into the valley until the handle of the gauge is flush with the side of the hub **(Fig. 8)**.

NOTE: Gauge is shown in green for visibility. Actual gauge color may vary.

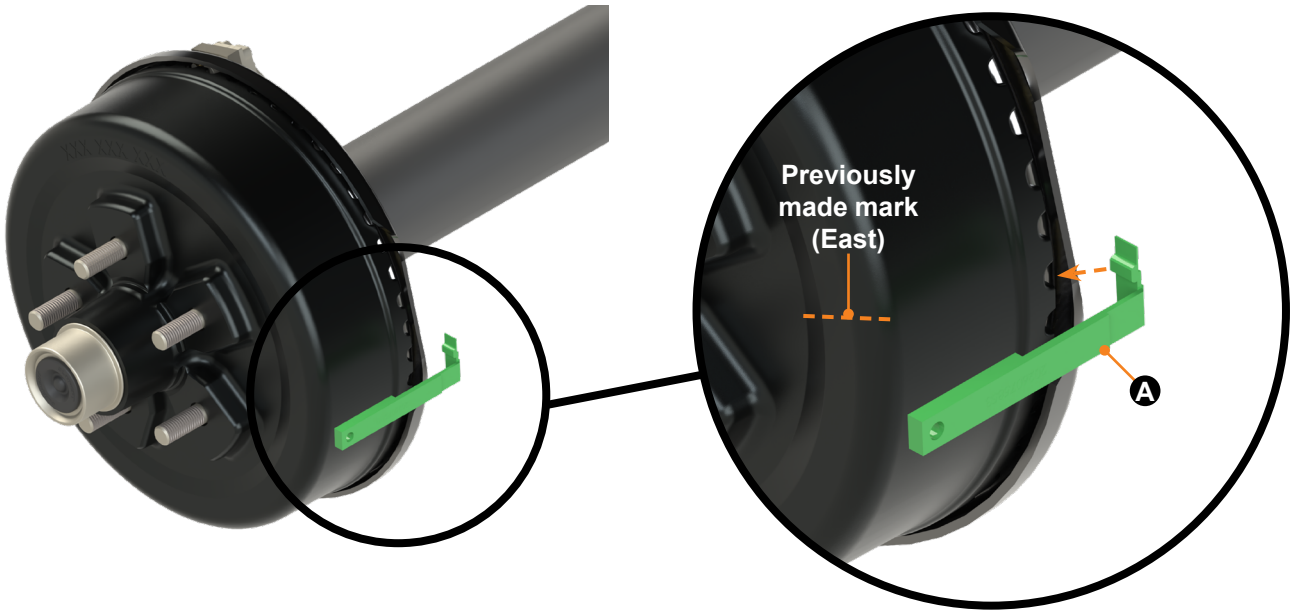


Fig.7

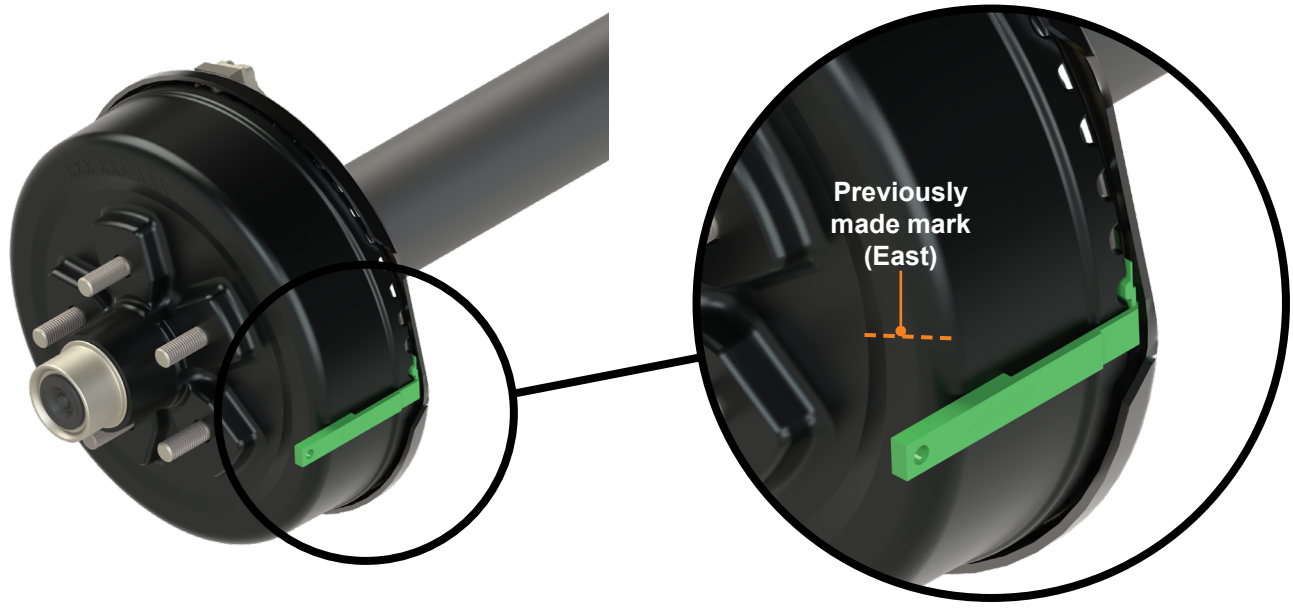


Fig.8

5. Carefully rotate the hub and gauge until the gauge reaches the sensor **(Fig. 9)**. **DO NOT** spin the hub quickly or the sensor/gauge may become damaged.



Fig.9

6. Once the gauge has reached the sensor, check the gap between the ABS sensor face and the tone ring **(Fig. 27)**. The air gap must be between 1mm and 1.75mm. This allows the sensor to fit onto the first “step” of the gauge comfortably while not going onto the second “step” of or bypassing the gauge entirely.

A. If the air gap falls within the 1mm and 1.75mm tolerance, continue to the next step of the procedure. See Figure 27 for correct sensor/tone ring spacing with the gauge.

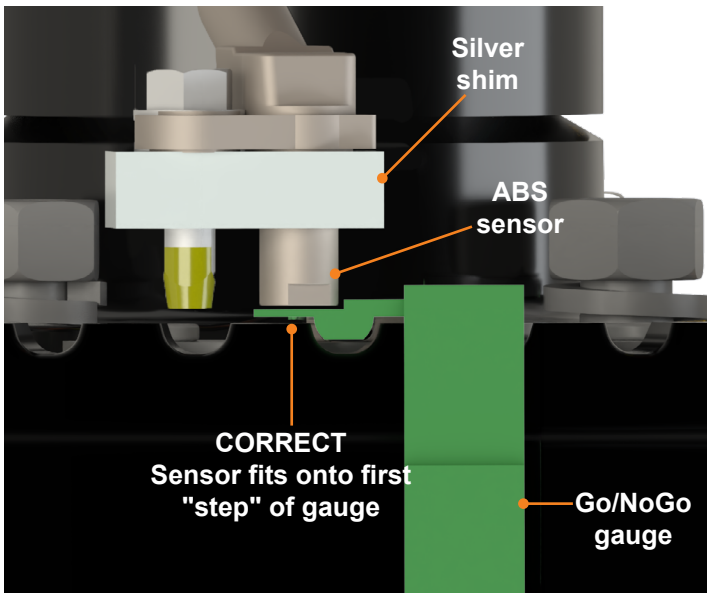


Fig.10

B. If the air gap is **less** than 1mm and/or the sensor can not fit onto the first “step” of the gauge **(Fig. 11)**, remove the sensor and silver shim. Reinstall the sensor onto the back plate, this time using the large yellow-colored shim. Set the mounting bolt torque to 5 ft-lb.

I. Perform the check again with the new shim using the Go/No Go gauge. If the air gap is now in tolerance, move on to the next step of this procedure.

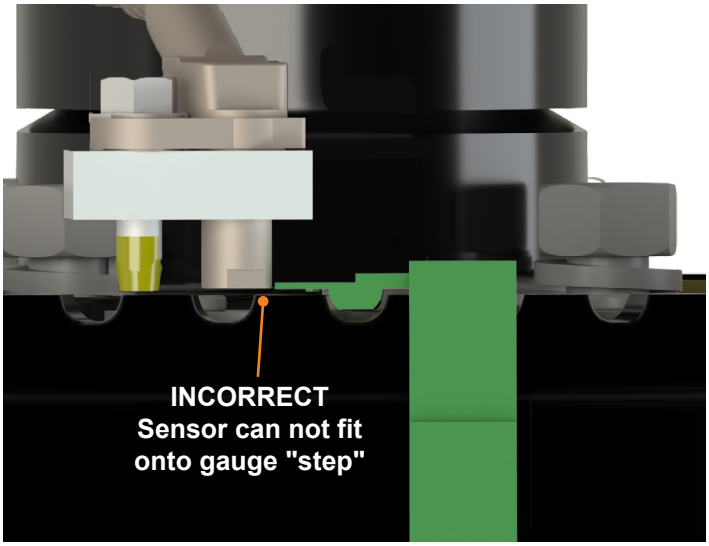


Fig.11

C. If the air gap is **greater** than 1.75mm and/or the sensor fits on top of the second “step” of the gauge/passes over the entire gauge **(Fig. 12)**, remove the sensor and silver shim. Reinstall the sensor onto the back plate, this time using the small black-colored shim. Set the mounting bolt torque to 5 ft-lb.

I. Perform the check again with the new shim using the Go/No Go gauge. If the air gap is now in tolerance, move on to the next step of this procedure.

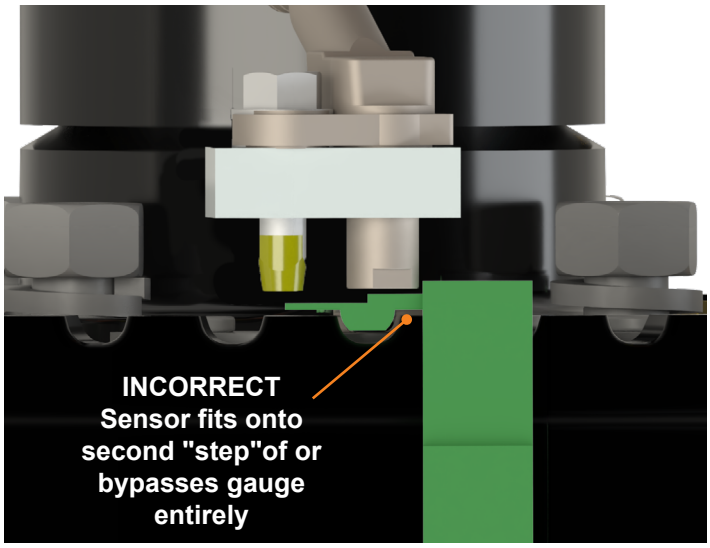


Fig.12

7. Once verifying the air gap is correct (or correcting if it isn't by replacing with another shim and re-checking with the gauge, etc.) at this cardinal point previously marked on the hub face (East in this example), remove the Go/No Go Gauge and spin the hub face to the next cardinal mark on the hub face (South) and repeat this process. Then, repeat with each remaining cardinal point on the hub face (West, North) with the Go/No Go gauge at the sensor to ensure that the sensor air gap falls within tolerance at all four cardinal points on the hub/tone ring using the appropriate shims at each location.

8. Plug the ABS hub sensor into the harness **(Fig. 13A)**.

9. Connect the brake wires using sealed wire connectors **(Fig. 13B)**.

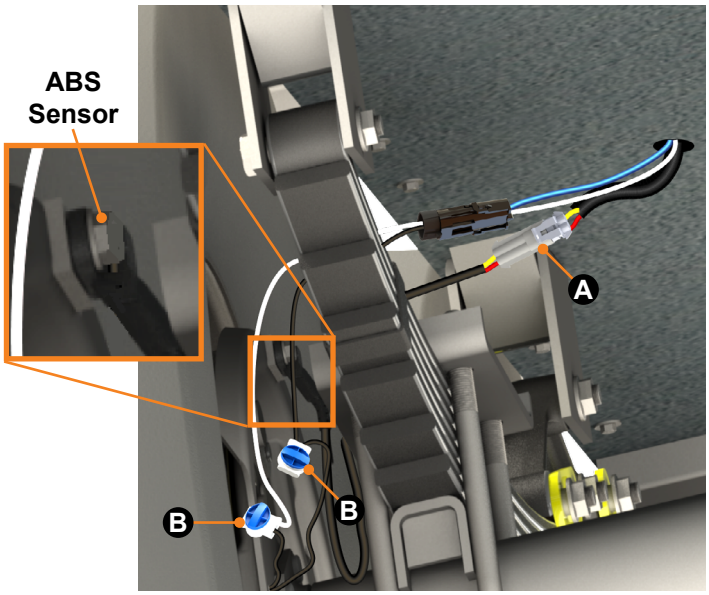


Fig.13

Reinstalling the Wheel

1. Reinstall the wheel onto the axle hub assembly **(Fig. 14)**. Continue to the "Wheels" section in this manual for wheel torque specifications.

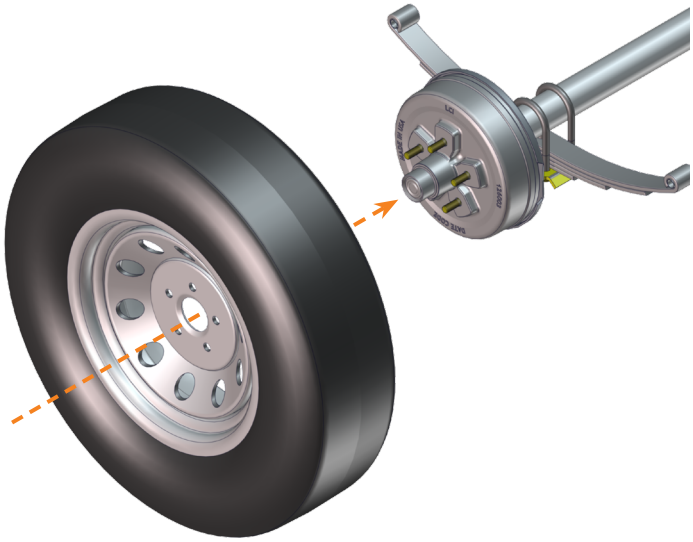


Fig.14

Wheels

Wheel Selection

⚠ WARNING

AIR PRESSURE ON A WEAKENED OR CRACKED RIM CAN CREATE AN UNSAFE, EXPLOSIVE CONDITION RESULTING IN SERIOUS PERSONAL INJURY OR DEATH. DO NOT ATTEMPT TO MODIFY OR REPAIR A WHEEL. REPLACE DAMAGED OR WEAKENED WHEEL AND RIM WITH NEW PARTS.

⚠ WARNING

USE MANUFACTURER'S SUGGESTED RIM CONTOURS ONLY. FAILURE TO USE RECOMMENDED RIM CONTOURS MAY RESULT IN DRAMATIC SEPARATION BETWEEN TIRE AND WHEEL, RESULTING IN POSSIBLE SERIOUS PERSONAL INJURY OR DEATH.

Trailer wheels, tires and axles **MUST** be properly matched when specifying or replacing trailer wheels. Make sure the following critical wheel replacement characteristics are observed:

1. Bolt Circle — Wheels have varying bolt circle patterns, some close enough to allow installation of mismatched wheel bolt patterns to axle hub bolt patterns.

2. Capacity — Wheel load capacity must match tire and trailer maximum load ratings.

3. Offset — The relationship of the tire's centerline to the axle's hub face must match across replacement parts. Failure to match offset reduces axle carrying capacity.

4. Rim Contour — Replacement wheels must directly match the mating rim contour.

Torque Requirements

It is extremely important to maintain proper wheel mounting torque limits on your trailer axle. Use of torque wrenches will ensure proper torque limits are applied to wheel mounting lug nuts. Use no other method to torque wheel lug nuts.

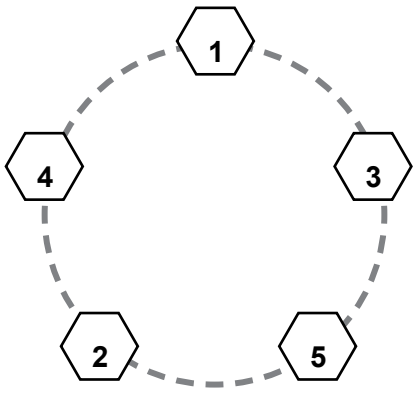
Make sure wheel fasteners match the cone angle of the wheel (usually 60 or 90 degrees) being serviced. Attach new wheel to the axle hub as follows:

1. Start all bolts or nuts by hand to prevent cross threading.

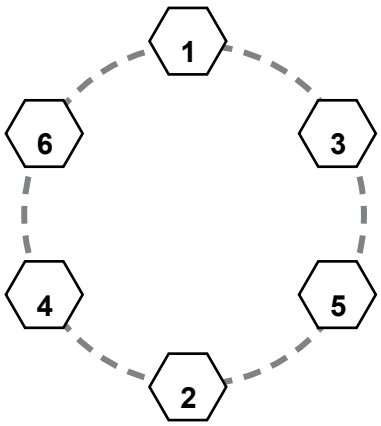
2. Continue to hand-tighten wheel lug nuts in the sequential pattern shown below.

3. After wheel lug nuts are fully hand-tightened, torque nuts in stages in the sequential pattern shown below.

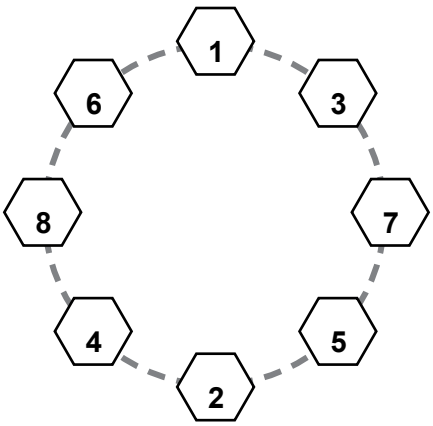
4. Torque wheel lug nuts to the torque values listed in the Wheel Torque Requirement Chart.



5 Lug



6 Lug



8 Lug

Wheel Torque Requirements Chart				
Wheel Size	Stud Size	Torque Sequence		
		1st Stage	2nd Stage	3rd Stage
14”	1/2”	20-25 ft-lbs (27-34 Nm)	50-60 ft-lbs (68-81 Nm)	90-120 ft-lbs (122-163 Nm)
15”	1/2”	20-25 ft-lbs (27-34 Nm)	50-60 ft-lbs (68-81 Nm)	90-120 ft-lbs (122-163 Nm)
16”	1/2”	20-25 ft-lbs (27-34 Nm)	50-60 ft-lbs (68-81 Nm)	90-120 ft-lbs (122-163 Nm)
16.5”	1/2”	20-25 ft-lbs (27-34 Nm)	50-60 ft-lbs (68-81 Nm)	90-120 ft-lbs (122-163 Nm)
14.5” Demount	1/2”	Tighten sequentially to 85-95 ft-lbs (115-129 Nm)		
16”	9/16”	20-25 ft-lbs (27-34 Nm)	60-70 ft-lbs (81-95 Nm)	120-140 ft-lbs (163-190 Nm)
16.5”	9/16”	20-25 ft-lbs (27-34 Nm)	60-70 ft-lbs (81-95 Nm)	120-140 ft-lbs (163-190 Nm)
16” Dual and 17.5” 2 pc. Swivel Flange Nut	5/8”	30-40 ft-lbs (41-54 Nm)	80-90 ft-lbs (109-122 Nm)	150-175 ft-lbs (203-237 Nm)
16” Dual and 17.5” Flange Nut	5/8”	50-60 ft-lbs (68-81 Nm)	150-200 ft-lbs (203-271 Nm)	275-325 ft-lbs (373-441 Nm)
17.5” Dual Flange Nut	M22	50-100 ft-lbs (68-136 Nm)	250-300 ft-lbs (339-407 Nm)	450-500 ft-lbs (610-678 Nm)

Tires

Prior to mounting tires onto wheels, do as follows:

1. Make sure rim size and contour are approved by the Tire and Rim Association Yearbook or the tire manufacturer's catalog.

2. Verify tire load rating. If the load is not evenly distributed across all tires, use the tire rated for the heaviest wheel position.

3. Consult the Rubber Manufacturers Association or the tire manufacturer's guidelines for wheel mounting procedures.

Notes



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