

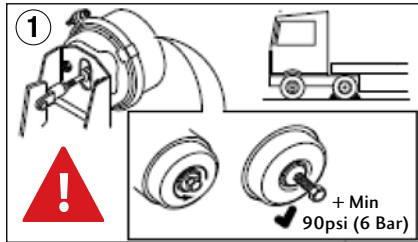


# Self-Setting Automatic Slack Adjuster Installation Instructions

## Step 1:

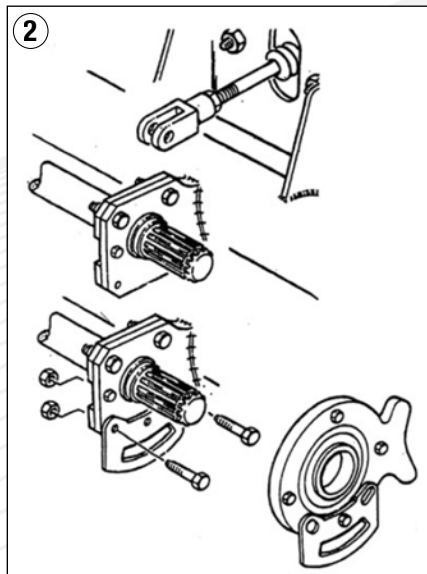
Block the vehicle wheels and check that the brake chamber push rod is in its fully released position.

With spring brakes, a minimum of 90 psi is required in the system to ensure that the piston is fully released.



## Step 2:

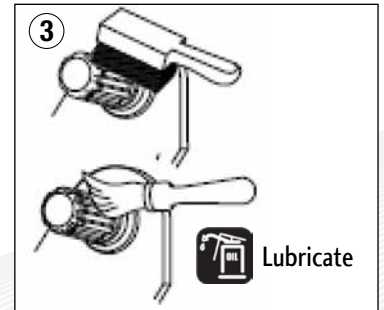
Mount the slotted adjustment plate to the "S" cam bushing. The plate for Rockwell, Dana, & Fruehauf axles requires two bolts. The plate for Eaton only requires one central bolt. Position the plate on the adjuster side of the cam support. Use longer bolts as necessary and torque per the chart below.



Qty	Size	Application
2	3/8" x 1-1/4" bolt	Rockwell
1	5/16" x 1" bolt	Fruehauf
1	3/8" x 1" bolt	Fruehauf
2	1/4" x 1" bolt	Dana
2	1/4" flat washer	Dana
1	1/4" x 1 - 1/4" bolt	Eaton
Torque Setting	3/8" - 16	20 - 25 ft. lbs.
	5/16" - 18	10 - 15 ft. lbs.
	1/4" - 20	5 - 7 ft. lbs.

## Step 3:

Ensure that the camshaft splines are clean and apply anti-seize lubricant as needed.



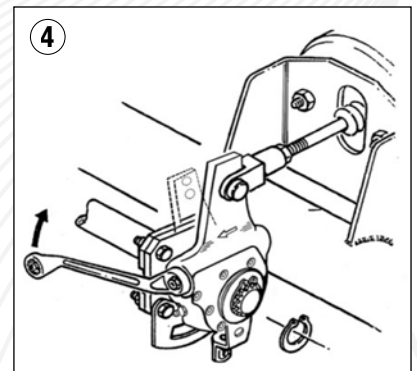
## Step 4:

**4A:** Place at least one inner cam washer on the shaft and then fit the Self Setting Automatic Slack Adjuster (S-ASA) on to the camshaft so that the adjustment hex points away from the air chamber.

**4B:** Wind the S-ASA into the clevis, on the brake chamber piston rod by rotating the hexagon on the S-ASA in a clockwise direction until the hole in the S-ASA coincides with the holes in the clevis.

**4C:** Fit the clevis pin into the clevis through the S-ASA and secure. The pin should rotate freely when no load is applied.

**4D:** Secure the S-ASA on the camshaft, ensuring that it is not pinched or restricted. If the play is greater than 0.060", remove the snap ring and add appropriate thickness washers.

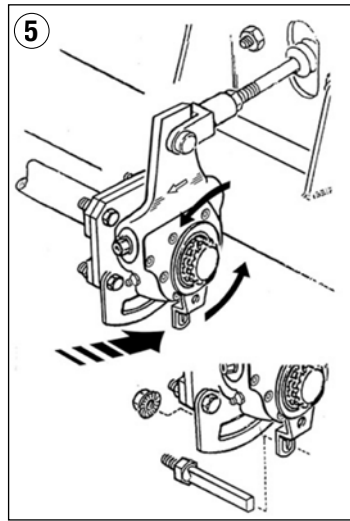




# Self-Setting Automatic Slack Adjuster Installation Instructions (Continued)

## Step 5:

Insert the flat end of the anchor stud through the grommet. Push the threaded end of the stud into the anchor plate slot. The shoulder adjacent to the threaded end of the stud must engage the slot properly to prevent the stud from rotating. Attach with flange nut on the backside of the anchor plate and torque 40-50 ft lbs.



## Maintenance:

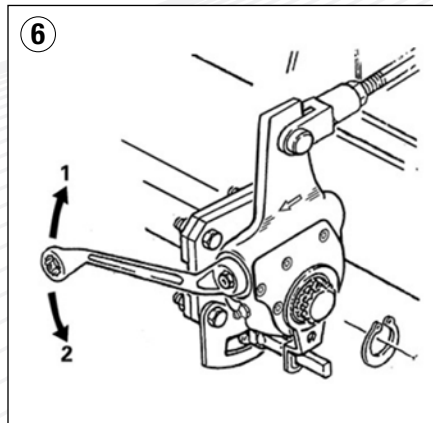
- Always use EP grade 2 grease
- For standard service on highway applications, we recommend to grease at 12 month intervals
- For heavy duty, off highway, or city transit applications, we recommend to grease at 3 month intervals
- For applications where vehicle has extended period of inactivity, we recommend to grease before parking

## Once a year it should be checked as follows:

Use a torque wrench on the hexagon nut of the S-ASA and turn it counter clockwise and confirm that the mechanism does not slip at a torque of less than 15 ft. lbs. Repeat the exercise three times. If the mechanism does slip at a lower torque, the S-ASA should be replaced.

## Step 6:

**6A:** Adjust the clearance by rotating the hexagon on the S-ASA clockwise (1) until the brake lining touches the brake drum, then back off by rotating the hexagon a 3/4 turn counter clockwise (2). Backing off produces a loud clicking noise.



**6B:** Check that the S-ASA is functioning by applying the brakes a few times. The S-ASA is working when the hexagon rotates clockwise on the return stroke.

## ⚠ CAUTION

No attempt should be made to repair the S-ASA.

Use of Molybdenum (Molybdenum-Di-sulphide) Grease or oil is not recommended. Use of these will affect the adjustment function and void the warranty.



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