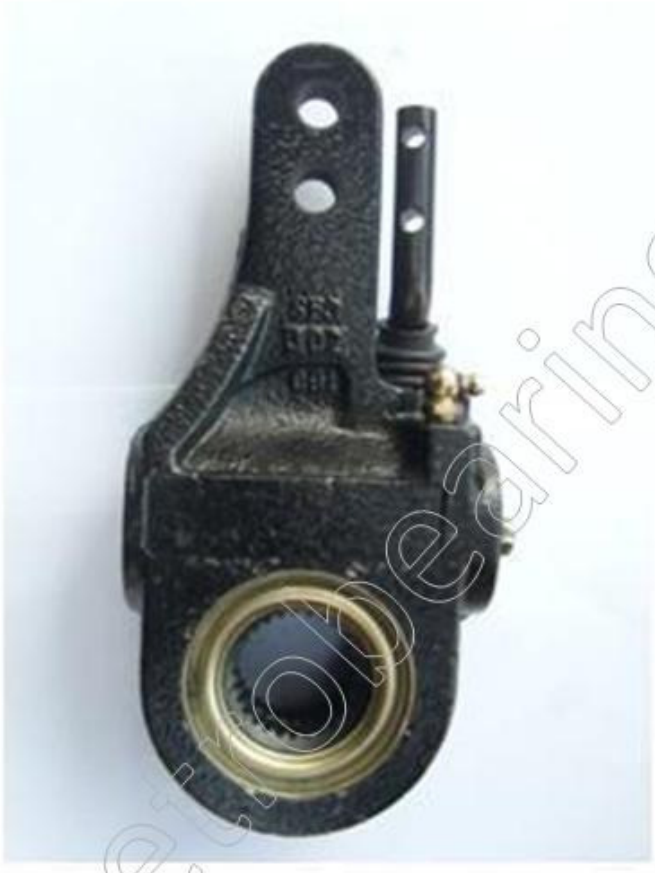
Metro Bearing & Automotive Limited

# Series C Auto Slack Adjuster Installation Book



## Prior to Installation

1. Chock the vehicle wheels (Block all the wheels to prevent the vehicle from rolling).
2. Check all foundation brakes. Brake adjusters cannot compensate for problems with foundation brakes.
3. Please ensure the push rod is in preliminary position before installation. The air pressure should be more than 0.6Mpa(6 bar) for parking chamber.

## Auto Slack Installation Procedures

1. Remove the existing brake adjuster and clevis. Do not remove the push rod nut.
2. Put the clevis on the push rod. Do not tighten push rod nut. **Note: Do not use the old clevis or other clevis. In order to guarantee proper set up, you must use the clevis in the auto slack adjuster.**

3. Slide the installation template over the camshaft spline, swing the template into the clevis until the appropriate slot totally engages the 1/2" clevis pin (AS Fig 1)

Fig1

Fig2

Fig3

4. Install the 1/4" clevis pin into the clevis and the 1/4" template hole. (AS Fig 2、3)

   A) If the 1/4" template hole sits below the 1/4" clevis hole, rotate the clevis until the hole align.
   B) If the 1/4" template hole sits above the 1/4" clevis hole, rotate the clevis until the holes align.
   C) If the push rod thread extend through the clevis more than 1/16", remove the clevis and cut down the length of the rod.
   D) A minimum of 1/2" of push rod engagement in the clevis body is required. If not, please change a new push rod.
   E) Remove the template and clevis pins.
5. Use 50ft-lbs torque to tighten the push rod nut.
6. Clean the camshaft spline and apply oil on it, then assemble the auto slack adjuster on the camshaft. **Note: The direction of the worm shaft hexagon should be the same with the movement of the push rod.** (AS Fig 4)

Fig4


Fig5

7. Turn the worm shaft hexagon clockwise with 7/16" spanner, rotate the bushing hole and the 1/2" clevis hole align. Then insert the 1/2" ,1/4" clevis pin. Now the angle between arm body and push rod are about 105 degree. (AS Fig 5)
   **Note: Do not use electric spanner.**
8. Use the washer or clip to fix the auto slack on the camshaft spline to control the auto slack's movement clearance. The movement clearance is 0.5-2mm.(AS Fig 6)


Fig6


Fig7


Fig8

9. Turn the worm shaft hexagon clockwise with 7/16"spanner until it can't move. Now the brake shoe already contacts brake drum.(AS Fig 7);Then back off the worm shaft hexagon 1/2 circle, you will hear "ka-ka" sound. The torque needs more when turning anticlockwise, So you need a longer arm spanner.(AS Fig 8)
   **Note: Do not use electric spanner.**
10. Apply the brake with 80-90psi air pressure, Perform a few brake application, the brake clearance will be adjusted to normal scope. The adjustment function can be seen when the hexagon head of the worm shaft rotates clockwise. The installation procedure is over.

## Auto Slack Adjuster Teardown procedures

1. Teardown the 1/2" ,1/4" clevis pin.
2. Teardown the washer and clip of the camshaft spline.
3. Turn the worm shaft hexagon anticlockwise with SW11 or 7/6" spanner to make the auto slack separate from the chamber. At last teardown the auto slack adjuster.