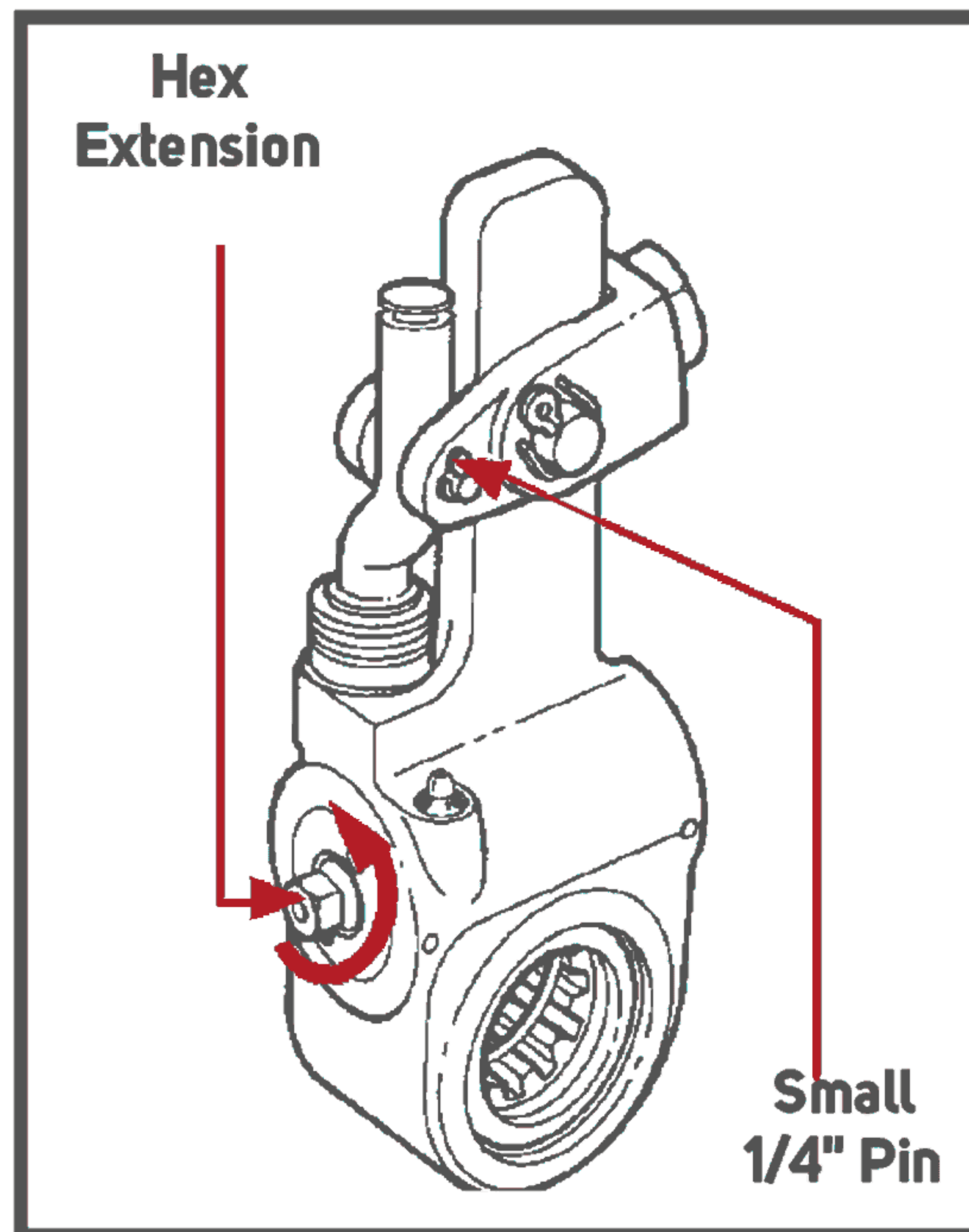


## Service Practices: Points and Precautions

1. Replace the automatic slack adjuster if it is not functioning properly, as described under "Slack Adjuster Function Test".
2. Replace the entire unit if damage is evident on the automatic slack housing or assembly.
3. The unit must be replaced if less than 15 ft. lb. of torque exists when turning the hex extension counterclockwise. Refer to the test as described under "Troubleshooting" (See fig. 5).



**Figure 5** – ASA Drawing

4. Never operate the vehicle with small 1/4" pin missing from the clevis. The automatic slack adjuster will not maintain proper brake adjustment with either pin missing (ref. fig. 5).
5. Never attempt to disassemble the automatic slack adjuster. Factory setting cannot be duplicated in the field. Instead, replace the entire unit.

## Lining/Drum Replacement Procedures

Special attention must be given to proper maintenance procedures of the automatic slack adjuster when you change brake linings and/or brake drums.

1. If the axle is equipped with spring brake chambers, manually cage the spring brakes, following the manufacturer's recommended procedures
2. Using a 7/16" socket, rotate the hex extension counterclockwise. You should have at least 15 ft. lb. resistance and a ratcheting sound will be heard as the hex extension is rotated.
3. Only back off the adjusting hex enough to allow the drum to clear the lining. Remove the brake drum. After the brake drum has been removed, rotate the hex extension clockwise until the cam turns over. This will allow the brake rollers to be in the release position.

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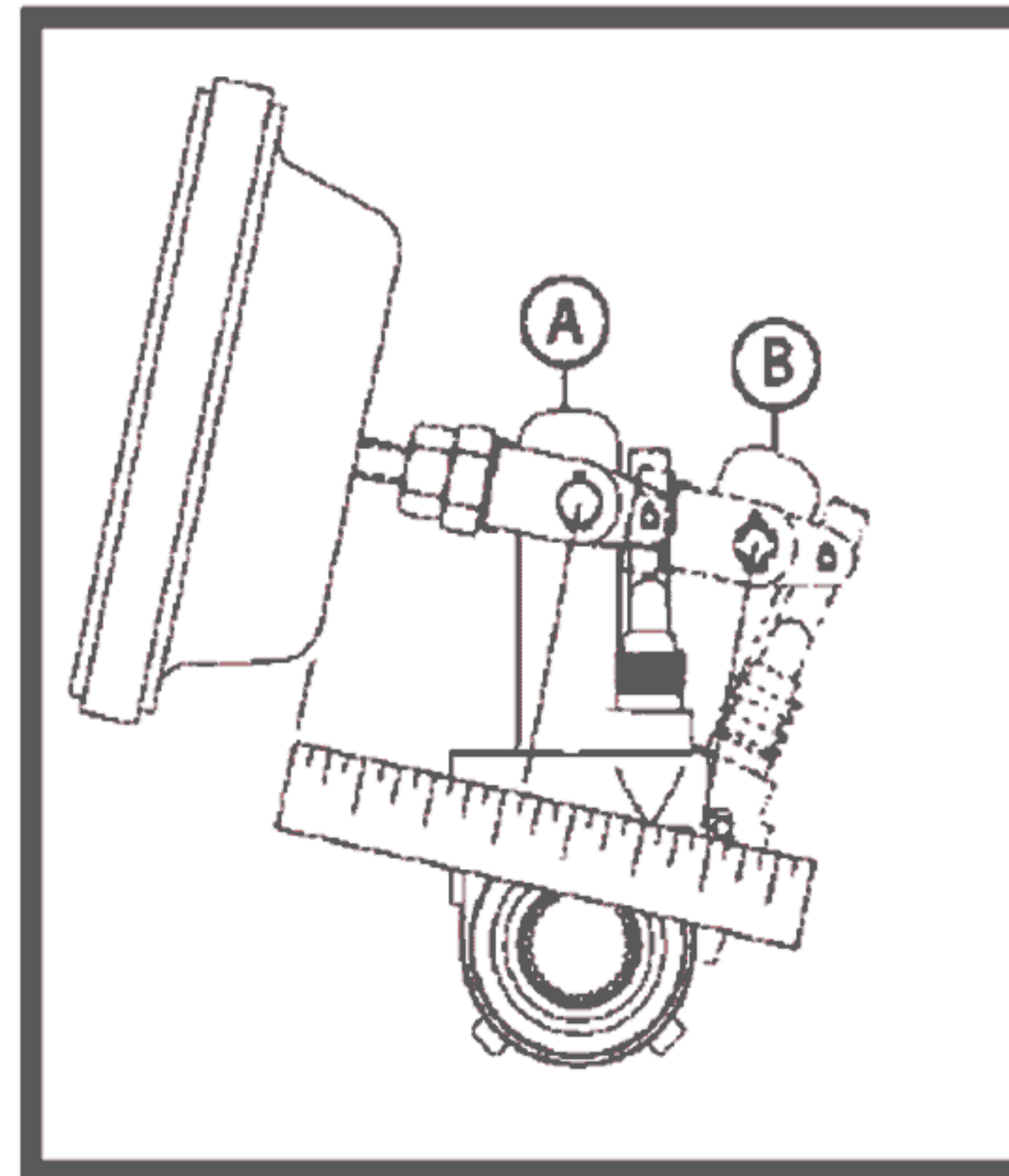
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4. Proceed with the lining change and/or brake drum replacement.
5. Rotate the hex extension clockwise until the brake linings contact the brake drum.
6. Back off the automatic slack by rotating the hex extension 1/2 turn counterclockwise. A ratcheting sound will be heard. This provides running clearance between the lining and the drum.

7. Using a ruler, measure the distance from the face of the air chamber to the center of the large pin in the clevis (A) (See fig. 6). Make a 90 psi brake application and allow the air chamber to travel its maximum stroke. Measure to the center of the large pin (B). The difference between (A) and (B) is the push rod stroke. Check the following charts for proper maximum stroke after adjustment of the brakes.



**Figure 6** – Measuring Maximum Stroke

8. Manually uncage the spring brakes.

**“STANDARD” CLAMP TYPE BRAKE CHAMBER DATA**

Type	Outside Diameter	Rated Stroke	Maximum stroke at which brakes must be readjusted
9	5-1/4	1.75	1-3/8
12	5-11/16	1.75	1-3/8
16	6-3/8	2.25	1-3/4
20	6-25/32	2.25	1-3/4
24	7-7/32	2.25	1-3/4
30	8-3/32	2.50	2
36*	9	3.00	2-1/4

\* Note: If type 36 chamber is used, slack length should be less than 6".

**“LONG STROKE” CLAMP TYPE BRAKE CHAMBER DATA**

Type	Outside Diameter	Rated Stroke	Maximum stroke at which brakes must be readjusted
16	6-3/8	2.50	2
20	6-25/32	2.50	2
24	7-7/32	2.50	2
24*	7-7/32	3.00	2-1/2
30*	8-3/32	3.00	2-1/2

\* Note: Identified by square air port bosses.