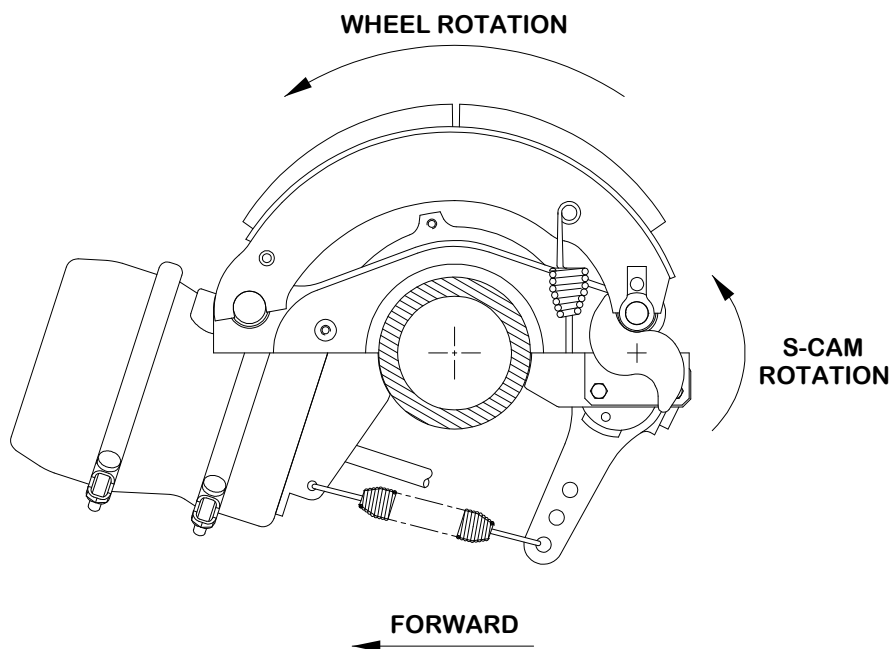


INSTALLATION, MAINTENANCE & SERVICE BULLETIN

AXLE INSTALLATION INFORMATION

S-CAM ROTATION ON DRUM BRAKE AXLES

It is our recommendation to install Drum Brake Axles so that the S-Cams rotate in the same direction as the wheels when travelling forward, as illustrated below.



Failure to comply with this recommendation by having the S-Cam rotating against the direction of the wheels when travelling forward (reversed S-Cams) may result in noisy brakes, premature wear of the brake linings and premature wear of the tyres.

Installers can rotate the axle in order to position the camshafts and boosters away from obstructions such as the trailer frame or suspension components, provided the S-Cam rotational direction is not affected and complies with the recommendation in this bulletin.

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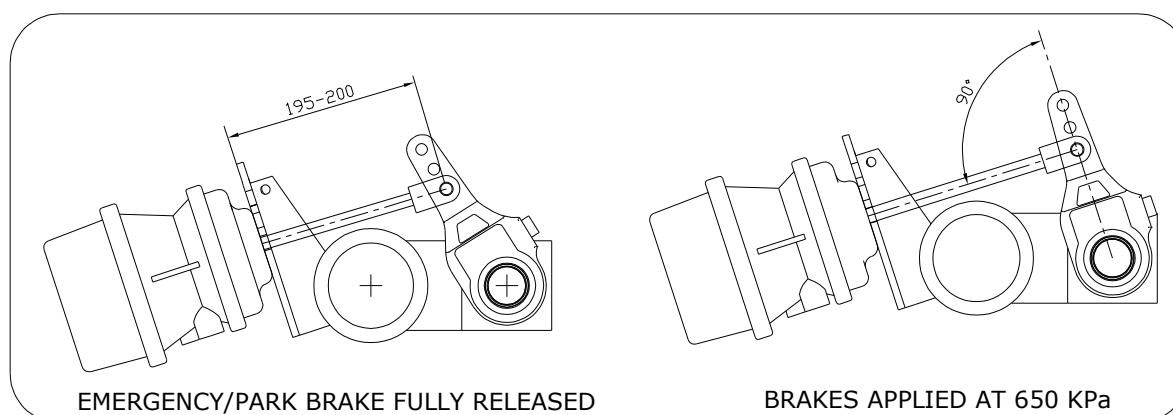
SLACK ADJUSTER INSTALLATION

After final assembly of the axle, complete with slack adjuster and brake actuator, the following procedure must be followed:

1. Ensure that the correct specification brake actuator is fitted and that connection to the slack adjuster is in the correct position (refer to the trailer manufacturer's approved specification).
2. Adjust the free movement of the brake actuator push rod, tightening the slack adjuster to between 20-25 Nm torque. Then back off the adjusting screw by two notches. Free play of between 6 and 10mm on the slack adjuster is usually sufficient to provide proper clearance.
3. Check the stroke at the adjuster for maximum movement of 2.5" (63.5mm) at actuator at full operating pressure (650 kPa). Repeat adjustment procedure if necessary.
4. Check the vertical angle between the actuator push rod and the slack adjuster.

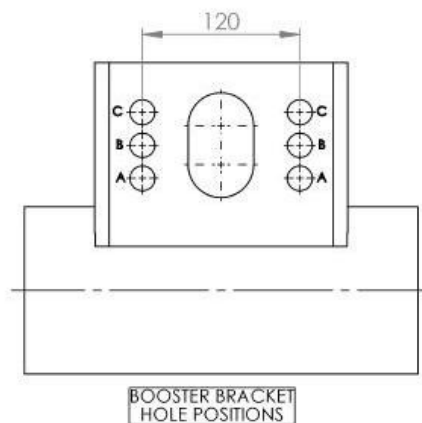
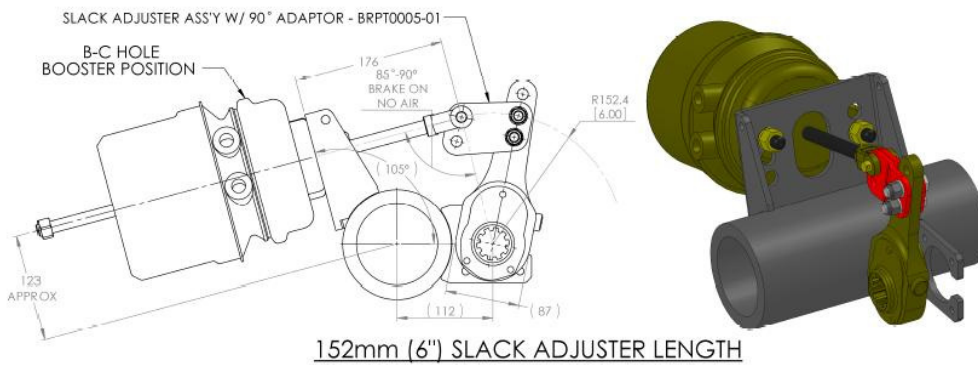
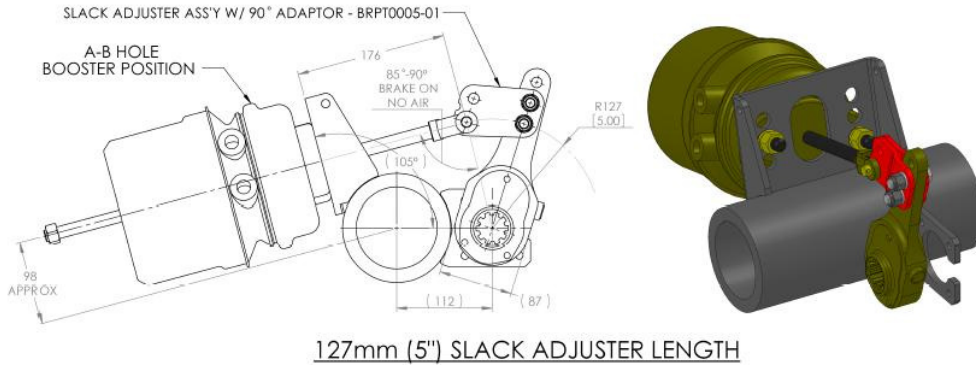
Adjust the actuator clevis and/or push rod length as necessary to obtain the correct angle (shown below) at the full operating pressure (650 kPa).

(The distance from the mounting face of the brake booster to the centre of the clevis should be 195-200mm. This can vary and should be adjusted if the 90 Degree as shown below is not achieved.)



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15" AXLE SLACK ADJUSTER INSTALLATION



Note: Type 24/30 Brake Actuators are shown for illustrative purpose only.
 Brake actuator size is variable and is dependent on a number of factors, i.e. number of axles, load weight, air brake kit, suspension type, tyre size, etc.

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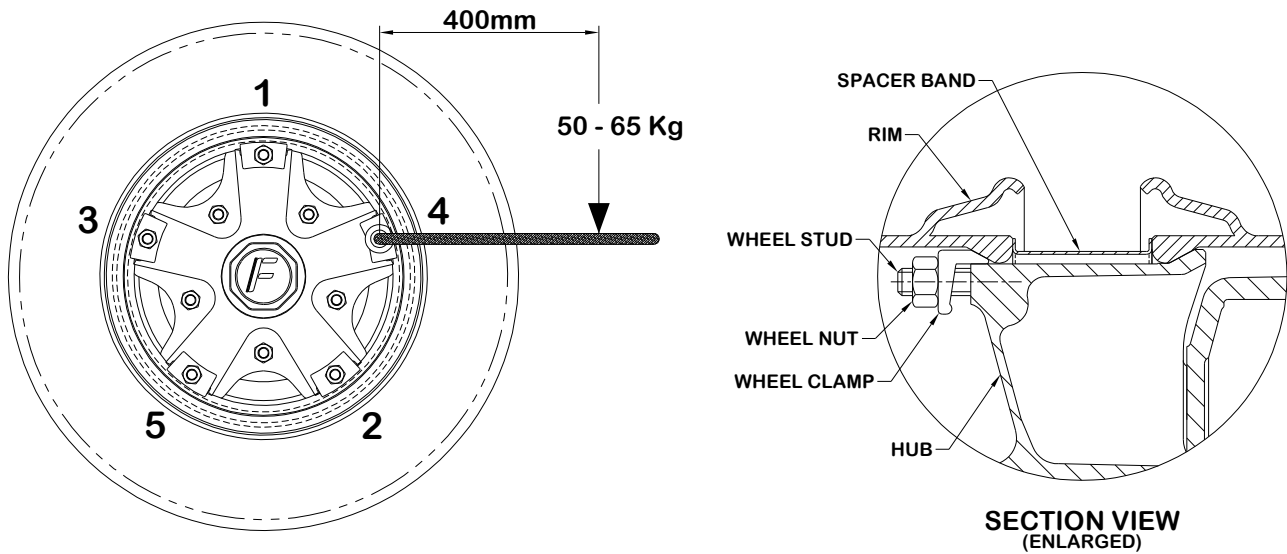
Actual brake actuator size to be deter

WHEEL NUT TIGHTENING 5 SPOKE SPIDER AXLES

Insufficient mounting torque can cause rim slippage resulting in broken valve stems, worn parts and damaged tyres or wheels. Excessive mounting torque can cause damage by bending, stripping or breaking studs, collapsing rim spacers or forcing rims into an out-of-round condition.

The 3/4" UNC wheel nuts on Fuwa 5 spoke spider axles are to be torqued to 200 – 260 N.m. (150 – 190 ft.lb) in the sequence shown below.

(In the absence of a torque wrench, a force in the range 50 – 65 Kg applied to an extension pipe 400mm from the nut will produce an equivalent torque.)



For further information regarding “Hub & Wheel Installation” see the FKH Bulletin KPM-003-0310.

WHEEL BEARING LUBRICATION GREASE

FKH wheel bearings are lubricated with Castrol grease (APX T / LMX). Please only use the same grease or an equivalent when repacking any bearings.

Some trailer operators like to add a squirt of oil into their grease lubricated hubs to form a sort of “lubricant slurry”.

Please be advised that this practice is not acceptable by any Bearing Manufactures and on Fuwa K Hitch axles and it will void any Warranty.

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For Product Support call: 03 9369 000 / 07 3272 8322 / 08 9353 3655

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