

INSTALLATION, MAINTENANCE & SERVICE BULLETIN

AUTOMATIC SLACK ADJUSTER (ASA)



STYLE ASC



STYLE ASH

Prior to Installation

1. Park on level ground. Chock the wheels. Use wheel blocks to prevent the vehicle from rolling.
2. Check the operating condition of all the brake components. Drums, shoes, linings, s-cams, s-cam bushes, rollers, return spring etc and replace or repair as necessary.
3. Brake must be off with the push rod fully retracted. Min 6 bar in the parking chamber.
4. If fitting a new booster and the booster rod has to be cut 1st, use Bulletin KPM-001-1016 for the booster rod cutting instructions. (Check KPM-008-0410 for more general brake information.)

STYLE ASC

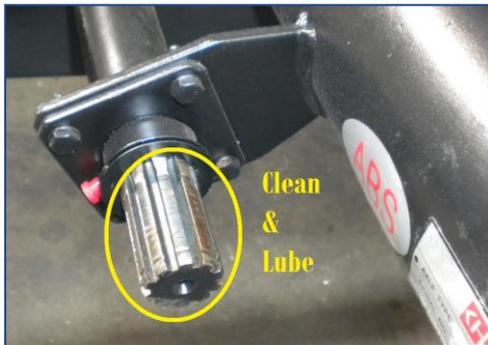
Installation

1. Remove the existing brake adjuster and clevis. Do not remove the push rod nut.
2. Scrap the old clevis. Install the new clevis on to the push rod.
Note: Do not yet tighten the push rod nut.
3. Place the installation template onto the s-cam spline. Select the correct hole for the appropriate slack adjuster arm length (5" to 7"). Now insert first the ½" clevis pin.



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4. Screw the clevis in or out until the ¼” clevis pin holes line up (with the ½” pin still installed).
5. Make sure that the push rod is properly screwed in to the clevis.
 - a. If the push rod extends through the clevis by more than 1/16”, remove the clevis and cut the push rod to suit.
 - b. The push rod needs to be a minimum of ½” inside the clevis. If that is not the case the push rod needs to be replaced.
6. Now tighten the push rod nut against the properly located clevis (Torque to 50ft/lb). The clevis is now locked in to position.
7. Clean the s-cam spline and apply some lube on to the spline before installing the ASA.



8. With 7/16” socket or ring spanner (**do NOT use an impact gun**) rotate the manual adjuster clockwise until the clevis holes line up with the holes on the ASA. Insert the ½” and the ¼” clevis pins (without using any force) and secure them with the split pins.



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9. Install the washers and snap ring and allow the ASA a minimum of approx. 0.5mm to 2.0mm lateral movement on the spline.

10. For the final adjustment turn the manual adjuster with the 7/16" socket clockwise until all the slack is been taken up (without excessive force) and then do a 1/2 turn anticlockwise.

Note: The anticlockwise turn is harder than the clockwise turn.

11. Apply the brake with 80-90 psi air pressure and apply the brake pedal a few times, which allows the ASA to adjust to the correct position.

12. After completing the installation, make sure the ASA is properly lubricated (fill the grease cavity until it purges). See below for the ASA maintenance details.



Removal of the ASA

1. Remove the split pins and the two clevis pins.
2. Remove the snap ring and the washer from the s-cam spline.
3. Turn the manual adjuster anticlockwise until the ASA clears the clevis and now the ASA can be taken off the s-cam spline.

Maintenance

As outlined in the "Axle Maintenance" bulletin KPM-004-0310, lubricated the ASA at the same intervals as lubricating the other grease nipples on the axle. (PD, 1st service, every 25'000km)

Check that the grease nipple is taking the grease and keep pumping until the "old" grease is starting to purge out.

Check the rubber boot for any damage.

Check the clevis pins and split pins to be in good order.

Check that the ASA is free on the s-cam spline.

Lube: Castrol Ultratak (NLGI 2) or equivalent.



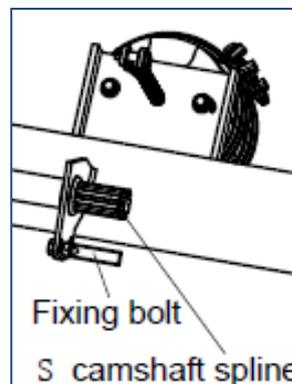
Keep pumping grease until it purges out on to the spline.

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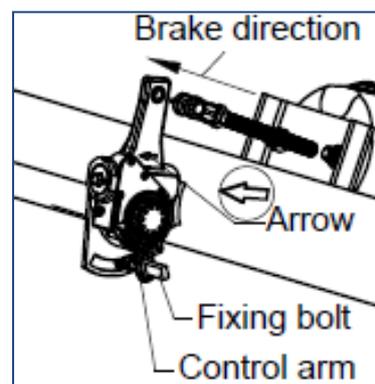
STYLE ASH

Installation

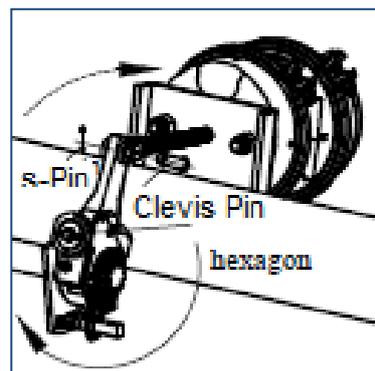
1. Lubricate the s-cam spline. Install the “Fixing bolt”, but keep the nut loose.



2. Slide the auto slack on to the s-cam spline. Take note that the directional arrow is in the brake-on direction. Make sure the fixing bolt is inserted in to slot of the control arm.



3. Turn the adjusting hexagon clockwise with a 12mm ring spanner (do not use an impact gun!) until the correct hole in the auto slack lines up with the holes in the push rod clevis. Insert the clevis pin and secure it with the split pin. The angle between the push rod and the centreline s-cam centre and the clevis pin should be between 105° - 110°.

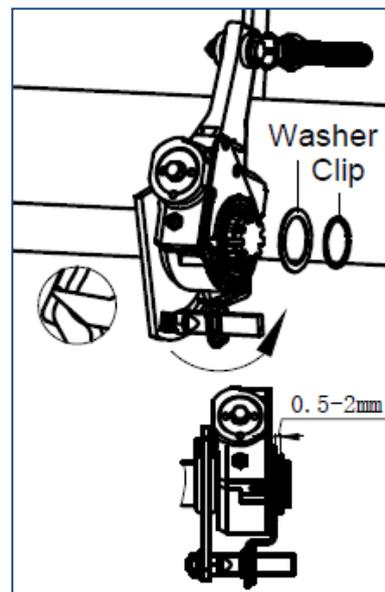
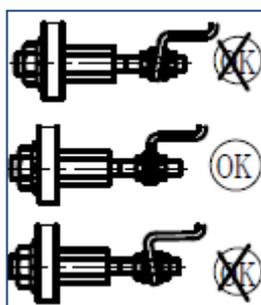


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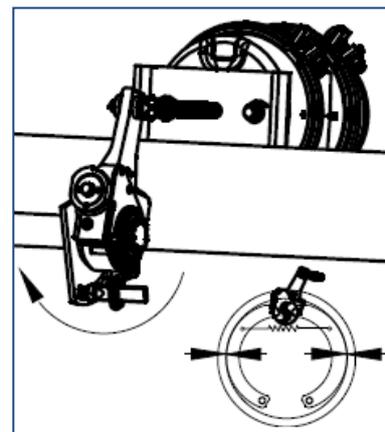
4. Install the washers and snap ring and allow the ASA a minimum of approx. 0.5mm to 2.0mm lateral movement on the spline.

Check that the control arm can move easily. Push the control arm in the arrow direction until it cannot move any more.

Tighten the nut on the fixing bolt, make sure the fixing bolt and the slot in the control arm are aligned and not bend!

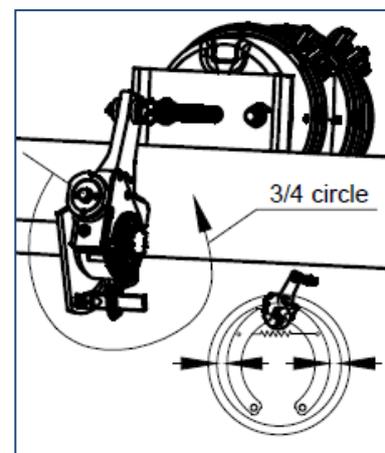


5. Turn the adjusting hexagon clockwise with a 12mm ring spanner (do not use an impact gun!) until it can't move. The brake shoes are now in full contact with the brake drum.



Now turn the adjusting hexagon anticlockwise $\frac{3}{4}$ of a turn (do not use an impact gun!)

Now the ASA is set.



6. Apply the brakes a number of times to give the system the opportunity to set the proper clearances.

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Removal of the ASA

1. Remove the split pin and the clevis pin.
2. Remove the snap ring and the washer from the s-cam spline.
3. Undo the fixing bolt nut.
4. Turn the adjusting hexagon anti-clockwise with a 12mm ring spanner (do not use an impact gun!) until the ASA moves out of the push rod clevis.
5. Now the ASA can be removed from the s-cam spline.

Note: The ASA (as well as a manual SA) should be in a 90° angle to the push rod when the brake is applied.

In the brake-off position the Auto Slack is at approximately 105° to the push rod.

Maintenance

As outlined in the “Axle Maintenance” bulletin KPM-004-0310, lubricated the ASA at the same intervals as lubricating the other grease nipples on the axle.

(PD, 1st service, every 25'000km)

This type of ASA is a semi-sealed design and therefore only a small amount of lube needs to be applied.

Check the clevis pin, split pin and reaction rod connector are in good order.

Check that the ASA is free on the s-cam spline.

Lube: Castrol Ultratak (NLGI 2) or equivalent