

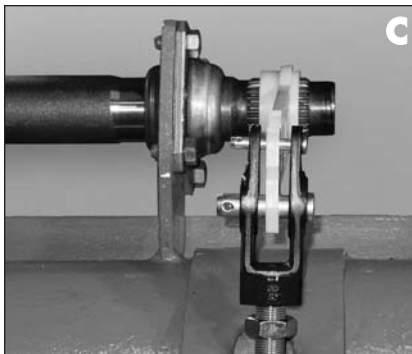
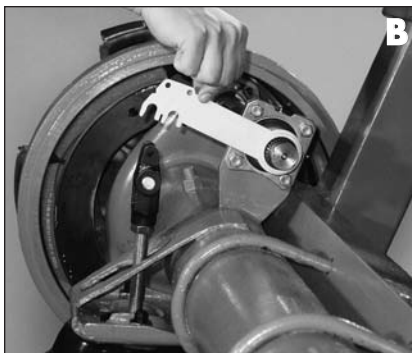
AUTOMATIC BRAKE ADJUSTER INSTALLATION PROCEDURES

Prior to Installation

- A) Chock the vehicle wheels (Block all the wheels to prevent the vehicle from rolling and avoid injury)
- B) Check all foundation brakes. Brake adjusters cannot compensate for problems with foundation brakes. Replace any worn cam bushing, pins, rollers and brake shoes, or broken return springs.
- C) Fully cage the spring brake, by following the manufacturer's recommended procedures.

Caution: Some mechanical caging devices do not fully cage the spring brake. TRAMEC recommends using air at 90 – 100 psi to fully cage the brake spring.

ABA Installation



1. Remove the existing brake adjuster and clevis. Keep the existing mounting hardware. Do not remove the clevis jam nut.
2. Thread the TRAMEC clevis on to the push rod and install the 1/2" clevis pin into the clevis. Do not tighten jam nut. (SEE PHOTO A.)

NOTE: Do not use the old clevis or a competitor's clevis. In order to guarantee proper set up, you must use the new TRAMEC clevis and template provided in the kit.

3. Slide the installation template over the S-cam spline, swing the template into the clevis until the appropriate slot totally engages the 1/2" clevis pin. (SEE PHOTO B.)
4. Once the template has been swung into place, install the 1/4" clevis pin. If the 1/4" clevis does not slide freely into the clevis and template, remove the template from the clevis. Follow these instructions: (SEE PHOTO C.)

A) If the 1/4" template hole sits below the 1/4" clevis hole, rotate the clevis CW until the holes align.

B) If the 1/4" template hole sits above the 1/4" clevis hole, rotate the clevis CCW until the holes align.

C) If the push rod threads extend through the clevis more than 1/16", remove clevis and cut rod to length.

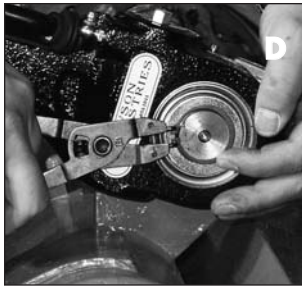
D) A minimum of 1/2" of push rod engagement in the clevis body is required. If this is not the case, install a new push rod and cut rod to length, or use a TRAMEC extended clevis.

E) Remove template and both clevis pins.

Maintenance

The ABA should be greased every 6 months or 50,000 miles using a quality NLGI #2 Moly EP Multi Purpose grease as part of the regular equipment maintenance schedule.

INSTALL THE ABA ONTO THE S-CAM



1. Before installing the ABA, apply anti-seize on the S-cam splines. Install the ABA onto the camshaft using the original mounting hardware. Properly shim the ABA. Place other washers as needed on the end of the camshaft on the outside of the ABA. Re-attach the retaining clip. (SEE PHOTO D.)

2. Tighten jam nut to 50 ft-lbs torque minimum.

3. Use a 7/16" wrench, manually rotate the adjuster shaft CW until the ABA arm holes align with the clevis holes.

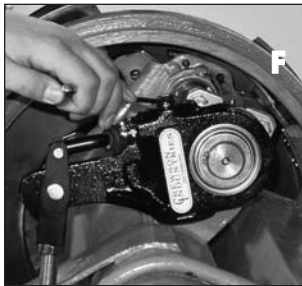


4. If your slack is equipped with "Auto-Check" stroke indicator, do the following:

A) Insert the 1/2" clevis pin into the yellow "Auto-Check" pointer hole. Be sure to use the correct set of holes in the pointer for the ABA you are installing. The clevis pin's head should face the front of "Auto-Check". (SEE PHOTO E.)

B) "Auto-Check" is non-handed and can be installed on either the right or left side of the ABA. "Auto-Check" is designed to face the center of the vehicle.

C) Now insert the 1/4" clevis pin with the "Auto-Check" pointer into the clevis and install your cotter pins.



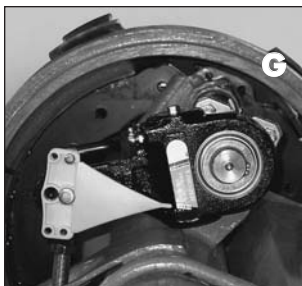
5. If your slack is not equipped with "Auto-Check" simply install the pins.

6. Use a 7/16" wrench, manually rotate the adjuster CW until the brake shoes contact the drum. Now back off 1/2 turn CCW to set the clearance. (SEE PHOTO F.)

WARNING: If you apply the brakes before this step, you will cause damage to the ABA.

7. Uncage the spring brake.

8. Build up the vehicle air pressure to 90 psi min.



9. Fully apply and release the brakes several times to check for adequate clearance to all the adjacent components.

10. The "Auto-Check" pointer will now point to the "home" location on the housing. (SEE PHOTO G.)

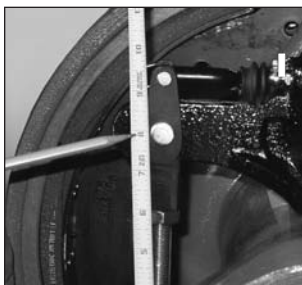
• If it does not point to the home position, remove the ABA and reinstall (see page 1 #3).

11. Measure the distance from the air chamber to the center of the 1/2" pin. Apply the brakes with 80-90 psi air pressure and re-measure the distance to the 1/2" pin. (SEE PHOTO H.)



12. The stroke (difference of these two measurements) must be less than those in the chart below. (SEE PHOTO I.)

| STANDARD STROKE | | LONG STROKE | |
|-----------------|-----------------|----------------------------|-----------------|
| CHAMBER SIZE | ADJUSTER STROKE | CHAMBER SIZE | ADJUSTER STROKE |
| 6 | 1-1/4 or less | 16 | 2 or less |
| 9 | 1-3/8 or less | 20 | 2 or less |
| 12 | 1-3/8 or less | 24 (below 3" max stroke) | 2 or less |
| 16 | 1-3/4 or less | 24 (3" max stroke version) | 2-1/2 or less |
| 20 | 1-3/4 or less | 30 | 2-1/2 or less |
| 24 | 1-3/4 or less | | |
| 30 | 2 or less | | |
| 36 | 2-1/4 or less | | |



WARNING

Excessive pushrod stroke or tight running brakes indicates that there is a problem with the foundation brake components, the ABA installation, or the ABA. The proper way of checking an ABA to see if it is working within specs is to measure the pushrod stroke. The only time the ABA should be manually adjusted is during installation or at reline. Constant manual adjustment of the ABA is a dangerous practice and may lead to reduced internal component life, or have other more serious consequences.