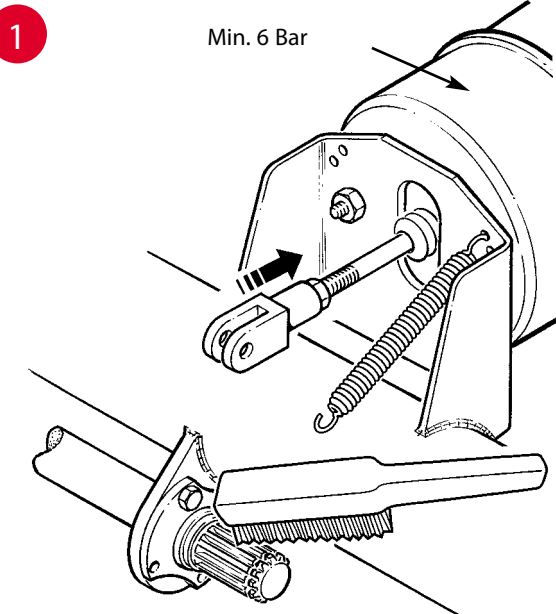
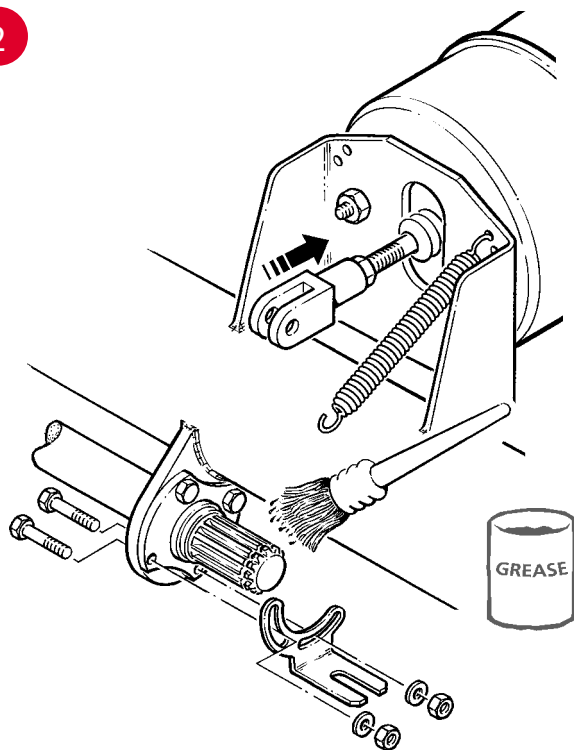


Fitting

Detailed fitting instructions are supplied with every MEI Automatic Slack Adjuster. Those instructions are appropriate for the particular reference supplied. However, allowing for differences in the exact configuration, the following procedure should be undertaken to fit all ASAs:

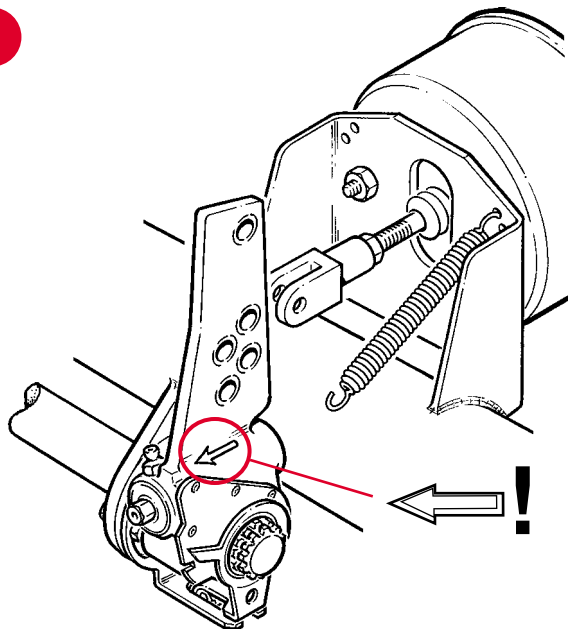


- Check that the brake chamber push rod is in its fully released position.
- With spring brakes, a minimum pressure of 6 bar is required in the system to ensure that the piston is fully released.
- Clean the camshaft spline.



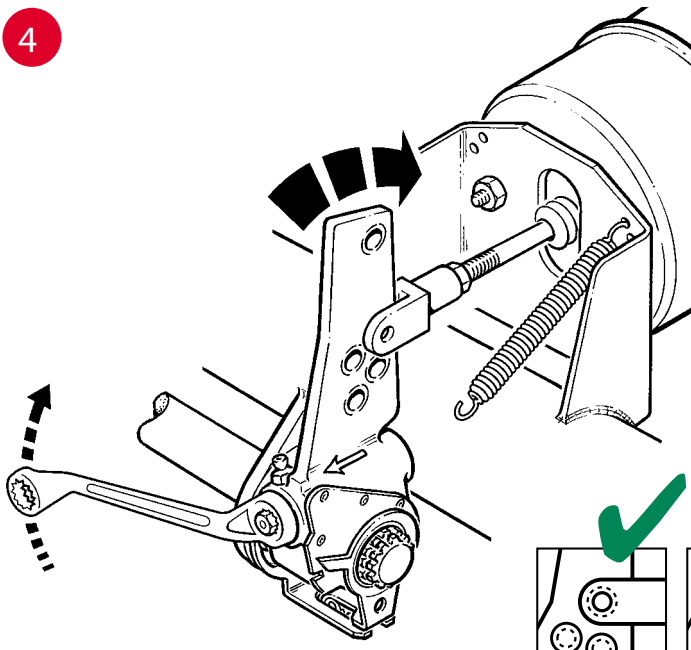
- Grease the camshaft spline.
- If a new slotted anchor bracket is supplied with the ASA it should be fitted to the existing camshaft support bracket but not tightened.

3



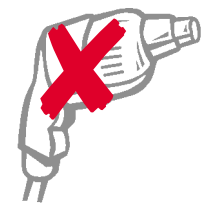
- a. Fit the ASA onto the camshaft, so that the arrow on the housing points in the direction of the application of the ASA, and the control arm end mates with the anchor bracket.

4

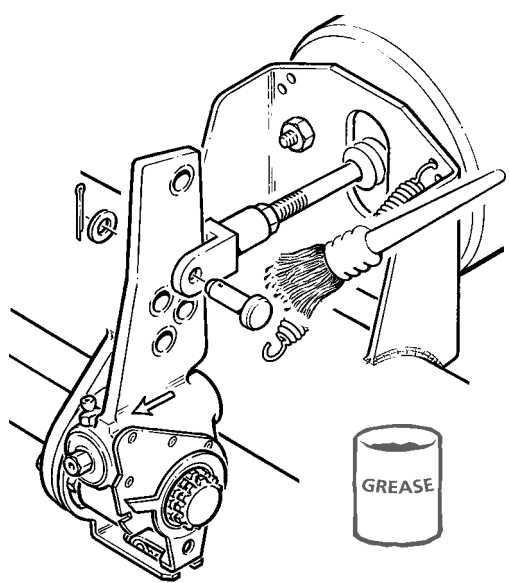


- a. Wind the ASA into the clevis on the brake chamber piston rod by rotating the hexagon nut on the ASA in a clockwise direction until the hole in the ASA coincides with the holes in the clevis.

Do not use an air wrench to do this.

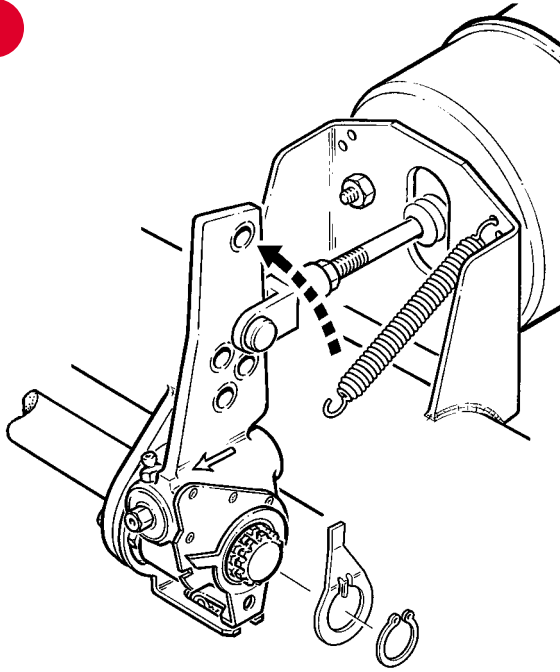


5



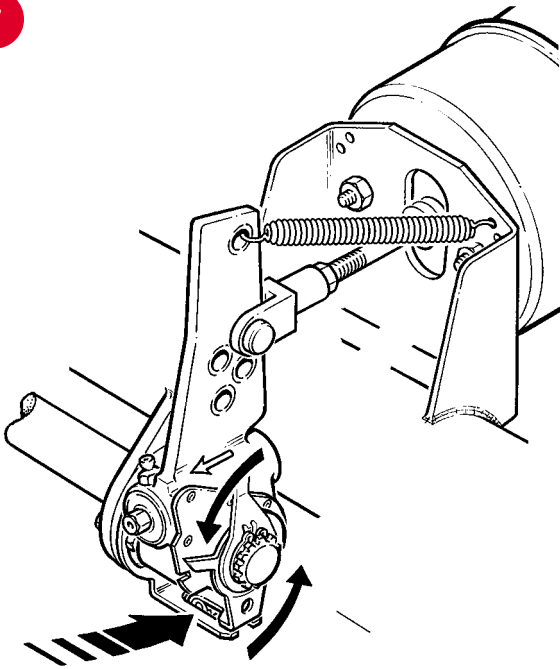
- a. Grease the clevis pin then fit it into the clevis through the ASA and secure.
- b. The pin should rotate freely when no load is applied.

6

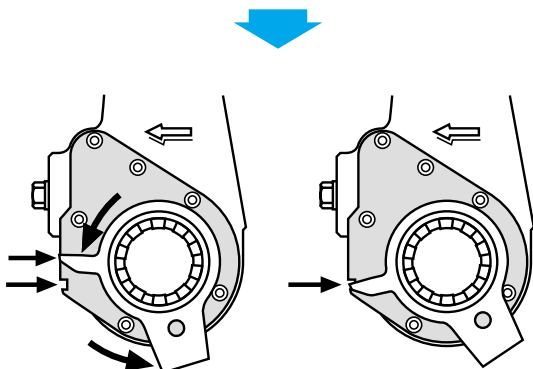


- Fit a wear indicator and return spring, if either are required, at this stage.
- Secure the ASA on the camshaft ensuring it is not pinched or restricted.

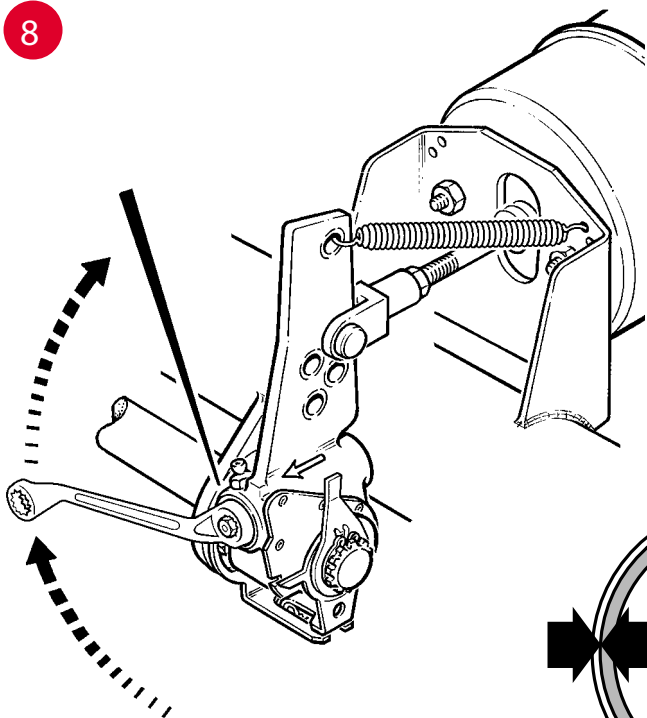
7



- Rotate the control arm as far as possible, following the direction of the arrow cast on the ASA body.
Do not hammer the control arm.
- Where the ASA is so equipped, the indicator on the control arm should now be aligned with the notch in the cover plate.
- Without moving the position of the control arm, fix the anchor bracket in place by tightening the mounting bolts.

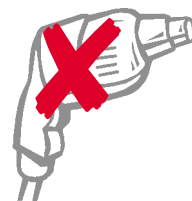


8

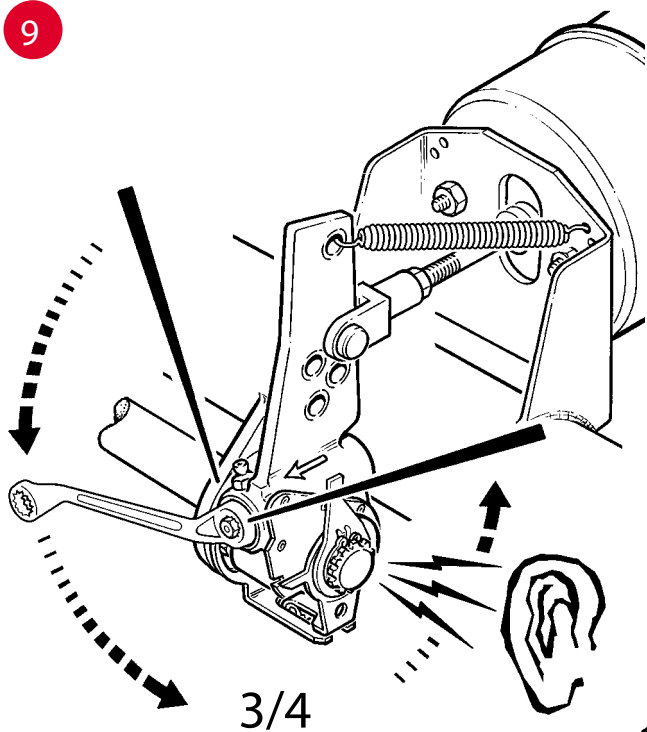


- a. Close the brake clearance by rotating the hexagon nut on the ASA clockwise until the brake lining touches the brake drum.

Do not use an air wrench to do this.

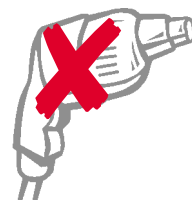


9



- a. Back-off the brake clearance by rotating the hexagon nut a 3/4 turn anti-clockwise.

Do not use an air wrench to do this.



- b. Backing-off produces a loud clicking noise.

10

- a. Check that the ASA is functioning by applying the brakes about five times.
- b. Leave a ring spanner on the hexagon nut so that any movement can be detected.
- c. The ASA is working when the hexagon nut rotates clockwise on the return stroke.

