



MERITOR®

Service Parts Instructions

Installation and Maintenance of the Meritor® Clearance Sensing Automatic Slack Adjuster

Use for Part Numbers:

M807005, M807006, M807007, M807008, M807013, M807014,
M807015, M807019, M807020, M807021, M807040, M807041,
R806005A, R806006A, R806007A, R806008A, R806013A, R806014A,
R806015A, R806019A, R806020A, R806021A

How to Obtain Parts

To obtain these ASAs or ASA service kits, call Meritor's Commercial Vehicle Aftermarket at 888-725-9355 in the US or 800-387-3889 in Canada.

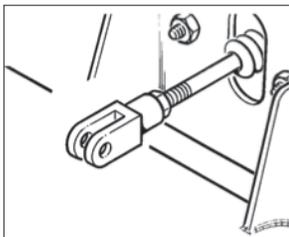
⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

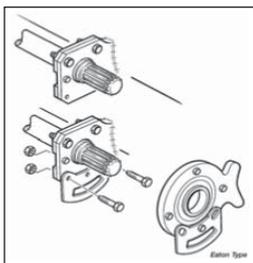
Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Support the vehicle with safety stands. Do not work under a vehicle supported only by jacks. Jacks can slip and fall over. Serious personal injury and damage to components can result.

Installation

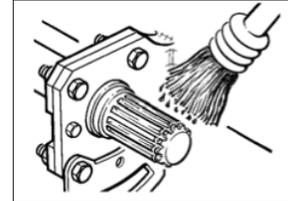
1. Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Release the Parking Brake.
2. Apply the service brake several times to verify all brake chamber push rods are in their fully released position. With spring brakes, a minimum pressure of 80 psi is required in the system to ensure that the piston is fully released.



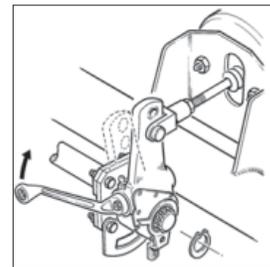
3. Mount the slotted adjustment plate to the 'S' cam bushing. The plate for Meritor, Dana & Fruehauf axles requires two bolts. The plate for Eaton axles requires one central bolt. Position the plate on the adjuster side of the cam support. Use longer bolts as necessary and torque as per the chart on reverse page.



4. Coat the camshaft splines with anti-seize lubricant.



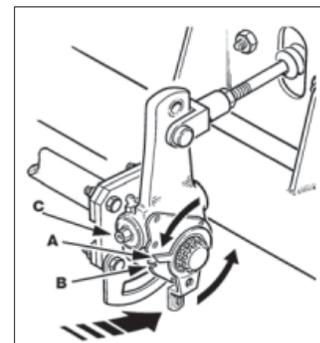
5. Fit the Automatic Slack Adjuster (ASA) onto the camshaft, so that the hex nut points away from the air chamber.



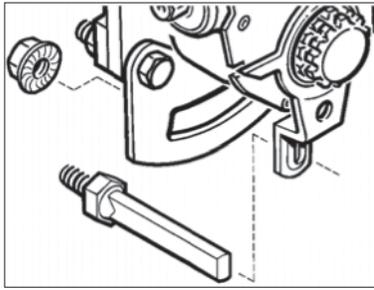
6. Wind the ASA into the clevis on the brake chamber piston rod by rotating the hex nut on the ASA in a clockwise direction until the hole in the ASA coincides with the holes in the clevis.
7. Fit the clevis pin into the clevis, thru the ASA and secure. The pin should rotate freely when no load is applied.
8. Secure the ASA on the camshaft, ensuring that it is not pinched or restricted. If the play is greater than 0.060 inch, remove snap ring and add appropriate thickness washers.
9. Rotate the control arm as far as possible, away from the hex nut C, and towards the air chamber.

The indicator A on the control arm should now be aligned with notch B in the cover plate.

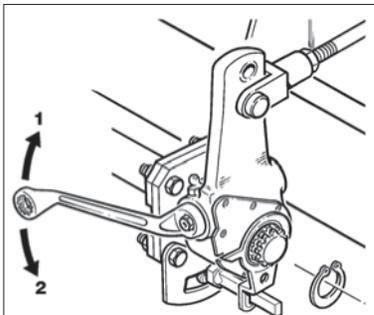
If this control arm position is wrong, the ASA will over adjust, resulting in tight brakes.



10. Insert the flat end of the anchor stud through the bushing. Push the threaded end of the stud into the anchor plate slot. The shoulder adjacent to the threaded end of the stud must engage the slot properly to prevent the stud from rotating.



11. Install the 7/16" flange head nut. Check that the indicator A on the control arm is still aligned with the notch B in the cover plate. Tighten the 7/16" nut to 40 to 50 ft.lbs. without moving the control arm.
12. Adjust the clearance by rotating the hex nut on the ASA clockwise (1) until the brake lining touches the brake drum, then back-off by rotating the hex nut a 3/4 turn counterclockwise (2). Backing-off produces a loud clicking noise.



13. Check that the ASA is functioning by applying the brakes a few times. The ASA is working when the hex nut rotates clockwise on the return stroke.

To complete the job, install the Meritor AllFit SimpleCheck™.

The Meritor SimpleCheck can be installed on standard or long-stroke air brake chambers with welded or threaded clevises. When installing SimpleCheck on a brake chamber pushrod, make certain there is enough clearance between the clevis lock nut and the brake chamber housing.

14. Install the SimpleCheck green disc directly onto the pushrod at the back face of the air brake chamber housing. Mounted directly onto the pushrod in that way, the green SimpleCheck disc simply moves with the pushrod when the brake is applied, providing a visual indication of whether the pushrod stroke is acceptable.

Bolts & Washers

- 2 off 3/8" x 1-1/4" long bolt (Meritor)
- 1 off 5/16" x 1" long bolt (Fruehauf)
- 1 off 3/8" x 1-1/4" long bolt (Fruehauf)
- 2 off 1/4" x 1-1/4" long bolt (Dana)
- 2 off 1/4" flat washer (Dana)
- 1 off 1/4" x 1-1/4" long bolt (Eaton)

Torque Settings

- 3/8"-16 20 - 25 ft.lbs.
- 5/16"-18 10 - 15 ft.lbs.
- 1/4"-20 5 - 7 ft.lbs.

Maintenance

The ASA should be lubricated according to the lubrication maintenance schedule below.

Once a year it should be checked as follows:

With a torque wrench on the hex nut on the ASA, turn it counter-clockwise and confirm that the mechanism does not slip at a torque of less than 15 ft.lbs. Repeat the exercise three times. If the mechanism does slip at a lower torque, replace the ASA.

No attempt should be made to repair the ASA.

Lubrication Maintenance Schedule

- For standard service on-highway applications we recommend to grease at 12 month intervals
- For heavy duty, off-highway or city transit applications we recommend to grease at 3 month intervals

⚠ WARNING

Moly (Molybdenum-Disulphide) Grease or Oil is prohibited.



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