



Service Parts Instructions

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

NOTE: Use for Part Numbers: M807000, M807001, M807002, M807003, M807004, M807022, M807023, M807024, M807026, M807032, M807033, M807034, M807036, M807037, M807038, M807039, M807042, M807506, M807521, M807522, M807523, M807524, M807527, M807530, M807531, M807535, M807536, M807543, M807547, M807557, M807558, M807559, M807560, R806000A, R806001A, R806002A, R806003A, R806004A, R806022A, R806023A, R806024A, R806026A, R806506A

Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

⚠ 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 or fall over. Serious personal injury and damage to components can result.

How to Obtain Parts

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

Installation

1. Wear safe eye protection. 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 (5.52 bar) is required in the system to ensure that the piston is fully released. Figure 1.

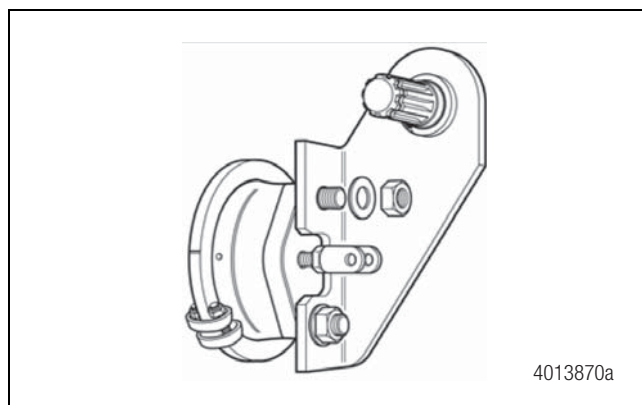


Figure 1

3. Mount the strap bracket to the air chamber mounting stud. Figure 2.

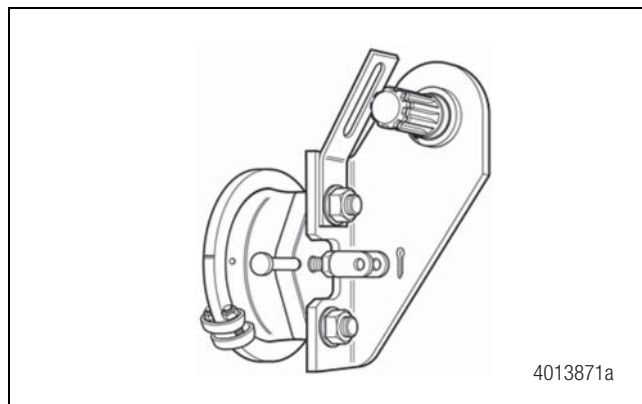


Figure 2

4. Coat the camshaft splines with anti-seize lubricant. Figure 3.

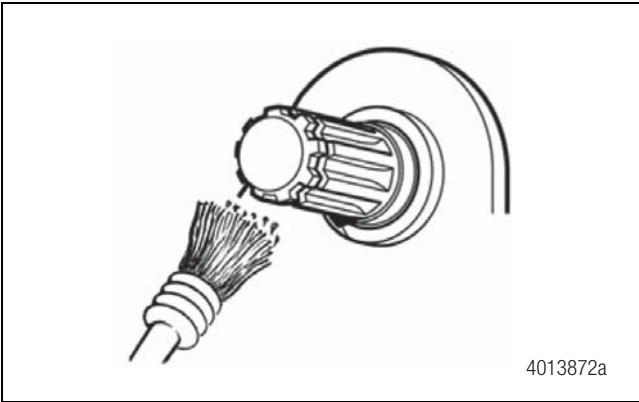


Figure 3

- Fit the ASA onto the camshaft so that the hex nut points away from the air chamber. Figure 4.

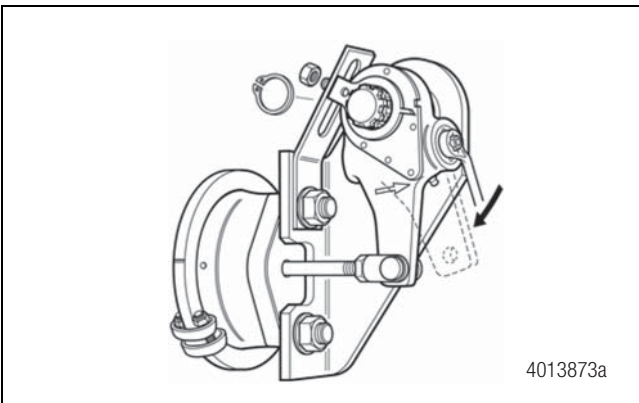


Figure 4

- 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 aligns with the holes in the clevis.
- Fit the clevis pin into the clevis through the ASA and secure it with a retainer clip. The pin should rotate freely when no load is applied.
- Secure the ASA on the camshaft ensuring that it is not pinched or restricted.
 - If the play is greater than 0.060-inch (50.8 mm):**
Remove snap ring and add appropriate thickness washers.
- Rotate the control arm as far as possible away from the hex nut C towards the air chamber. Figure 5.

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.

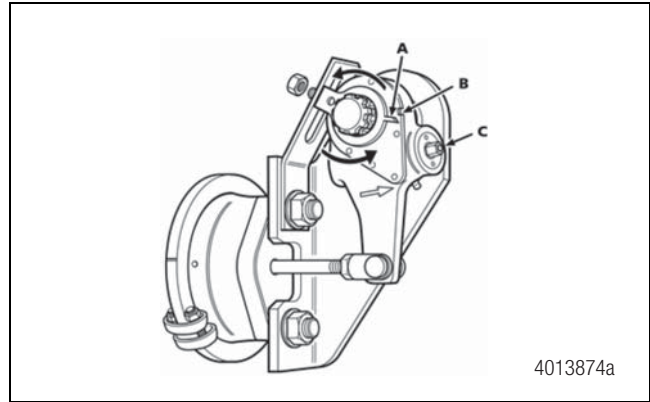


Figure 5

- Connect the control arm to the strap bracket. Figure 6.

Check that the indicator A on the control arm is still aligned with the notch B in the cover plate. Tighten the fastener without moving the control arm.

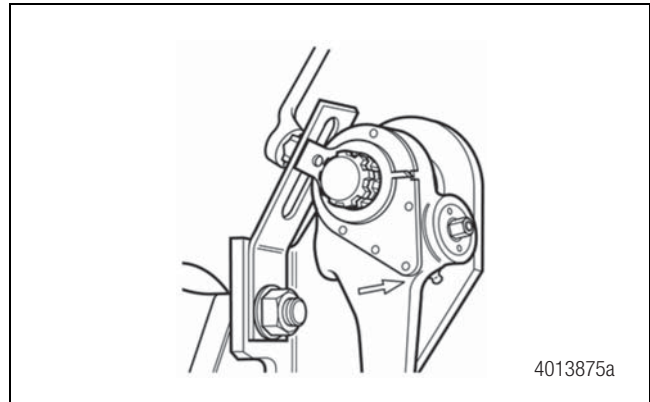


Figure 6

- 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. Figure 7.

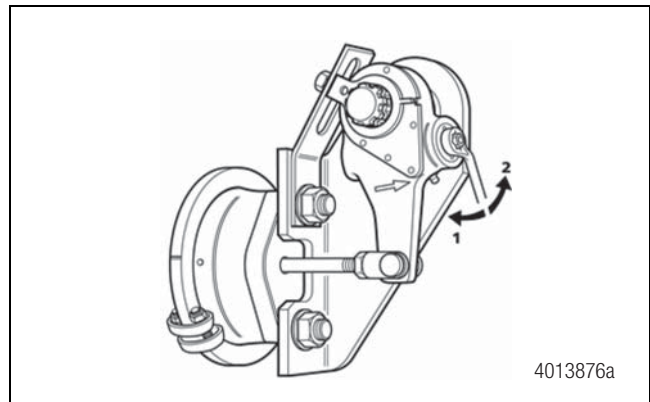


Figure 7

- 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 installation, 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 push rod, make certain there is enough clearance between the clevis lock nut and the brake chamber housing.

- Install the SimpleCheck green disc directly onto the push rod at the back face of the air brake chamber housing. When mounted directly onto the push rod this way, the green SimpleCheck disc simply moves with the push rod when the brake is applied, providing a visual indication of whether the push rod stroke is acceptable.

Bolts and 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 Specifications

Fastener Size	Torque
3/8"-16	20-25 lb-ft (27-34 N•m)
5/16"-18	10-15 lb-ft (14-20 N•m)
1/4"-20	5-7 lb-ft (7-9 N•m)

Maintenance

Once a year, check the ASA 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 lb-ft (20 N•m). Repeat the exercise three times. If the mechanism does slip at a lower torque, replace the ASA.

Do NOT attempt to repair the ASA.

Lubrication Maintenance Schedule

- For standard service on-highway applications, grease the ASA at 12-month intervals.
- For heavy-duty, off-highway or city transit applications, grease the ASA at 3-month intervals.

WARNING

Moly (molybdenum-disulphide) grease or oil is prohibited.



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