

TP-K382/3 ADJUSTER CYLINDER OVERHAUL

This service instruction covers both major and minor overhaul of the adjuster cylinder. Instruction begin after the brake shoes have been removed. (See Service Instruction TP-K884/3 for removal and installation of shoes).

The adjuster cylinder may require removal depending on the level of overhaul to be performed. Recommended removal practice is:

- **DO NOT REMOVE** to replace only dust boot(s)
- **DO REMOVE** for all other overhaul operations

! CAUTION: DO NOT APPLY THE SERVICE OR PARK BRAKE AFTER THE DRUM IS REMOVED!

! WARNING: DO NOT BLOW DUST OFF BRAKE! REMOVE DUST WITH A VACUUM BRUSH OR A DAMP RAG.

1. Drain the service brake system. Attach one end of a tube to the bleed screw on the brake cylinder. Place the other end in appropriate container. Turn the bleeder screw one turn. Gently pump the brake pedal to remove all of the brake fluid.

! CAUTION: DO NOT REUSE BRAKE FLUID! DISPOSE OF FLUID IN A SAFE AND PROPER MANNER.

ALL WORK SHOULD BE PERFORMED IN A CLEAN WORK AREA.

! CAUTION: DO NOT CLAMP BRAKE LINE HOSES. THIS MAY CAUSE INTERNAL DAMAGE!

2. Clean and disconnect the cross-over pipe and inlet line from the adjuster cylinder.
3. Remove the two (2) allen head screws (7/32"), which attach the cylinder to the backing plate.
4. Remove the adjuster cylinder from the vehicle by removing the three (3) mounting bolts.
5. Remove and discard the gasket from between the cylinder and the backing plate. Using a wire brush, clean any corrosion and repaint and bare metal on the backing plate.

SEAL and/or PISTON REPLACEMENT.

6. Place the cylinder in a soft-jawed vice.
7. Remove the manual override wheel assemblies. Inspect the wheels for damage. Clean wheels by soaking them in clean DOT 3 brake fluid.
8. Loosen the dust boots from the housing with a screwdriver.

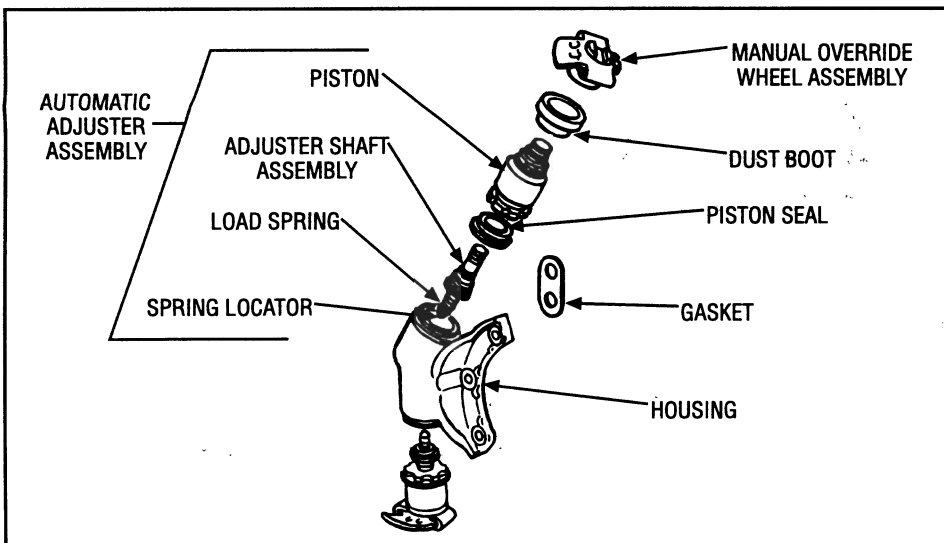


FIGURE 1

9. Remove the dust boots and pistons as an assembly. Then remove the dust boots from the pistons. Discard the dust boots.
10. Remove the seals from the pistons. Use care not to damage the seal grooves.
11. Clean all parts with heavy duty DOT 3 brake fluid or equivalent. All internal parts must be free of contaminants.

CAUTION: ALL INTERNAL PARTS MUST BE FREE OF CONTAMINANTS. FAILURE TO COMPLY MAY CAUSE PARTS TO FAIL!

12. Inspect the pistons, insure the adjuster shaft assembly turns freely in the piston. Inspect the cylinder bores. Honing is allowed, however, the bore diameter must not exceed 1.753" (1.628" for the 1.625" bores). Hone the bores using a 220 spring loaded wheel cylinder stone that gives a smooth finish. If any scoring is visible after honing the hosing must be replaced. **CLEAN CYLINDER WITH ISOPROPYL ALCOHOL TO REMOVE ANY HONING RESIDUE.**
13. To replace the seals, lube them with DOT 3 brake fluid. Carefully install them onto the pistons. Insure the lip of the seal is towards the fluid side of the pistons (see fig. 2).

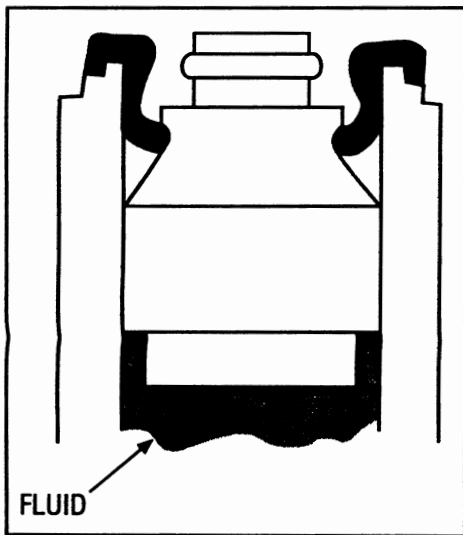


FIGURE 2

CAUTION: USE ONLY THE GREASE CONTAINED IN THE SEAL KIT!

14. Screw the adjuster shaft into the piston, then turn it one full turn to insure it has not locked into the piston.
15. Using the lube contained in the kit, liberally smear lube inside the dust boot, install the dust boots onto the pistons.
16. Using the new gasket install the cylinder onto the backing plate. Torque the mounting bolts to the vehicle manufacturer's specifications. Reinstall the manual override wheel assemblies. It is not necessary to reinstall the two (2) allen head screws. These were originally installed for shipping purposes only.
17. Connect the cross-over pipe. Torque 10-15 ft.-lbs.

NOTE: Wheel seals should be replaced each time the hub is removed.

18. Reinstall the brake shoes per Service Instruction TP-K384/3 Lined Shoe Replacement. Reinstall the drum and bleed the system.

NOTE: It is best to bleed the brakes before adjustment.

19. Adjust brakes.
20. While driving very slowly, test the operation of the service and parking brake.
21. Road test.

NOTE: Extra caution should be taken if linings have not yet been blemished.

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