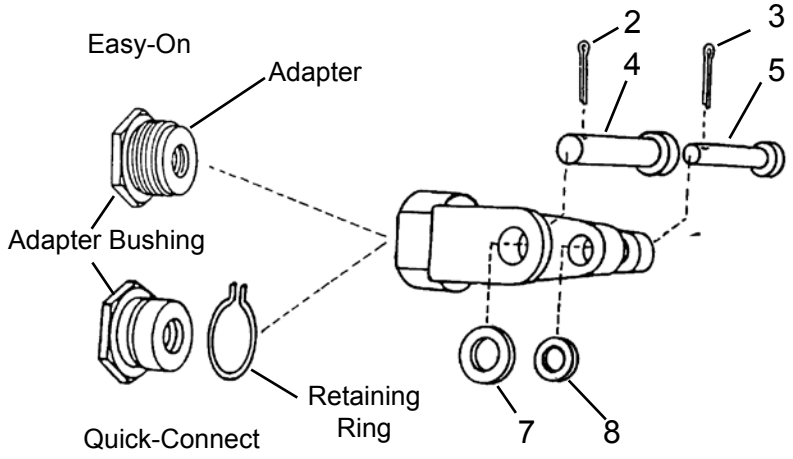
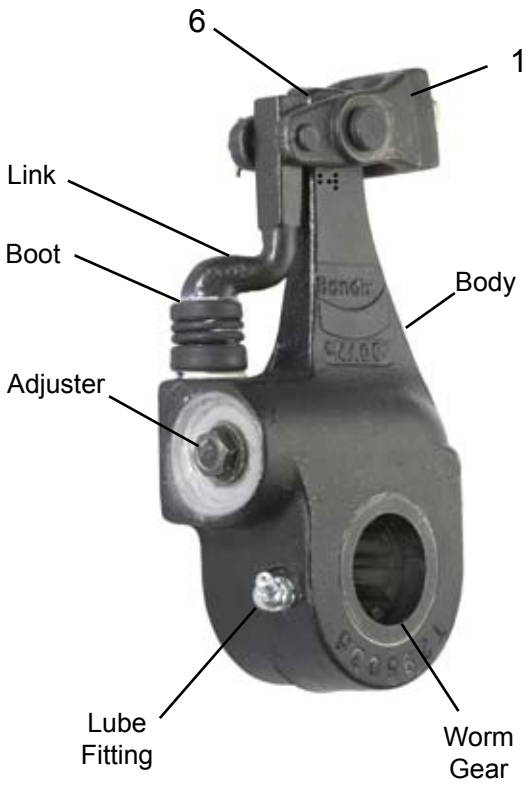
Installation Instructions

YOKE KITS FOR THE ASA-5™ AUTOMATIC SLACK ADJUSTER





Item	Description	Qty.
1	Yoke	1
2	Cotter Pin	1
3	Cotter Pin	1
4	Yoke Pin	1
5	Link Pin	1
6	Bushing	1
7	Washer	1
8	Washer	1

Figure 1 - ***ASA-5™ slack adjuster yoke kits***

GENERAL SAFETY GUIDELINES

WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times.

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.
2. Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, EXTREME CAUTION should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.
3. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.
4. If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle. If the vehicle is equipped with an AD-IS® air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.
5. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.
6. Never exceed manufacturer's recommended pressures.
7. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.
8. Use only genuine Bendix® replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.

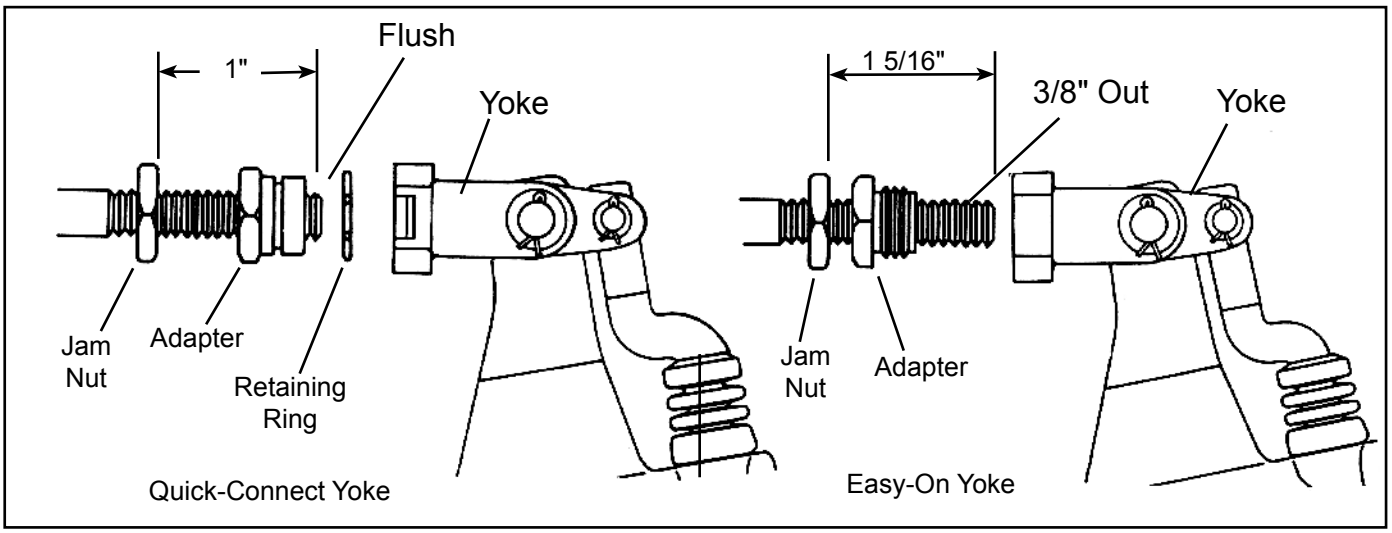


Figure 2 - ***Yoke Styles***

9. Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.
10. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.
11. For vehicles with Antilock Traction Control (ATC), the ATC function must be disabled (ATC indicator lamp should be ON) prior to performing any vehicle maintenance where one or more wheels on a drive axle are lifted off the ground and moving.

Note: To install the yoke kit on the Bendix® ASA-5™ automatic slack adjuster it is not necessary to remove the unit from the vehicle. Remove as much contamination from the slack adjuster as possible, paying particular attention to the area being serviced.

ASA-5™ SLACK ADJUSTER REMOVAL AND DISASSEMBLY

CAUTION: Make certain the vehicle has been prepared according to the instructions under the heading "General Safety Guidelines."

1. If the ASA-5™ slack adjuster is equipped with the easy-on yoke assembly illustrated in Figure 2:
   A. Loosen the brake actuator push rod jam nut and run it back on the push rod approximately 5/8 inch.
   B. Loosen the easy-on yoke adapter and run it back on the push rod until it is free of the yoke.
   C. Rotate the manual adjustment hex counterclockwise until the ASA-5™ slack adjuster is clear of the push rod. **Note:** Considerably more torque is required to rotate the manual adjustment hex counterclockwise than is necessary to rotate it clockwise. The torque may be as high as 70 foot pounds.
2. If the ASA-5™ slack adjuster is equipped with the quick-connect yoke assembly illustrated in Figure 2:
   A. Rotate the slack adjuster manual adjustment hex counterclockwise until the brake actuator push rod just begins to move out of the actuator.

   Note: Considerably more torque is required to rotate the manual adjustment hex counterclockwise than is necessary to rotate it clockwise. The torque may be as high as 70 foot pounds.
   B. Pinch the legs of the retaining ring together and pull the ASA-5™ slack adjuster away from the actuator push rod until the adapter bushing is free of the yoke. Remove the retaining ring.
   C. Rotate the manual adjustment hex counterclockwise until the ASA-5™ slack adjuster is clear of the brake actuator push rod.
3. Remove the cotter pins (2 & 3) and washers (7 & 8) from the yoke pin (4) and link pin (5).
4. Remove the yoke pin (4) and link pin (5) and separate the yoke from the ASA-5™ slack adjuster.
5. If the slack adjuster has a yoke pin bushing (6), remove it. Discard all parts that have replacements in the kit.

INSPECTION

Visually check the ASA-5™ slack adjuster for any cracks or damage. If any defects are found, the unit should be replaced.

ASSEMBLY

1. If the ASA-5™ slack adjuster uses a yoke pin bushing (6), install it into the slack adjuster arm as shown in Figure 3. Depending on environmental conditions, an application of anti-seize compound to the yoke pin (4) and link pin (5) may facilitate later removal. Install the yoke and secure it to the ASA-5™ slack adjuster body and link using the yoke pin (4) and link pin (5). **Note:** Install the pins from the direction shown in Figure 1. Install washers (7 & 8) and cotter pins (2 & 3) in the yoke pin and link pin, respectively, and secure each. Bend each leg of the cotter pins to a minimum of 25 degrees, creating an included angle of at least 50 degrees between the legs.
2. If the ASA-5™ slack adjuster is equipped with the easy-on yoke (Refer to Figure 2), position the brake actuator push rod jam nut approximately 1-5/16 inches from the end. Thread the easy-on yoke adapter on the brake actuator push rod until it is about 3/8 of an inch from the end of the push rod. Turn the ASA-5™ slack adjuster manual

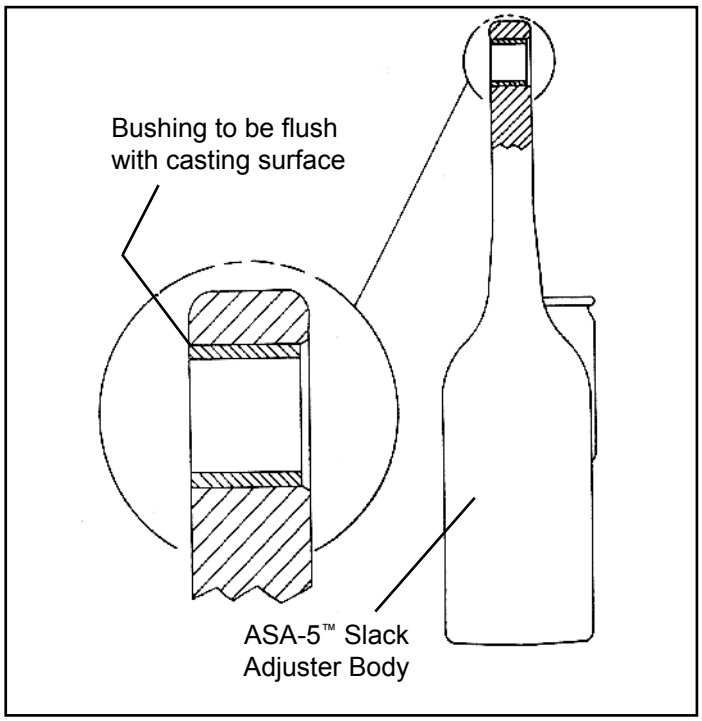


Figure 3 - ***Bushing Installation***

adjustment hex clockwise until the adapter extends into the threaded bore of the ASA-5™ yoke approximately 1/8 of an inch. Thread the adapter into the yoke and tighten to 10 foot pounds.

3. If the ASA-5™ is equipped with the quick connect yoke (refer to Figure 2), position the brake actuator push rod jam nut approximately 1 inch from the end. Thread the quick connect adapter bushing on the brake actuator push rod until it is flush with the end of the push rod. Install the retaining ring on the adapter bushing, making certain it is in the adapter bushing groove. Turn the ASA-5™ manual adjustment hex clockwise until the adapter bushing begins to enter the yoke. Fully compress the "legs" of the retaining ring and continue turning the ASA-5™ manual adjustment hex until the adapter is completely in the yoke. Allow the retaining ring to expand into the corresponding groove in the yoke. Make certain the retaining ring is seated in both the yoke and adapter bushing groove by manually pulling on the ASA-5™ arm, attempting to separate the adapter bushing and yoke.
4. Run the brake actuator push rod jam nut down against the adapter or adapter bushing. Hold the adapter or adapter bushing hex with a wrench and tighten the jam nut to 300-400 in. lbs. for the 1/2" - 20 thread and 400-600 in. lbs. for the 5/8" - 18 thread.
5. Manually adjust the brakes. **Note:** The vehicle brakes should be adjusted using the vehicle or brake manufacturer's recommendations. If they are not available, the following can be used.

   Brake Adjustment

   Rotate the manual adjustment hex clockwise until the linings are snug against the drum. Turn the adjustment hex counterclockwise 1/2 turn. Pull the brake actuator push rod to confirm that approximately 1/2 inch of brake actuator push rod free stroke exists. Apply 85 psi and check that the brake actuator push rod stroke is below the re-adjustment limit. If the stroke exceeds the re-adjustment limit, check the condition of the foundation brake. Refer to "Brake Maintenance Inspection" section of Service Data Sheet SD-05-1269.

WARNING: Manual adjustment of automatic slack adjusters is a dangerous practice that could have serious consequences, because it can give the operator a false sense of security about the effectiveness of the brakes, which are likely to go out of adjustment again soon. Do not make manual adjustments of an automatic slack adjuster once it can no longer automatically adjust the brakes. Manual adjustment DOES NOT fix the underlying wheel end adjustment again. As soon as possible, have the vehicle inspected by a qualified technician or consult the manufacturer's troubleshooting guidelines to find and fix the problem.

6. Manually uncage the spring brakes before returning the vehicle to service.