

# TECHNICAL PROCEDURE

## HENDRICKSON SLACK ADJUSTER

**SUBJECT:** Slack Adjuster Installation

**LIT NO:** T71008

**DATE:** October 2024

Revision:

### HENDRICKSON SLACK ADJUSTER

This procedure is for Hendrickson slack adjusters on Hendrickson suspensions.

### PREPARATION

Refer to Hendrickson publication [L974 Drum Brake Maintenance Procedures](#) (available at [www.hendrickson-intl.com](http://www.hendrickson-intl.com)) for caging brake chamber and T12007 [General Safety Precautions](#) for safety instructions.

### INSTALLING SLACK ADJUSTER

1. Make sure the brake chamber push rod is in the fully released position. Minimum of 90 psi is required in the system to ensure that the brake is fully released.
2. Ensure that the camshaft splines (Figure 1) are clean.
  - A. Apply anti-seize lubricant to spline of S-cam.

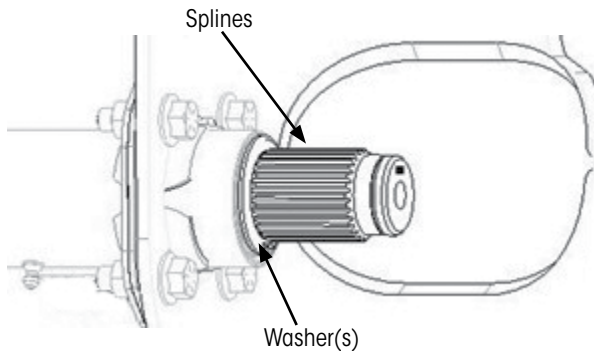


Figure 1: Camshaft splines

3. **Inspect** the washer(s) (Figure 1) on the S-cam shaft, replace if necessary.
4. **Slide** Self-Setting Automatic Slack Adjuster (S-ASA) over the splined end of the s-cam (adjustment hex points away from the air chamber, Figure 2).

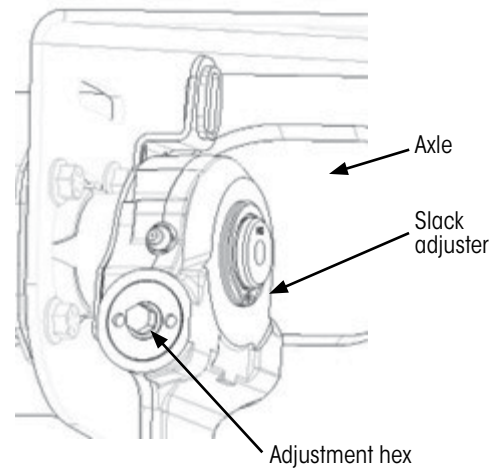


Figure 2: Slack adjuster

5. **Rotate** the Adjustment Hex **clockwise** until the hole in the arm of the S-ASA aligns to the brake chamber clevis Figure 3.

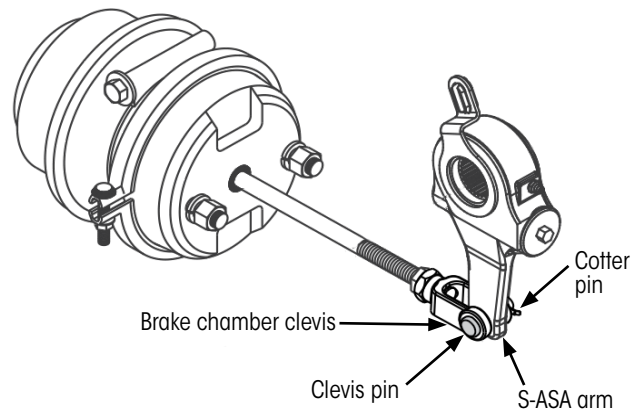


Figure 3: S-ASA brake chamber connection

6. **Insert** the clevis pin through the brake chamber clevis and the S-ASA. The pin should rotate freely when no load is applied.
7. **Insert** the cotter pin into the clevis pin. **Bend** the cotter pin for retainment.

8. Insert the anchor stud through the side of the beam and through the anchor plate slot on the S-ASA Figure 4.

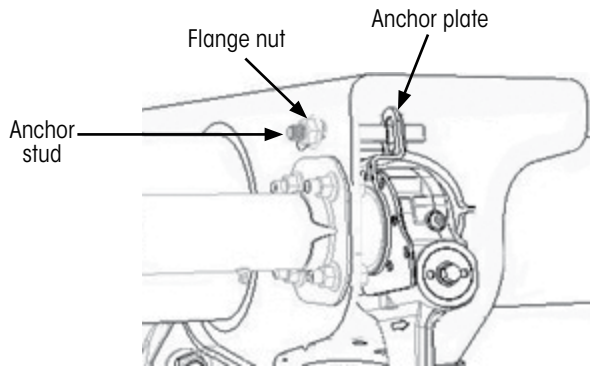


Figure 4: Anchor stud

9. Attach the flange nut on the threaded end of the anchor stud and torque  $45 \pm 5$  ft. lbs.
10. Install enough Shims and Inner washer(s) to leave room for the Snap-ring to fit in the snap-ring groove.

**NOTE:** End play must not exceed 0.060 inches (1.5mm).

11. Install the Snap-ring in the groove provided at the end of the S-cam.

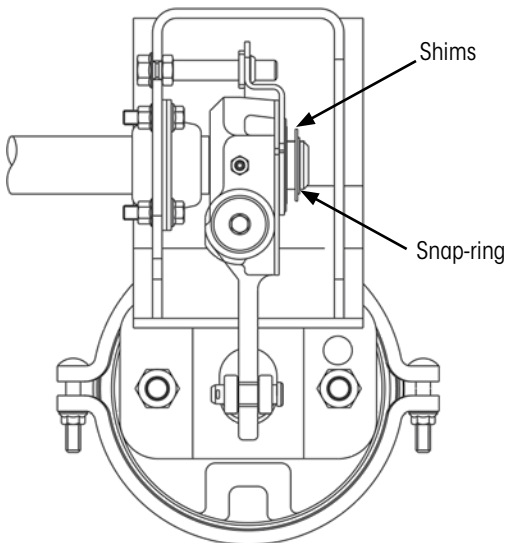


Figure 5: Shims and snap-ring

Actual product performance may vary depending upon vehicle configuration, operation, service and other factors.

12. Adjust the clearance by rotating the hex on the S-ASA clockwise until the brake lining touches the brake drum, then back off by rotating the hex a  $3/4$  turn counterclockwise twice. Backing off produces a loud clicking noise.
13. Check that the S-ASA is functioning by applying the brakes a few times.
  - A. The S-ASA is working when the hex rotates clockwise on the return stroke.

## MAINTENANCE

- Always use EP grade 2 grease.
- Refer to L578 PREVENTIVE MAINTENANCE GUIDE.
  - For heavy duty, Off-Highway, or city transit applications, Hendrickson recommends to grease at 3 month intervals.
- Annual
  1. Use a torque wrench on the hex nut of the S-ASA and turn it counterclockwise and confirm that the mechanism does not slip at a torque of less than 15 ft. lbs.
  2. Repeat the exercise three times. If the mechanism does slip at a lower torque, the S-ASA should be replaced.

Call Hendrickson at **866.RIDEAIR (743.3247)** for additional information.



www.hendrickson-intl.com

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