

Haldex Automatic Brake Adjuster Installation

BLOCK WHEELS AND FULLY RELEASE BRAKES WITH AIR OR CAGING BOLT.

- STEP 1.** Install the anchor bracket loosely; it will be secured later in Step 3.
- STEP 2.** Install inner cam washer and the brake adjuster onto the camshaft with adjusting hex pointing away from the brake chamber. Rotate the adjustment hex clockwise to line up the clevis and adjuster arm holes. Install clevis pin, cotter key and secure adjuster with cam washers (.060 end play max.) and snap ring.
- STEP 3.** Rotate the control arm **away** from the adjustment hex toward the air chamber until it comes to an internal stop. At this point the installation indicator should be in the slot. Tighten all anchor bracket fasteners.
- STEP 4.** Adjust the brakes initially by rotating the adjustment hex clockwise until the brake shoes contact the drum. Then, rotate the adjustment hex counter-clockwise 1/2 of a turn (minimum of 13 ft. lbs. is required and a ratcheting sound will occur).

Final brake adjustment will not be reached until the vehicle is put into service and the brakes are burnished.

Warning: Haldex strongly recommends routine visual checks be performed at EACH maintenance service interval. Foundation brake operational checks utilizing CVSA level 1 applied stroke criteria should always be utilized. Manual adjustment of automatic adjusters can disguise hidden problems within the foundation brake. Brake components such as S-Cams, bushings, return springs, actuators, drums and adjuster installation MUST be within manufacturer's specifications. Adjuster control arms, wear bushing or attaching hardware that demonstrate visual damage, or which fail the operational checks, MUST be replaced immediately. Automatic Adjusters should NEVER be operated as manual adjusters, except as may be necessary to get the vehicle off the road for service.

Haldex Automatic Brake Adjuster Troubleshooting (90-100 PSI Reservoir Pressure)

MAKE FULL SERVICE BRAKE APPLICATION.

If power stroke is at the adjustment limit:

1. Check for wear points in the foundation brake (i.e. Cam shaft and bushings, anchor pins and rollers).
2. Check brake adjuster for worn anchor bracket connection point.

If power stroke is 1/4" or more beyond the adjustment limit:

1. Check to ensure that the adjuster anchor bracket is connected properly and secured.
2. Check that the re-adjustment torque of the adjuster's one way clutch is above 13 ft. lbs.
3. Check that the foundation brake is not binding and the push rod is fully retracting upon brake release.

If brakes are tight or dragging:

1. Check the position of the adjuster control arm and that the installation indicator is in the slot, at full brake release.
2. Check that the foundation brake is not binding and the push rod is fully retracting upon brake release.
3. Check wheel bearing torque; loose bearings can cause tight brakes.

If the ABA is inoperable; it must be replaced. Automatic Adjusters CAN NOT be operated as manual adjusters except as may be necessary to get the vehicle off the road for service.