

8. CALIBRATING WEAR METER: For proper calibration of the wear meter flag, **make sure brakes are backed off all the way to the zero position on the S-CAM.** Next, rotate the color wear meter so the edge of the green and red seam is flush with the top of the cover plate, as illustrated (initial set point may be adjusted based on fleet preference for lining replacement). As long as the S-Cam is backed to zero, this alignment will work universally for all linings, both new and used. Once aligned, insert the push rivet into one of the holes in the meter plate which lines up with a hole on the spline cup. The color meter plate will now track with the cam shaft. Re-install the snap ring securing the whole assembly onto the shaft:



† **Note:** In case of insufficient clearance for the back of the push rivet, remove plates and cup, install rivet from backside, and realign assembly onto shaft pre-attached.

NOTE: In case of slop between the snap ring and the Brake Alert assembly, spacer washers may be used.

9. CALIBRATING BRAKE STROKE METER: With spring brake released and slack adjuster backed off to zero position, use measuring ruler or other means to measure brake stroke. Adjust slack adjuster and reapply brakes until pushrod travels to maximum legal allowable travel.

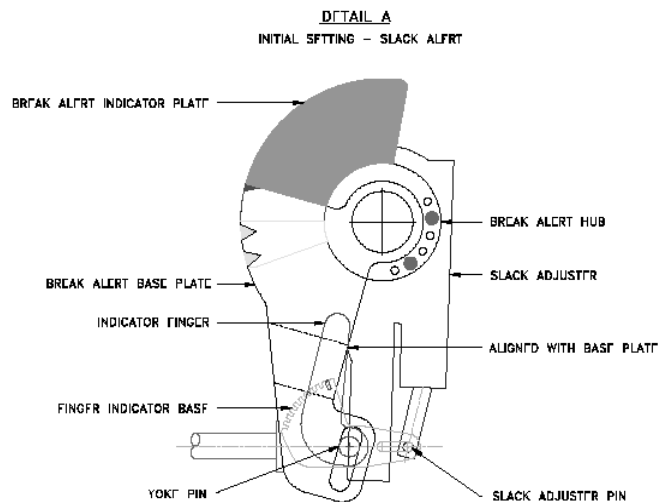


NOTE: Maximum legal travel to be determined by Fleet. Be sure this travel is within the legal range limit of the air-chamber.

10. With brake stroked to maximum legal allowable travel range (set point), rotate indicator flag (part with red finger) to be flush with the inner edge of the cover plate. This is the point where the flag will start to appear. Align the closest holes of the indicator flag and the flag set plate. Insert rivet into which ever holes align closest to the point where the flag is flush with the cover plate. The stroke meter is now calibrated and will become visible whenever the brake stroke exceeds the point where the brake is now extended.



Following calibration, brake should be adjusted per normal procedure.



BRAKE PARTS LIST

1. BRAKE LINING
2. LINING TABLE TOP
3. SHOE WEB
4. INNER GRIPPER
5. FLOATING GRIPPER
6. GRIPPER BAR
7. STUD
8. LOCK NUT
9. ANCHOR PIN
10. ANCHOR PIN LOCK
11. STOP BAR
12. CAM END
13. ANCHOR END

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Installation Guide—Brake Alert (Manual/Auto Slack - Rockwell/Haldex Type)

IMPORTANT: The Brake Alert must be calibrated after installation to accurately meter lining wear and brake stroke adjustment. Reference section below.

1. Properly locate the vehicle and support it with approved wheel chocks, then release the spring brake. **Back off slack adjusters so S-Cam is fully retracted to zero position.** If new S-Cam bushing, slack adjuster, or other brake components are to be replaced, complete replacement before proceeding with installation of Brake Alert.



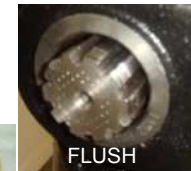
2. Remove the retainer clip which holds the slack adjuster onto the spline. Remove any spacer washers from the end of the shaft. Do not discard. These may be re-used. Also remove cotter pins and clevis pins from the pushrod clevis assembly.



IMPORTANT: For Manual or Haldex style Adjusters, Replace the Yoke to Rockwell Style



3. Check to see if the splines are grooved flush to the end of the shaft, or undercut. For flush splines, the flat style ring is used (pictured on left). For Undercut splines, the cup style ring is used. (pictured on right).



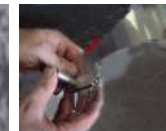
4. After selecting the appropriate ring, slide the ring over the cam shaft such that the teeth lock into the splines of the shaft. Push in all the way until flush with the slack adjuster.



5. Install the break wear meter by fitting it over the top of the cam shaft. At this stage, the meter will rotate freely on the shaft. Be sure to apply the meter such that the Yellow section will be the first color to appear as the cam rotates counter clockwise.



6. Align brake adjustment flags with red indicator in front of flag set plate. Set plate has elongated hole and several round holes. Next align Cover Plate hole with flag holes. Cover Plate should be on top. Insert washer and clevis pin to hold assembly together.



7. Fit entire assembly over the cam shaft. Align clevis pin with hole in slack adjuster and fit entire flag assembly and cover plate onto slack adjuster. Flags will rotate freely on the clevis pin. Next fit the small clevis pin through the elongated hole in set plate and through the small hole and piston of the auto-slack. Use cotter pins to secure clevis pins into place.

