

Technical Bulletin

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Cancels: N/A

Page: 1 of 2

Subject: **ASA-1 AUTOMATIC SLACK ADJUSTER**

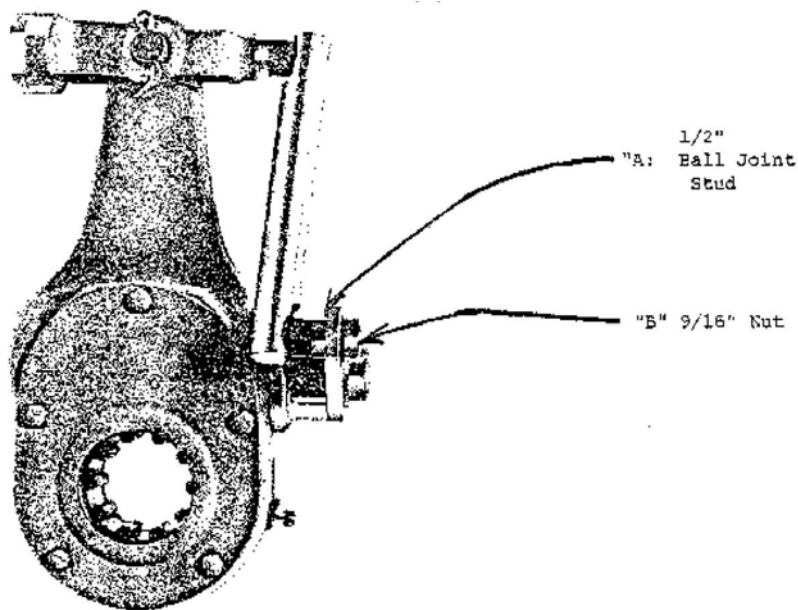
The ASA-1 Automatic Slack Adjuster continues to gain customer acceptance with sales maintaining a brisk pace. With recent release of the 5/8" offset model for Wagner front brakes, the ASA-2 will provide even more retrofit sales potential.

The primary purpose of this bulletin is to notify you of some important service information.

A. Loose Linkage Nuts

We have received some reports of loose linkage nuts where the linkage is fastened to the arm of the bell crank.

Because of the importance of this, we request that you check all units in stock. The procedure is short and simple, and the procedure is as follows:



1. Place a ½" open end wrench or torque wrench with ½" crows foot on ball joint stud "A".
2. Place a 9/16" box or open end wrench on nut "B".
3. While holding the 9/16" nut "B", firmly tighten stud "A" (150 to 180 inch pounds torque.)

B. Interference on Mack Tandem Axles

The current ASA-1 and the forthcoming ASA-2 will not fit on Mack vehicles with the standard Mack 34,000, 38,000, and 44,000 pound tandem axles because of interference. It is important to note that the interference occurs only when the axles move through full travel, and therefore the interference may not be obvious when the installation is made. The interference is in the adjusting arm area.

The ASA-1 and ASA-2 will fit on Mack single axles on trucks and truck tractors.