



# Recommended Procedure For Cutting Brake Chamber Push-Rod

(Service Brake Chamber or Double Diaphragm Spring Brake Chamber)



**This procedure is applicable to Haldex Automatic and All Manual Brake Adjusters**



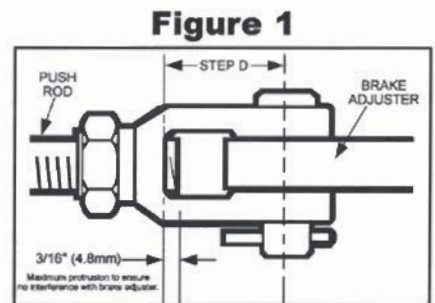
**WARNING: Always chock wheels to prevent vehicle from moving. Vent vehicle system air pressure to zero psi.**

- When preparing to install a spring brake chamber, ensure that the unit is fully released (power spring caged) and the service brake push-rod is fully retracted to zero stroke position. Thread the clevis jam nut onto the push-rod.
- Place the brake chamber into the appropriate brake assembly bracket. Tighten the holding nuts to the bracket studs (100 - 140 lb. ft.).

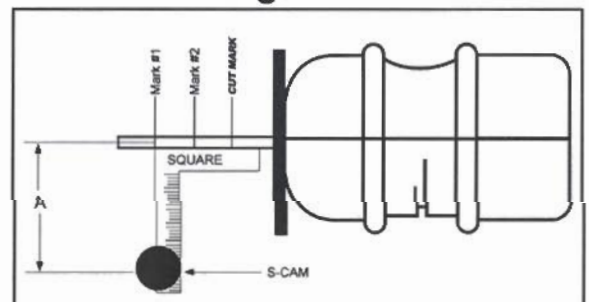
- Measure the distance from the centerline of the S-Cam to the centerline of the push-rod (**See Figure 2 - Dimension A**). This measurement should be equal to the length of the brake adjuster being used (**See Figure 3 - Dimension A**).

**NOTE:** If **Dimension A - Figure 2** and **Dimension A - Figure 3** are not identical, the chamber mounting bracket is either bent and must be straightened or replaced, the chamber has been mounted improperly in the bracket or the length of the adjuster installed is incorrect. Make any necessary corrections before going to Step D.

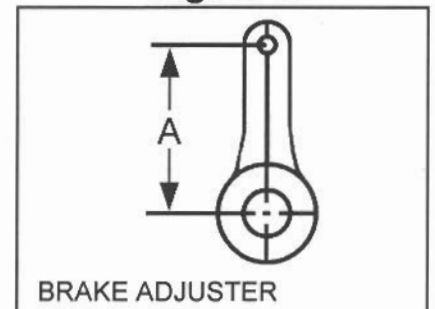
- Measure and record the length of clevis to be used. This measurement should be taken from the center of the clevis pin hole, to the bottom of the yoke assembly (**See Figure 1**).
- Using a square, mark the push-rod at the 90° setting (**See Figure 2 - Mark #1**). From this mark, subtract the measurement recorded in Step D and make a second mark on the push-rod (moving toward the brake chamber mounting surface). (**See Figure 2 - Mark #2**).
- From Mark #2, measure toward the brake chamber mounting surface the distance listed in **Table 1 - Column "D"** (See Reverse Side) for the brake chamber type being installed. **Mark and cut the push-rod.**



**Figure 2**



**Figure 3**



- Continued On Reverse Side -




- G. Install the clevis onto the push-rod and secure the jam nut (33 - 90 lb. ft.) Connect the clevis to the brake adjuster using the clevis pin and cotter pins (**See Figure 1**). Uncage the spring brake.
- H. Release spring brakes and adjust the brake adjuster to the manufacturers recommendation.

**Important Note: Some automatic brake adjusters require a slightly different rod length. Always refer to the original manufacturers installation guidelines.**

**Table 1  
Stroke Values**

<b>Column A</b>	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>
<b>Chamber Type</b>	<b>Available Stroke</b>	<b>"Maximum" Readjustable Stroke</b>	<b>Set-Up Stroke</b>
09	1 3/4"	1 3/8"	<b>1 3/8"</b>
12	1 3/4"	1 3/8"	<b>1 3/8"</b>
16	2 1/4"	1 3/4"	<b>1 3/8"</b>
20	2 1/4"	1 3/4"	<b>1 3/8"</b>
20LS*	2 1/2"	2"	<b>1 1/2"</b>
24	2 1/4"	1 3/4"	<b>1 3/8"</b>
24LS*	2 1/2"	2"	<b>1 1/2"</b>
24XLS**	3"	2 1/2"	<b>1 3/4"</b>
30	2 1/2"	2"	<b>1 1/2"</b>
30LS*	3"	2 1/2"	<b>1 3/4"</b>
36	3"	2 1/4"	<b>1 3/4"</b>

\* Long Stroke  
\*\* Extra-Long Stroke

 **DANGER A spring brake or combination service/spring brake must be disarmed before disposal, or forceful release of the compression spring may occur in the future without warning.**