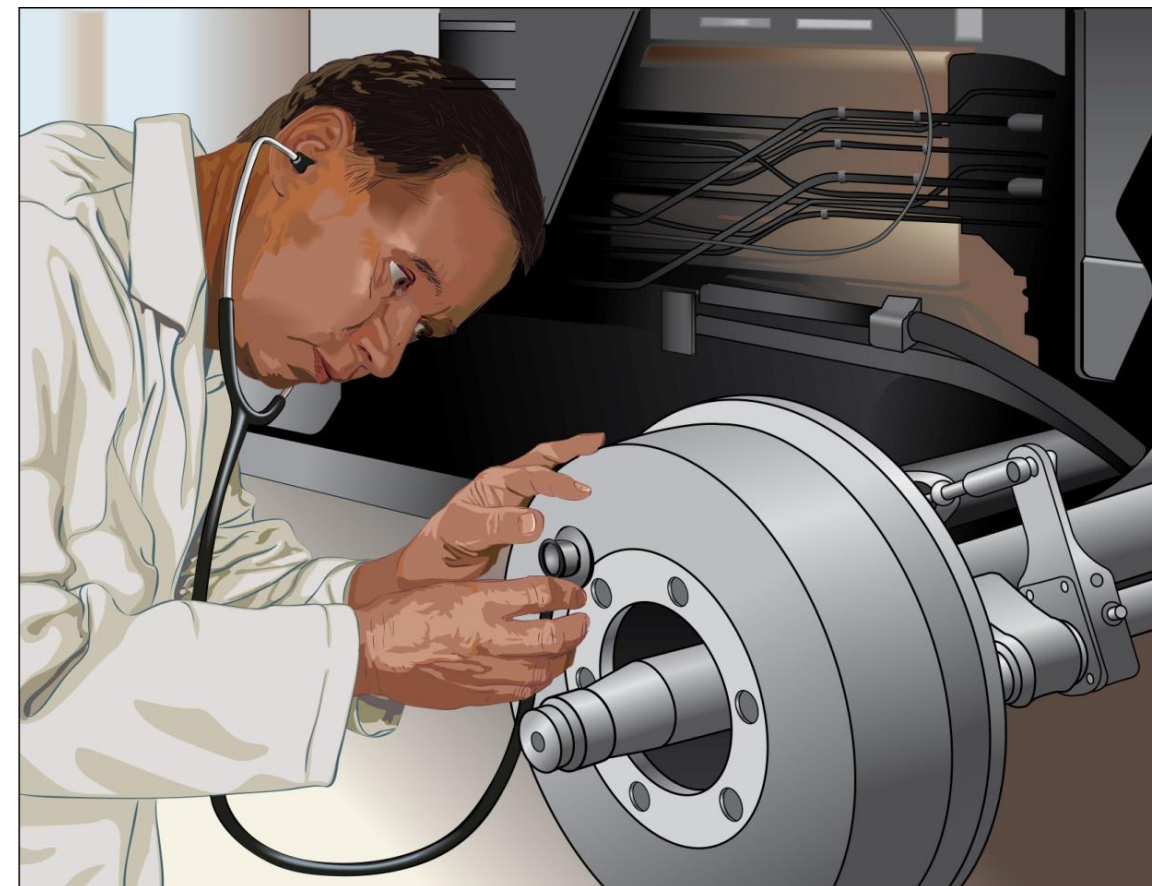


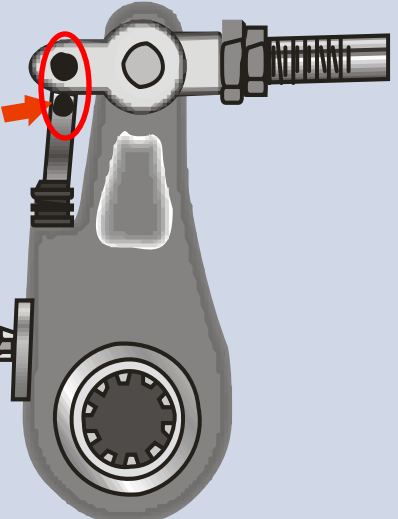
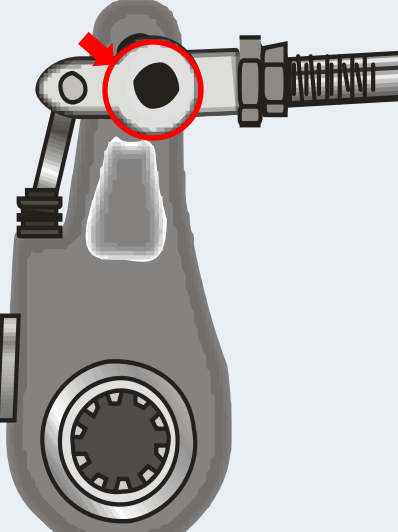
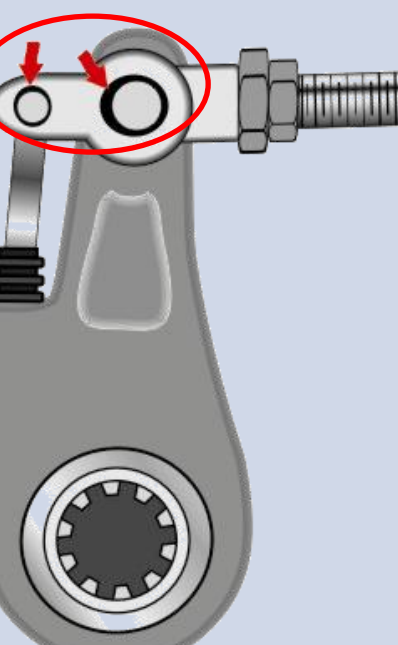
DIAGNOSE THE PROBLEM!

When an SBA-equipped brake is found to be beyond the adjustment limit, adjusting the SBA is only a **TEMPORARY MEASURE**.

While stroke is critical, it is **EQUALLY IMPORTANT** to ensure that all of the various **SYSTEM COMPONENTS** are in proper working order **AND** that the **UNDERLYING CAUSE** for an self-adjusting brake adjuster (SBA) being out-of-adjustment is **PROPERLY** diagnosed and corrected.

The SBA must travel through a specifically engineered rotation in order for the automatic adjustment to occur.



Plunger-Type SBA	Possible Worn Brake Components	Control Arm-Type SBA
	Pin missing from plunger connection	Control arm not connected
	Pin missing from SBA arm connection	Wear in pin /clevis hole connection
	Wear of pin and/or clevis hole in plunger connection	Wear of pin connection to control arm, or control arm bushing missing

Possible on any type of SBA-equipped brake system

Worn s-camshaft bushings
Broken or excessive deflection of chamber mounting brackets

See Demonstration



IMPORTANT! The normal wear of the external brake components shown in these examples can cause your brakes to go “out of adjustment.”