

MGM Brakes

A Division of Indian Head Industries, Inc.

SERVICE BULLETIN

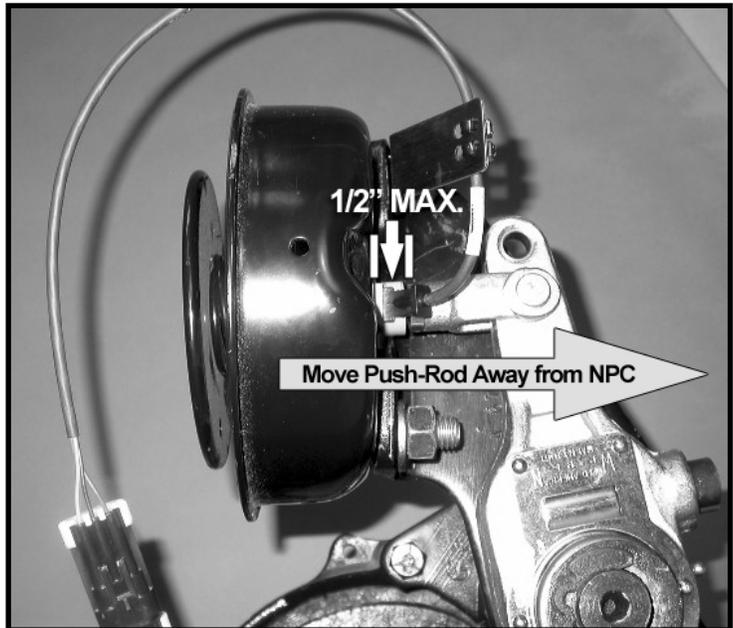
SUBJECT: MGM BRAKES e-STROKE® SERVICE CHAMBER DIAPHRAGM REPLACEMENT PROCEDURE

(See components shown on Fig. 2 for following procedure)

Fig. 1

SERVICE CHAMBER DIAPHRAGM REPLACEMENT PROCEDURE

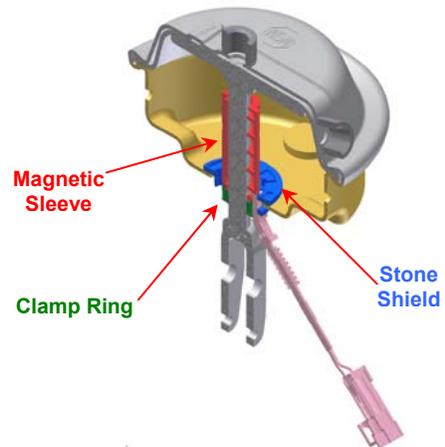
- 1.0 Place chocks under the vehicle's wheels to prevent runaway.
- 2.0 DO NOT remove e-STROKE equipped service chamber from vehicle.
- 3.0 Exhaust air from system, then disconnect air lines from service chamber.
- 4.0 Manually adjust the slack adjuster and yoke away from the non-pressure chamber (NPC) approximately 1/4- to 1/2-inch (Fig. 1). This slightly compresses the internal return spring, ensuring the e-STROKE components stay in their correct keyed position.



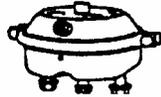
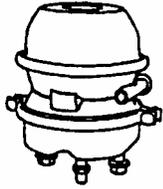
IMPORTANT NOTE: Always use proper procedure when backing off any automatic slack adjuster (see manufacturer's recommendations).



WARNING: DO NOT use vise-grip pliers to grip and lock the push-rod in place. This may damage the e-STROKE components and void your unit's warranty.



- 5.0 Record position of clampband ears and air port.
- 6.0 Remove clampband nuts and clampband, then separate pressure cap and diaphragm from unit.



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7.0 Discard diaphragm and inspect all visible components for damage. If the return spring, non-pressure chamber, push-rod plate and/or pressure cap are severely worn or damaged, replace the entire e-STROKE equipped service chamber.

IMPORTANT NOTE: To maintain the accuracy of e-STROKE calibration, use only a new MGM Brakes replacement diaphragm with the same part number as the one removed.

8.0 If service chamber components are still functional, position new diaphragm into the pressure cap, then align with non-pressure chamber.

NOTE: Make sure air-inlet ports are properly aligned to mate with vehicle's air supply lines from 5.0.

9.0 Install clampband to position from 5.0. Tap the clampband around its circumference while tightening the clampband nuts to ensure proper seating. Tighten nuts in 5-10 Lbs.-Ft. increments up to 30-35 Lbs.-Ft. of torque.

NOTE: It is recommended that a new MGM Brakes clampband, bolts and nuts be used for optimal results.

10.0 Manually adjust slack adjuster back to within vehicle manufacturer's specifications.

11.0 Reconnect air lines (up to 30 Lbs.-Ft. of torque) to service chamber and apply air pressure, then check for air leakage at the air fittings. If bubbles appear, tighten fittings slightly, but not over 30 Lbs.-Ft. of torque. If a leak is detected around the circumference of the clampband, release air from the chamber, loosen clampband nuts, then firmly tap around the circumference with a plastic hammer or rubber mallet while alternately tightening the clampband nuts in 5-10 Lbs.-Ft. increments to 30-35 Lbs.-Ft. of torque. Reapply air and check again.

NOTE: Use only soapy water or leak detection solution (**NEVER USE ANY TYPE OF OIL**) to inspect for air leaks.

12.0 Perform brake stroke status test, per MGM e-STROKE Driver's Guide, Form 5006.

Fig. 2

