

SERVICE BULLETIN



SILVER EAGLE

MANUFACTURING COMPANY

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BULLETIN NO.: B02-001
DATE: November 11, 2002
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REFERENCE: UPS Air Chamber Plunger (Pushrod) Removal
& Installation Recall
– Originally dated 10/17/2002

CAUSE FOR ACTION: United Parcel Service dollies were manufactured with
incorrect length air chamber pushrods, which make the
slack adjuster angle incorrect.

SYMPTOM: Slack Adjusters will over stroke.

**Note: This will not cause over-adjustment and
associated brake dragging.**

UNITS INVOLVED: 193 Model Year 2003 Converter Dollies:
Car Number 950531 – 950710
950713 – 950722
950726 – 950728
950756 & 950768

PARTS: Supplied by Silver Eagle – Next Day Service
Call Nani toll-free @ (800) 547-6792
S/E # 15068 Pushrod, Air Chamber (2 req'd / dolly)

LABOR: 1.2 Hours allowance paid by Silver Eagle to UPS
Corporate Automotive – No paperwork submission to
Silver Eagle necessary.

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- Air chamber base should stay on the axle.
 - Remove nuts which keep the slack attached to the chamber pushrod.
 - Leaving the slack on the camshaft, rotate the slack out of the way with the adjusting nut. *Clamp the pushrod with Vise-Grip pliers.
 - Note air port position, leaving the air fitting attached to the chamber top remove clamp which holds the halves together.
 - Remove diaphragm, push rod and spring. *Put spring on pushrod, with small end toward the pushrod plate, push the pushrod assembly and spring into chamber by hand, and clamp the push rod at the rear of the chamber so the diaphragm can be installed without being affected by the pushrod assembly. *Verify surfaces are cleaned and reposition the diaphragm & end cap on to base as originally installed. *Tighten clamps as shown.
 - Check slack adjuster angle and pushrod stroke.
 - **Apply green stickers after installation.**

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AIR CHAMBER PLUNGER REMOVAL AND INSTALLATION



- Drain the air system by pulling the drain on the air tank.



- Loosen the jam nut on the push rod.



- Loosen the clevis nut.



- Rotate the slack adjuster adjustment nut to rotate the slack adjuster away from the push rod.



- Separate the slack adjuster from the push rod.



- Remove the clevis nut and jam nut from the push rod.



- Attach a pair of vise grips to the push rod against the mounting bracket. This will prevent the plunger and spring assembly from extending when the clamp is removed from the air chamber.



- Scribe a line on the inner air chamber half indicating the location of the air fitting.



- Place the spring on the plunger as shown.



- Loosen the clamp nuts and remove the clamp.



- Insert spring and plunger into inner half of air chamber.



- Remove air chamber end cap.



- Press down on plunger and spring and attach vise grip pliers to the push rod.



- Hold hand on the diaphragm and apply pressure while removing the vise grip pliers.



- Verify surfaces are clean and place the diaphragm in the end cap.



- Place the end cap, diaphragm, and clamp on the air chamber housing. Insure alignment of the air fitting to the earlier scribed mark on the air chamber.



- Insert the push rod into the clevis.



- Position the clamp ring on the air chamber and alternately tighten each nut in 5-10 lb-ft torque increments while constantly rechecking mating parts for alignment. Firmly tap around the circumference of the clamp ring with a hammer to assure full seating of the clamp ring and tighten the nuts to 30-35 lb-ft torque.



- Tighten the clevis nut and jam nut.



- Remove the vise grip pliers from the push rod.



- Utilizing the slack adjuster degree locator or equivalent verify the slack adjuster is set to 103 degrees. Adjust if necessary.



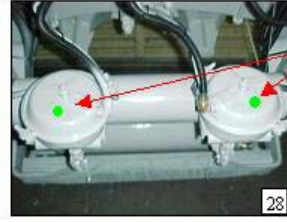
- Put Anti-Seize compound on all threads. Place the jam nut, clevis nut, and nut on the push rod with approximately one nut width of thread exposed on the bottom of the push rod (approx. 1/2").



- Hook the air supply to the system and apply pressure.
- Once the air system is full, disconnect the air supply.



- Spray soapy water around the air chamber clamp and fittings.
- Actuate the PP-1 valve 2-3 times and look for air leaks around the air fittings and clamps.



- Apply green recall stickers as shown. The stickers verify plunger replacement and will eliminate confusion in the future.



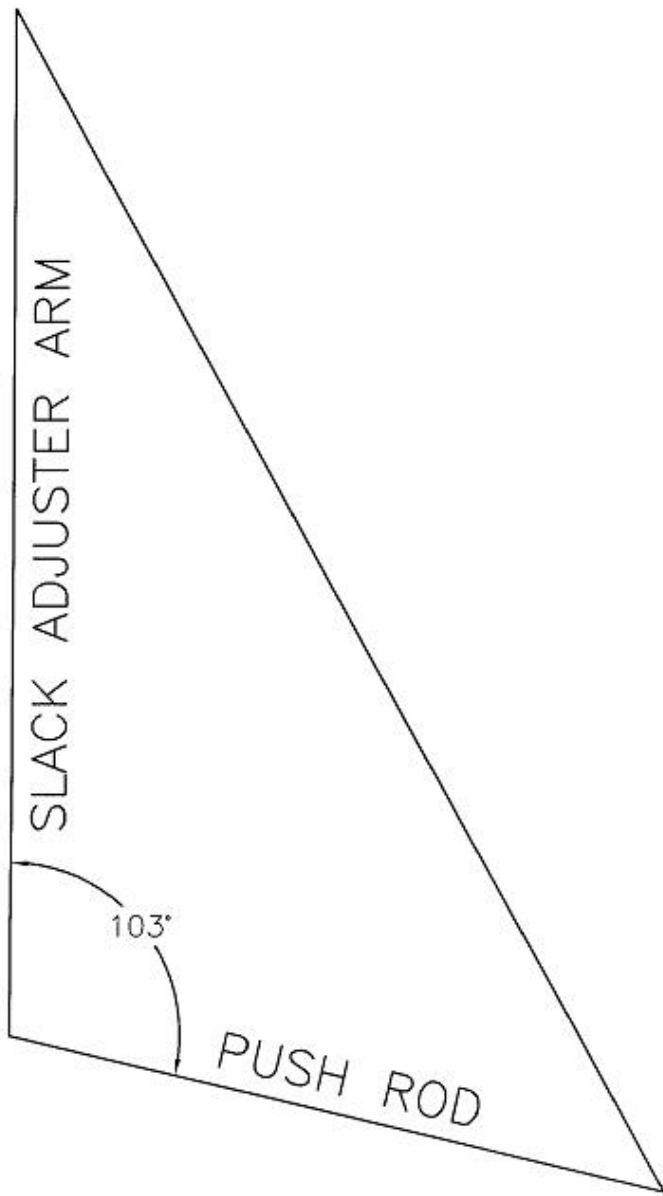
- Measure the distance from the base of the air chamber to the large clevis pin.



- The difference should be 1-15/16" from brake release to brake actuation.



- Fold attached sketch along the lines of the 103 deg angle (see right).
- Place tip on center of cam shaft. Place 103 deg corner on large clevis pin to verify 103 deg angle between slack adjuster arm and push rod.



Guide at actual size