

THERE IS A DIFFERENCE

- » DESIGNED TO EQUAL OR SURPASS OEM SPECIFICATIONS
- » EVERY SLACK ADJUSTER IS TESTED USING A 10-POINT TEST PROCEDURE
- » DESIGNED TO PROVIDE A MORE GRADUAL ADJUSTMENT RATE WHICH SIGNIFICANTLY REDUCES THE RISK OF BRAKE DRAG
- » ONE YEAR, NO HASSLE WARRANTY



EVERY SINGLE SLACK, IS TESTED USING AN AGGRESSIVE 10 POINT DYNAMIC TEST PROCEDURE

1. 5-CAM Fitment
2. CW/ CCW Rotational Torque and Ratchet Response at Hex
3. Adjustment-Arm Available Movement
4. Hex Nut Rotation in Degrees Relative to Adjust-Arm Movement
5. 5-CAM Gear Movement in Degrees Relative to Adjust-Arm Movement
6. Clutch Pressure Setting and Plate Force Output
7. Degree of Hex Rotation Required for Clutch to Engage Relative to Adjust-Arm Movement
8. Degree of Hex Rotation Required for Clutch to Dis-Engage Relative to Adjust-Arm Movement
9. Clevis Assembly Inspection of Threads, Fitment, and Yoke Hole Location
10. Verify Template Form and Fit

