

ISB-ASA1000: Installation Instructions for 10000 series AutoSlacks

1. Park on a flat surface, stop engine and block wheels. Maintain full system air pressure.

2. Apply brakes to check all chambers for equal stroke length (check manufacturer specs for maximum effective stroke) and Autoslacks for equal applied angles.

3. Apply air to release the springbrakes (if air not available, manually cage) and verify all chamber push rods are fully retracted. *Note – AutoSlacks should only be manually adjusted during replacement installation or brake relines.*

4. Remove whichever AutoSlacks are malfunctioning including the anchor strap bracketry (see item A) attached to the chamber mounting stud. *Note – bracketry will be different based on application.*

5. Wire brush camshaft splines, wipe clean and check for wear. Check cam bushings for wear. Replace either as needed. Lubricate cam bushings.

6. Check clevis yoke and pin for wear, replace as needed.

7. Install new anchor strap bracket. *Note – Some have multiple mounting holes; for AutoSlacks with less than 6" arm length, use the shorter hole location and for AutoSlacks with 6" or more arm length, use the longer hole.* If attached to the chamber, hand tighten the chamber nut leaving the strap slightly loose.

8. Apply never-seize compound to cam splines and a minimum of one inner spacer washer. Install AutoSlack on cam with the adjusting nut pointing opposite the brake chamber.

9. Install enough outer spacer washers and new lock ring to achieve less than .060 endplay.

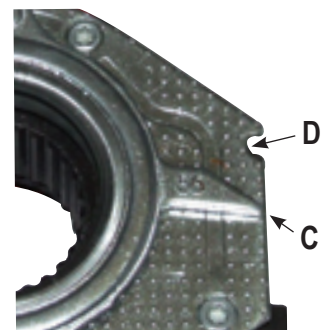
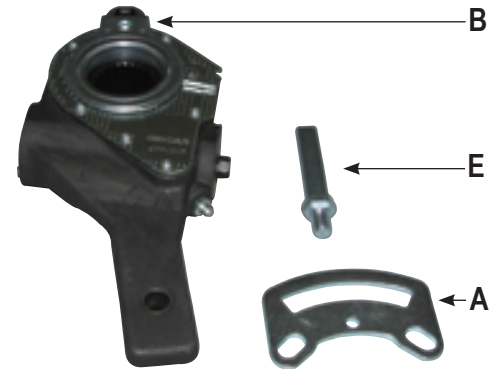
10. **Recheck the chamber push rod is fully retracted**, rotate the adjusting nut CLOCKWISE until the clevis pin hole on the slack aligns with the clevis pin hole on push rod yoke. Apply never-seize compound to the clevis pin and install.

11. Rotate the AutoSlack reference arm (see item B) away from the adjusting nut (towards the chamber) until it comes to a distinct internal stop. The installation indicator of the reference arm (see item C) should align with the indicator slot on the rivet plate of the slack body (see item D). Reminder the chamber push rod should be fully retracted.

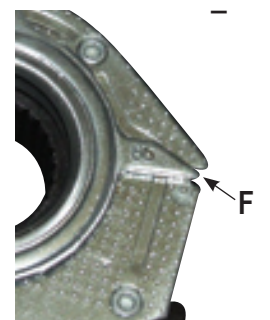
12. Attach reference arm stud or guide arm (see item E) on reference arm to anchor strap bracket and torque the nut to 15 ft lbs. *Note- Some models have the stud as part of the reference arm.* Tighten strap bracket at chamber (cam bushing bracket if trailer) to manufacturer specs. **Recheck the installation indicator is still aligned with indicator slot on the slack body (see F).** If not, repeat steps 8-12.

13. Using a hand wrench only, turn the adjusting nut CLOCKWISE until lining to drum contact. Back adjusting nut COUNTER CLOCKWISE ½ turn, you will hear an internal clicking sound during this back-off process. **Recheck the installation indicator is still aligned with indicator slot on the slack body (see F).** If not, repeat steps 8-13.

14. If springbrakes are manually caged, uncage them. Repeat Step 2. Road test when ready and afterwards recheck A) All fasteners are tight, B) lock ring is secure on camshaft and C) installation indicator is aligned with indicator slot on slack body when the brakes are released.



Incorrect Installation



Correct Installation

Reminder – Never adjust AutoSlacks once vehicle is in service!