

ISB-ASA5000: Installation Instructions for 50000 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 full retracted. *Note – AutoSlacks should only be manually adjusted during replacement installation or brake relines.*
4. Check angles on all Autoslacks. They should be equal. Shorten or replace push rods as needed. If replacing any other design of slack adjuster, the pushrods may also need to be shortened or replaced.



Picture 1

5. Remove whichever AutoSlacks are malfunctioning. Remove the clevis assembly but not the jam nut. Check the clevis design to verify it is the standard collar lock design, **NOT** the extended design. Note the clevis assembly components in PIC 1.
6. Wire brush camshaft splines, wipe clean and check for wear. Check cam bushings for wear. Replace either as needed. Lubricate cam bushings.
7. 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.
8. Install outer spacer washers and new lock ring to achieve less than .060 endplay.
9. Jam nut should be on push rod, install the collar nut. Fully thread the hex nut onto the push rod.



Picture 2

10. Recheck the chamber push rod is fully retracted, rotate the adjusting nut on the AutoSlack **CLOCKWISE** until the threaded part of the clevis yoke aligns with the collar nut as shown in PIC 2.
11. Thread the collar nut onto the clevis and position the template as shown in PIC 3. Set the final position of the slack by adjusting the 3/4" hex nut on the push rod until the correct slack measurement on the template aligns on the centerpoint of the cam shaft.
12. Tighten the collar nut against the clevis body with 40-50 ft lbs. The push rod should not extend more than 3/32nds past the end of the clevis. Tighten the jam nut to 40-50 ft lbs for 1/2" rods.



Picture 3

13. Recheck the chamber push rod is fully retracted. Using a hand wrench only, turn the adjusting nut **CLOCKWISE** until lining to drum contact. Back adjusting nut **COUNTER CLOCKWISE** 1/2 turn, you will hear an internal clicking sound during this back-off process. Spin drum to insure there is no shoe to drum contact.
14. Apply brakes to 90psi and release. Recheck the chamber push rod is fully retracted. Measure from the front of the chamber to the center of the clevis pin. Manually apply the brake with a lever until the lining contacts the drum. Re-measure from the front of the chamber to the clevis pin and deduct the first measurement. Free stroke should be 1/2" +/- 1/8." Recheck all Autoslacks angles ARE EQUAL. If not, recheck push rod lengths and repeat steps 9-14.
15. 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) all Autoslack angles are equal.

Reminder – Never adjust AutoSlacks once vehicle is in service!