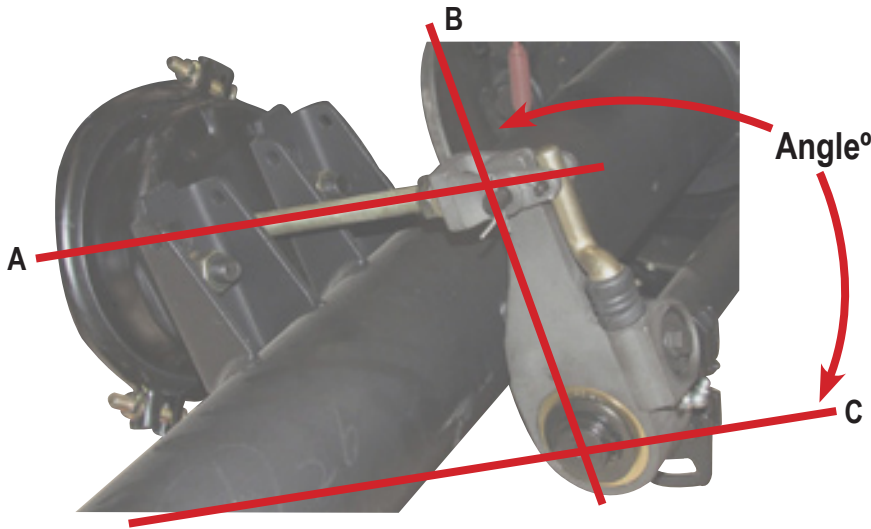


ISB-ASA6000; Installation Instructions for 60000 series AutoSlacks

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. Check angles on all AutoSlacks. They should be equal. Review the angles per the chart below and shorten or replace push rods if they need to be longer. If replacing any other design of slack adjuster, the pushrods may also need to be shortened or replaced:



- A – Centerline of push rod
- B – Straight line, center of camshaft through center of clevis pin hole
- C – Straight line through center of camshaft, parallel with A

<u>Slack Adjuster Arm Length</u>	<u>Retracted Angle</u>
5"	100°-112°
5.5"	100°-110°
6"	90°-108°

5. Remove whichever AutoSlacks are malfunctioning.
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. Position the jam nut about $1 \frac{3}{8}$ " from the end of the push rod. Thread the yoke adapter on the push rod until it is about $\frac{3}{8}$ " from the end of the rod.
10. **Recheck the chamber push rod is fully retracted**, rotate the adjusting nut CLOCKWISE until the clevis yoke on the AutoSlack extends over the adapter about $\frac{1}{8}$ ". Thread the adapter into the yoke and tighten to 10 ft. lbs. The push rod should not extend more than $\frac{3}{32}$ nds past the end of the adapter.
11. **Holding the adapter in it's position**, tighten the jam nut to 300-400 inch lbs. for $\frac{1}{2}$ " rods or 400-600 inch lbs. for $\frac{5}{8}$ " rods.
12. Using a hand wrench only, turn the adjusting nut CLOCKWISE until lining to drum contact. Back adjusting nut COUNTER CLOCKWISE $\frac{1}{2}$ turn, you will hear an internal clicking sound during the back-off process. **Recheck all AutoSlacks angles within the tolerances in step 4 and ARE EQUAL.** If not, check push rod lengths and repeat steps 9-12.
13. If springbrakes are manually caged, uncage them. Repeat Step 2. Road test when ready and afterwards re-check A) – All fasteners are tight, B) – Lock ring is secure on camshaft and C) – All AutoSlacks angles are equal.

Reminder – Never adjust AutoSlacks once vehicle is in service!