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# Procedure for installing the Slide Pins in Duramaster Air Disc Brakes

Referring to the Bendix® service manual section 3, page 17 for relining brakes it states:

make sure the slide pin is clean and that there is no paint or other material on the pin.

Also as a footnote the manual states

apply anti-seize compound to the slide pin retainer, but do not apply anti-seize compound to the threads of the retainer or to the slide pin.

Using any type of lubricant on the slide pins during installation can cause dirt and/or road debris to build upon the pins and bushings, causing them to stick and not release. Premature brake wear and possible failure could occur.

I just had all of our brake slide pins pulled and inspected, I have posted some photos below.

The one I am showing has a fairly good sized, deep, hole in it, with rough edge, that I am told is serious, could before long have caused brake problem. It is speculated that the coach may have sat for a time, caused some rust to begin, it got worse over time, then turned into the hole. Understand that this pin has been cleaned to show me (you) the problem area, it is not this nice and shiny all over. A new paper weight.

The lesson.....if this is new to you, consider a periodic inspection or cleaning of these pins and probably factor in how often you use the coach, what conditions (salt on roads in winter?). Pumping the brakes six times before driving can keep the brakes sliding well on the pins.

The coins are just to show you scale for those new to this topic. The coins value is not representative of the cost to inspect and, or replace the pins and especially a repair if the brakes seize or fail because of corrosion.



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Discussion: [Brake Slide Pin report, reminder](#)

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