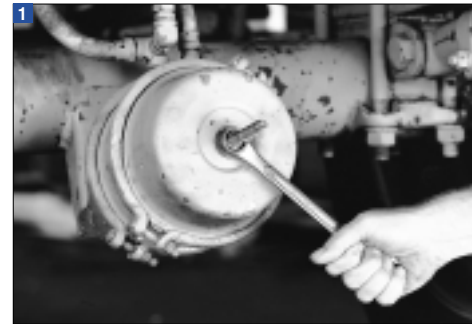


Installation – Gunite 2000 Slack Adjuster

NOTE: These instructions are for the Gunite 2000 Slack Adjuster. This Slack Adjuster is specially designed for the latest Welded Clevis, Long Stroke Brake Chamber applications. **DO NOT** attempt to use a Collar Lock Clevis with this Slack Adjuster.



If the axle is equipped with spring brake chambers, manually cage the spring brakes following the manufacturer's recommended procedures. Note: When caging the spring brakes, always be sure to block the vehicle wheels to prevent unwanted movement.



Apply anti-seize compound to the camshaft splines. Properly shim the slack adjuster by placing one of the existing washers onto the camshaft. Next install the slack adjuster onto the camshaft and place the second washer on the end of the camshaft, on the outside of the slack adjuster. Re-attach the retaining clip.



Using a 7/16-inch wrench or a socket, rotate the hex extension clockwise until the holes in the slack adjuster are properly aligned with the corresponding holes in the welded clevis.



Insert the large and small pins in the proper holes.



Insert the cotter pins into the large and small holes and secure the cotter pins.



Pre-adjust the brakes by rotating the hex extension clockwise until the brake lining contacts the brake drum. Back the slack adjuster off by rotating the hex counterclockwise 1/2 turn. Backing off a new slack adjuster may require up to 50 ft lbs of torque. A ratcheting sound will be heard when backing the slack off.

Inspection



Block the vehicle's wheels. With the brakes released, measure the distance from the face of the air chamber to the center of the clevis pin in the clevis.



Apply 85 psi to the air chambers and allow the air chamber push rod to travel its maximum stroke. Again measure to the center of the clevis pin.

"LONG STROKE" CLAMP TYPE BRAKE CHAMBER DATA

Type	Rated Stroke	Maximum stroke at which brakes must be readjusted
16 L	2.50	2
20 L	2.50	2
20 L3	2.50	3
24" L3	3.00	2-1/2
30" L3	3.00	2-1/2

**Note: Identified by square air port bosses.*

The difference between the applied stroke and the release position should be less than the maximum stroke listed above.



If the chamber stroke exceeds the limit, turn the hex extension one full turn counterclockwise. Mark the adjusting hex and end cover plate. Apply the brakes several times and watch for the hex to rotate clockwise. If the hex rotates upon brake application, the slack adjuster is operational. Readjust the brake after the operational test.



Check the torque by attaching a torque wrench to the hex extension and turning it in a counterclockwise direction. If there is less than 15 ft. lbs. of torque in the counterclockwise direction, the slack must be replaced. If immediate replacement is not possible, proper brake adjustment must be maintained by manual adjustment. Readjust the brake after the torque test.



Slack adjusters cannot compensate for problems with the foundation brakes. Check the brakes for worn cam bushing, worn pins, rollers and cams, brake shoe arcs, or broken return springs. Repair as necessary and repeat the test.

Brake Reline



Cage the spring brakes. Always be sure to block the vehicle's wheels. Using a 7/16" wrench or socket, rotate the hex extension counterclockwise.



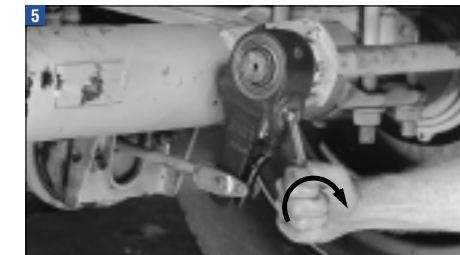
Only back off the adjusting hex enough so the drum will clear the lining. Remove the brake drum.



After the brake drum has been removed, rotate the hex extension clockwise until the cam turns over. This will allow the brake rollers to be in the release position.



Proceed with the lining change and/or brake drum replacement.



Rotate the hex extension clockwise until the brake linings contact the drum.



Back-off the slack adjuster by rotating the hex counterclockwise 1/2 turn. This provides running clearance between the lining and drum. Check for proper stroke limits by completing the first three steps under the "Inspection" heading of this chart.