



1 If the axle is equipped with spring brakes, manually cage the brakes following the manufacturer's recommended procedures.



2 Apply anti-seize to the chamber push rod threads before installing the new clevis. Also apply anti-seize to the camshaft splines at this time.



3 When installing a Gunite slack adjuster with a collar lock clevis, place the 1-1/4" collar nut on the push rod against the 15/16" jam nut. Next thread the 3/4" hex nut onto the push rod.



4 Install the slack adjuster onto the camshaft using at least one inner washer to align the slack adjuster with the brake chamber push rod and enough outer washers to allow no more than 0.060" movement of the slack adjuster on the camshaft. Secure with the snap ring.



5 Using the hex extension and a wrench, adjust the slack so that the collar lock and nut aligns with the threaded area of the clevis.



6 Before attaching the collar nut to the clevis, check to make sure the threaded push rod is fully engaged in the 3/4" hex nut. If the push rod does not have full engagement, a new push rod must be installed and cut to length. Refer to the section on cutting a new push rod to length in the Gunite service manual, WE3.001. The push rod may extend up to 1/16" past the clevis opening. If the push rod extends more than 1/16" past the clevis opening, mark the push rod and remove the clevis to allow the push rod to be cut to the proper length.



7 After threading the collar nut onto the clevis, place the template over the large and small clevis pins as shown above.



8 Align the slack by adjusting the 3/4" hex nut on the push rod until the appropriate centering hole on the template aligns with the center hole on the camshaft. The template is provided with centering holes for 5", 5.5", 6", 6.5" slacks.



9 Using a torque wrench, tighten the 1-1/4" collar nut to the clevis using 40 to 50 ft. lbs. of torque.



10 Once the 1-1/4" collar nut has been properly tightened to the clevis, tighten the 15/16" jam nut against the collar lock nut using 40 to 50 ft. lbs. of torque.



11 Fully apply the brakes and allow the chamber push rod to travel its maximum stroke. Clearance must exist between the slack adjuster and all adjacent chassis components. Release the brakes.



12 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 will require up to 50 ft. lbs. of torque. A ratcheting sound will be heard when backing the slack off. After completing this step, uncage the spring brake.