



Gunite® 2000 Automatic Slack Adjuster



Assembled in the USA

Installation Procedures

Your only single source for industry-leading wheel end solutions.

STEEL & ALUMINUM WHEELS | DRUMS | HUBS | ROTORS | SLACK ADJUSTERS

NOTE:

THESE INSTRUCTIONS ARE FOR THE GUNITE 2000 SLACK ADJUSTER. THIS SLACK ADJUSTER IS SPECIALLY DESIGN FOR BRAKE CHAMBER APPLICATIONS THAT USE A WELDED OR THREADED ON CLEVIS WITH A **1.30"** PIN CENTER DISTANCE ONLY.

WARNING

As with all products, close attention should be given to all instructions incorporated in these instructions, in particular, the notes and warnings which are highlighted.

Failure to strictly adhere to these notes and warnings may cause the unit to not perform as designed and result in a weak or "NO BRAKE" condition, which could cause extensive property damage, bodily injury or death.

Preparation for Installation

1. If the axle is equipped with spring brake chambers, manually cage the spring brakes following the manufacturer's recommended procedures.
3. Remove the existing slack adjuster from the camshaft. Do not discard the mounting hardware including the washers and lock ring. You will need these during installation of the Gunite 2000 slack adjuster.

NOTE:

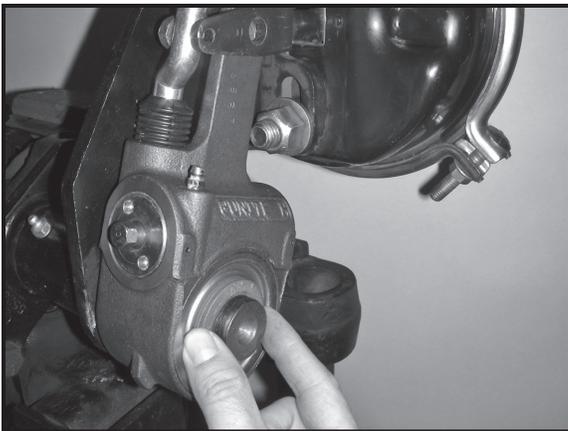
When caging the spring brakes, always be sure to block the vehicle wheels to prevent unwanted movement.

2. Check the operating condition of the foundation brakes, including drums, shoe and linings, cams, bushings, rollers, etc. Replace or repair any damaged or worn parts.

Installation of the Gunite 2000 Slack Adjuster

NOTE:

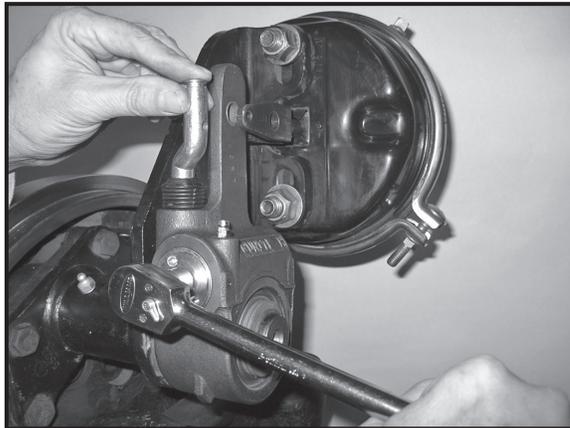
When installing the Gunite 2000 slack adjuster with a welded on clevis air chamber, it is not necessary to use an installation gauge. The proper mounting angle has been designed into the product. For applications using a threaded **1.30"** pin center distance clevis, use the provided installation template (SD04604) for proper mounting angle. Reference Gunite Automatic Slack Adjuster installation and service manual WE3.001 for installation procedure.



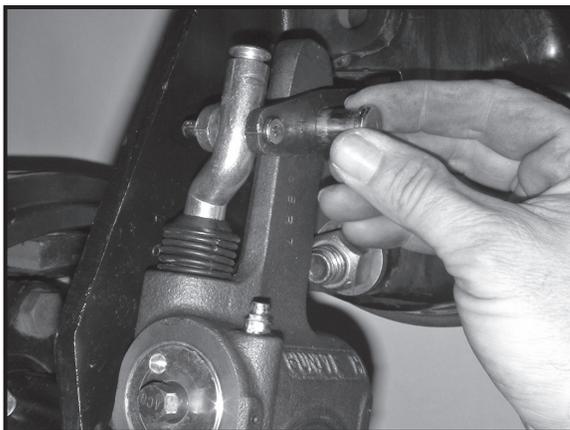
1. Apply anti-seize compound to the camshaft and install the automatic slack adjuster using the original mounting hardware. Properly shim the automatic slack adjuster using the existing washers onto the camshaft to ensure alignment with the brake chamber's push rod. Re-attach the retaining clip.

NOTE:

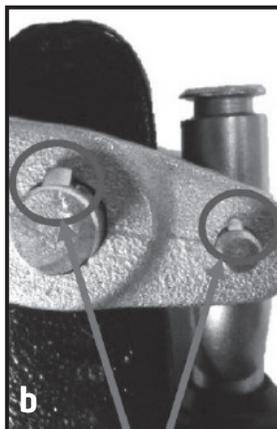
Slack adjuster axial play/movement should not be more than 0.060" after installation."



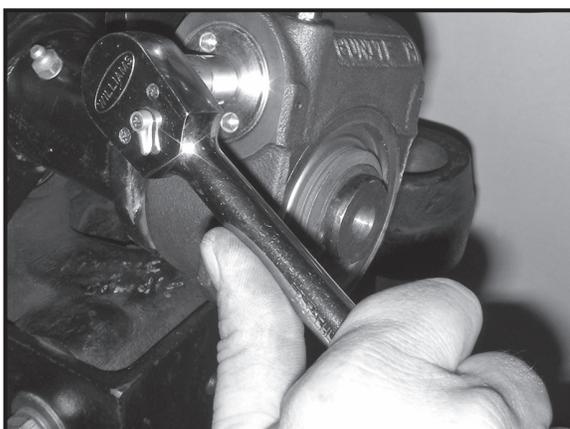
2. Using a 7/16" wrench or a socket, rotate the hex extension clockwise until the holes in the Gunit automatic slack adjuster are properly aligned with the corresponding holes in the welded clevis. Hold the link down while rotating the hex extension clockwise. Failure to do so can cause the link to disengage from the drive. Do not use an air impact wrench on the 7/16" hex. It can damage the clutch.



3. Insert the large and small pins in the proper clevis holes.



4. Insert pins:
 - a. Insert the cotter pins into the large and small pin holes and secure the cotter pins.
 - b. If using a SLIC pin, ensure the locking tabs are fully engaged after installing the pin through the clevis.



5. Uncage the spring brake then fully apply the brakes and allow the chamber push rod to travel its maximum stroke. Clearance must exist between the Gunit automatic slack adjuster and all adjacent chassis components. Release the brakes. After completing this step, refer to section on Brake Adjustment After Installation.

Brake Adjustment After Installation

Follow this Procedure to Properly Adjust the Brakes:

- Using a 7/16 inch wrench or socket, rotate the hex extension **clockwise** until the brake linings make contact with the braking surface of the drum.
- Using a 7/16-inch wrench or a socket, back off the slack adjuster by rotating the hex extension **counterclockwise** 1/2 turn. This will require more than 25 to 30 ft. lb. of torque. When backing off the slack, a ratcheting sound will be heard.
- Using a ruler, measure the distance from the face of the air chamber to the center of the large pin in the clevis. See A in Figure 5. Check the following chart for proper maximum stroke after adjustment of the brakes.

Once you have taken this measurement, make an 90 psi brake application and allow the air chamber push rod to travel its maximum stroke. With the air chamber push rod extended, measure the distance between the air chamber face to the center of the large pin in the clevis. See B in Figure 5.

The difference between the A and B measurement is the push rod stroke. Check the following chart, Figure 6 (1), locating the proper air chamber type and determine the maximum stroke after the adjustment of the brakes. If the applied stroke exceeds the maximum stroke shown in the chart, check the foundation brakes for missing or worn components, cracked drums or improper lining to drum clearance then repeat steps 1 through 3.

"LONG-STROKE" CLAMP TYPE BRAKE CHAMBER DATA

Type	Outside Diameter	Rated Stroke	Maximum Legal Stroke Limit
16	6-3/8	2.50	2
20	6-25/32	2.50	2
24	7-7/32	2.50	2
24*	7-7/32	3.00	2-1/2
30*	8-3/32	3.00	2-1/2

* Note: Identified by square air port bosses.

Figure 6

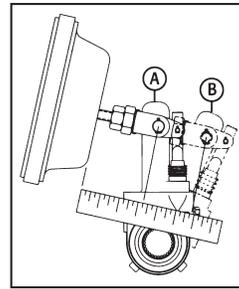


Figure 5 – Measuring Maximum Stroke

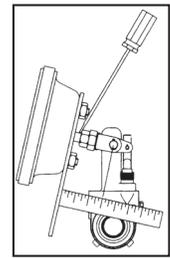


Figure 7 – Free Stroke

Measuring the Free Stroke:

- Free stroke is the amount of movement of the slack adjuster arm required to move the brake shoes against the drum. With the brakes released, measure from the face of the air chamber to the center of the large clevis pin. See Figure 7.

Apply pressure using a lever to activate the slack adjuster until the brake shoes make contact with the brake drum surface. The difference between the released and the applied measurements is the **free stroke**. The free stroke should be between 3/8 and 5/8 inches.

If the free stroke is greater than the recommended distance of 3/8 to 5/8 inch, a function test of the slack adjuster should be performed. Refer to the Gunite Automatic Slack Adjuster Service Manual or the Accuride Wheel End Solutions website at AccurideWheelEndSolutions.com.

If the free stroke is less than 3/8 inch, a dragging brake can occur. If this situation occurs repeat the manual adjustment by repeating steps 1 through 3 under **Brake Adjustment After Installation** section.

- (1) For "Standard" clamp type brake chambers reference the Gunite Automatic Slack Adjuster Service Manual WE3.000"



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Lubrication

The Gunite slack adjusters are factory-lubricated and extensively sealed to protect against dirt, water, salt and other corrosive elements. However, it is recommended periodic lubrication take place every 6 months or 50,000 miles ensuring the Tru-Seal® link boot, O-rings and internal components maintain proper lubrication; this should be performed using an NLGI 1 or 2 grade grease that has a working range of -40 - 250 degrees F. A grease containing Molybdenum Disulfide should not be used as it will likely have a negative impact on the function of key friction components and reduce the operational efficiency of the automatic slack adjuster.

For additional service information refer to Gunite Automatic Slack Adjuster Service Manual (WE3.000) or visit our website at AccurideWheelEndSolutions.com.

Your only single source for industry-leading wheel end solutions.

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For more information: (800) 677-3786 / (815) 964-3301 | accuridecorp.com

Gunite | 302 Peoples Avenue | Rockford, IL 61104-7092

