

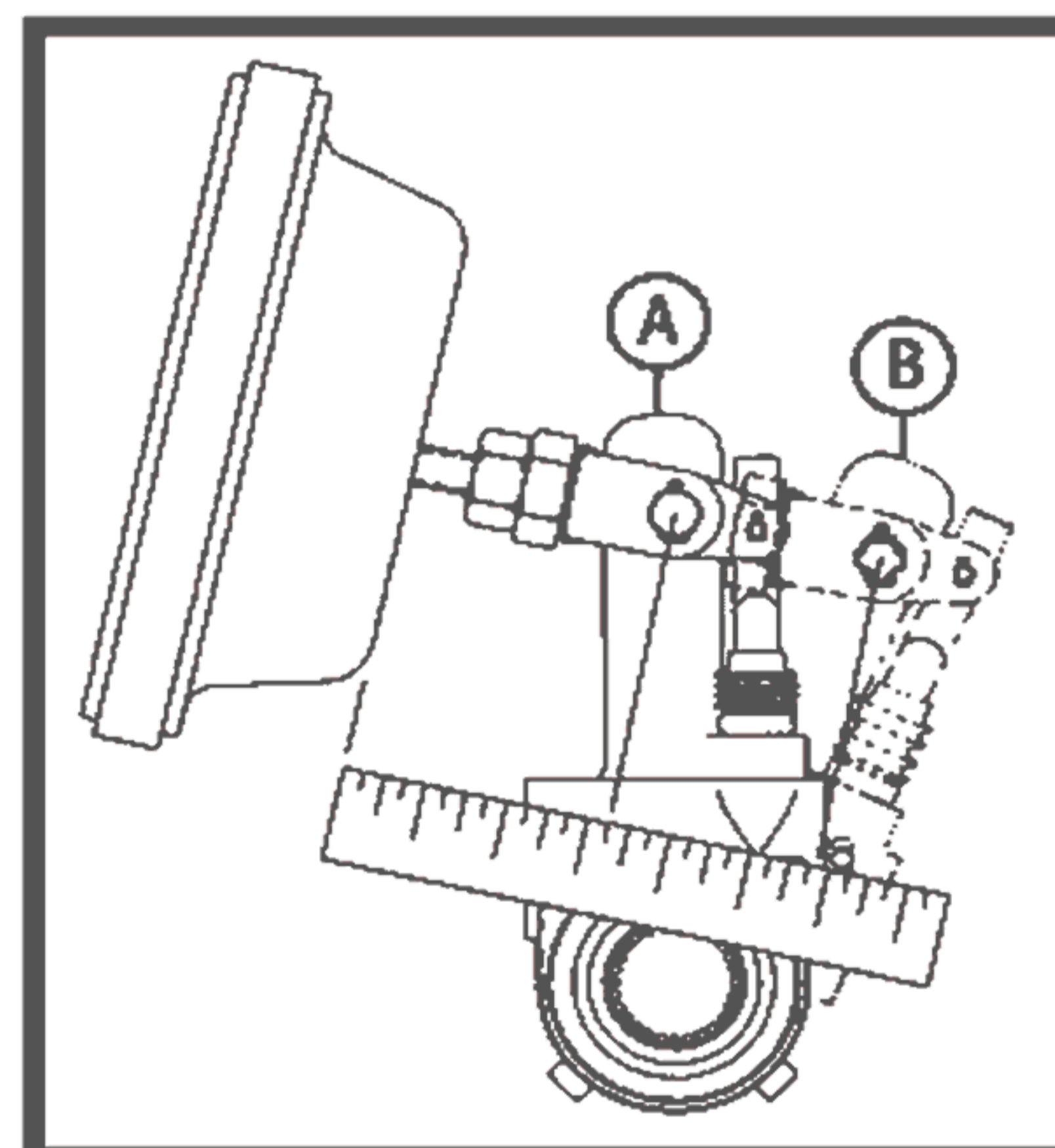
# Brake Adjustment After Installation

## WARNING

Gunite Automatic Slack Adjusters should not be manually adjusted in an effort to correct excessive push rod stroke. Excessive pushrod stroke indicates that a problem exists with the automatic slack adjuster, installation, or with related foundation brake components, which manual adjustment will not fix. Manual adjustment of Gunite Automatic Slack Adjusters is a dangerous practice that could have serious consequences, because it gives the operator a false sense of security about the effectiveness of brakes which are likely to go out of adjustment again soon.

## Adjust the Brakes As Follows:

1. Rotate the hex extension clockwise until the brake linings contact the brake drum. Back off the automatic slack by rotating the hex counterclockwise 1/2 turn.
2. Backing off the slack will require more than 15 ft. lb. of torque. When backing off the slack, a ratcheting sound will be heard.
3. Using a ruler, measure the distance from the face of the air chamber to the center of the large pin in the clevis (A) (See fig. 1). Make a 90 psi brake application and allow the chamber push rod to travel its maximum stroke. Measure to the center of the large pin (B). The difference between (A) and (B) is the push rod stroke. Check the chart on the second page for proper maximum stroke after adjustment of the brakes.



**Figure 1** – Measuring Maximum Stroke

## Measuring the Free Stroke

4. Free stroke is the amount of movement of the slack arm required to move the brake shoes against the drum. With brakes released, measure from the face of the chamber to the center of the clevis pin. Use a lever to measure the movement of the slack adjuster until the brake shoes contact the drum (See fig. 2). The difference between the released and applied measurements is the free stroke. The free stroke should be 3/8" - 5/8".

If the free stroke is good, but the applied stroke is too long, there is a problem with the foundation brake. Check the foundation brake for missing or worn components, cracked brake drums, or improper lining to drum contact.

**RM Brakes Co., Ltd.** [www.rmbrakes.com](http://www.rmbrakes.com)

🏠 No. 8 Shitian Road, Yangchenhu Town, Xiangcheng District, Suzhou, China

✉ [sales@rmbrakes.com](mailto:sales@rmbrakes.com)

☎ 0086-512-69580967

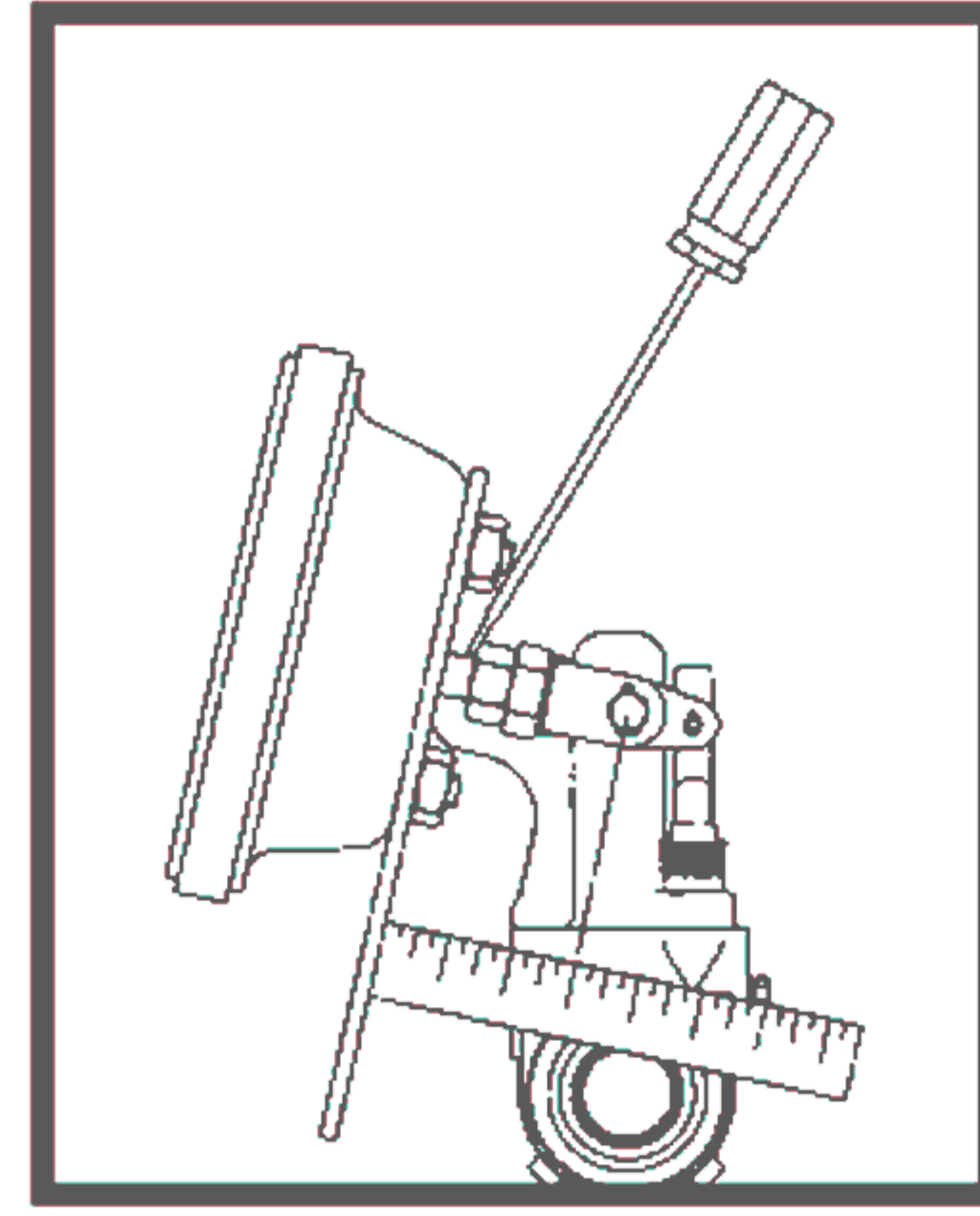
📠 0086-512-68766571





If the free stroke is greater than the recommended distance (3/8" - 5/8"), a function test of the automatic slack adjuster should be performed (See function test on page 3).

If the free stroke is less than 3/8", a dragging brake can occur. Check to see that the manual adjustment procedure was followed correctly. Manually readjust the brake following the "Brake Adjustment After Installation" procedure in this pocket guide.



**Figure 2** – Free Stroke

**"STANDARD" CLAMP TYPE BRAKE CHAMBER DATA**

Type	Outside Diameter	Rated Stroke	Maximum stroke at which brakes must be readjusted
9	5-1/4	1.75	1-3/8
12	5-11/16	1.75	1-3/8
16	6-3/8	2.25	1-3/4
20	6-25/32	2.25	1-3/4
24	7-7/32	2.25	1-3/4
30	8-3/32	2.50	2
36*	9	3.00	2-1/4

\* Note: If type 36 chamber is used, slack length should be less than 6".

**"LONG STROKE" CLAMP TYPE BRAKE CHAMBER DATA**

Type	Outside Diameter	Rated Stroke	Maximum stroke at which brakes must be readjusted
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.

**RM Brakes Co., Ltd.** [www.rmbrakes.com](http://www.rmbrakes.com)

🏠 No. 8 Shitian Road, Yangchenhu Town, Xiangcheng District, Suzhou, China

✉ [sales@rmbrakes.com](mailto:sales@rmbrakes.com)

☎ 0086-512-69580967

FAX 0086-512-68766571

