



# TECH BULLETIN

# #40

**TECH SUPPORT:**

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## 50-017 Bronze Lead Nut Adjustment Procedure



When changing out a lead nut please be sure that:

- 1) The shims go back in the same place that they were previous to disassembly. (A)
- 2) The shims are not bent or damaged.
- 3) The snap rings are properly seated in the grooves on the lead nut.
- 4) Do not use the "blacked out hole" on the gear when attaching it to the lead nut. (B)
- 5) Test the lead nut for unnecessary movement by pushing on one side, then the other.

There should be no movement were the lead nut retainer snap ring sits next to the bearing. Be sure that the bearings are seated all the way in the gear box. (C)

- 6) If there is a gap, use a shim as a feeler gauge and place between the snap ring and bearing to see whether an extra shim is needed or if the snap ring out of place. (D)
- 7) If proper meshing cannot be done, we need to determine whether a shim needs to be moved from one side of the lead nut to the other. There may be a situation where you need to add another shim (over and above the one you just moved). (E, F, G)
- 8) Remember there are two main adjustments in the meshing process: adjusting the feed shaft and twisting the gear box after loosening the 4 6mm Allen screws. (H)



(A)



(B)



(C)



(D)



(E)



(F)



(G)



(H)

**Contact the Pro-Cut Service Department at 800.543.6618, Prompt #2 with any questions.**

PRO-CUT INTERNATIONAL is the world leader in rotor matching systems and on-car brake lathes. The company is located in West Lebanon, NH.