SL-1657 BALANCED CAST BRAKE DRUM

Shake after the brake job? Rule out the drum at the counter.

Every Steadline drum is machined round, balanced and measured before it ships. Its runout and balance readings are printed on the box label, where you can read them before you buy.

You've seen this one.

Six new drums go on. The truck that stopped straight as an arrow before the brake job now shakes at highway speed, and it comes right back to the bay.

Maybe the hub pilots are worn. Maybe the drum was out of round or out of balance before it ever left the box, and nobody can see that on a shelf. So the mechanic pulls the wheels a second time to find out which one it was.

Steadline takes the drum off the suspect list.

1. **Round to the hub.**
   We machine the braking surface and the pilot in a single setup, so the braking surface runs true to the pilot that centers the drum on the hub. Every drum then goes on a gauge, and none ships with more than 0.010 inch of runout.

2. **Balanced by cutting, not welding.**
   We balance every drum by machining metal away, never by welding weights on, so there is nothing to work loose down the road. Drive and trailer drums are balanced to 20 inch-ounces max, and the label shows the actual reading.

3. **Proof on the box.**
   Each box label also carries the inspector's number, the date and a serial number. The same serial is stamped on the drum, so you can match the two in the bay before installation.

STEADLINE — INSPECTED

SL-1657

BRAKE DRUM · 16.5 x 7 · OUTBOARD

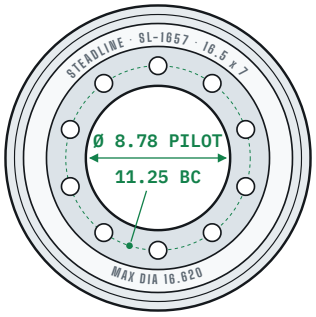
MEASURED ON THIS DRUM

RUNOUT	0.004 in.	max 0.010
BALANCE	6 in-oz	max 20

INSPECTOR 14 — 09/24/2026

S/N 2609-1657-0372

Sample box label. The readings change with every drum.



SL-1657 mounting face: 8.78 in. pilot, 11.25 in. bolt circle.

Ask for Steadline SL-1657 by part number, and check the label before it leaves the counter.

Fit checks and replacement limits are on the back.

Spec sample by Riggs Copywriting, riggscopywriting.com. Steadline is a fictional brand. Part numbers, specifications, the box label and product claims are illustrative.

The right drum, the first time.

Replace drums in pairs on the same axle. Run these four checks on every pair.

Before it goes out the door

1. **Read the old drum.**
   The maker's name and part number are usually cast into the drum. Cross that number to the matching Steadline part before you pull a pair.

2. **Can't read it? Measure it.**
   Measure the pilot diameter, bolt circle, bolt hole size, number of holes, overall depth, and the diameter and width of the braking surface.

3. **Outboard or inboard?**
   An outboard drum comes off without pulling the hub. An inboard drum mounts on the inboard side of the hub flange. Match the type coming off.

4. **Weigh old against new.**
   The replacement should weigh about the same as the drum coming off. If the weights aren't close, stop and recheck the part number.

> **BEFORE IT GOES ON**
> Clean rust and debris off the hub pilot and the drum pilot before installation. The pilots center the drum on the hub, not the studs.

SL-1657 at a glance

Brake size	16.5 x 7 in.
Position	Drive and trailer axles
Mounting	Outboard
Pilot diameter	8.78 in.
Bolt circle	11.25 in.
Bolt holes	10 at 1.07 in.
Overall depth	10.50 in.
Wheel systems	Hub-piloted, or stud-piloted duals
Weight	110 lb
Balance	20 in-oz max, by machining
Runout	0.010 in. max, measured
Maximum diameter	16.620 in., cast on the drum
Axle rating	23,000 lb GAWR, standard duty

Also made in steer sizes: 15 x 4, 16.5 x 5 and 16.5 x 6.

Six signs the old drum is done

- Wear has reached the **maximum diameter cast on it**. Go by that number: 16.620 inches on the SL-1657.
- An **outside crack opens** when the brakes go on, a crack runs through the wall or a bolt hole, or a piece is missing.
- **Heat checks** run **longer than 3 inches**, or open wider or deeper than 0.060 inch. Short, fine heat checks are normal.
- **Black, hard spots** show on the braking surface. They make the drum more likely to crack.
- **Runout is over 0.020 inch** on a dial indicator, measured on the truck, even after re-indexing the drum.
- The drum has **been dropped**, even once. Scrap it.

Cross the old part number to Steadline SL-1657, and show the customer the label.

Sell them in pairs.

Spec sample by Riggs Copywriting, riggscopywriting.com. Steadline is a fictional brand. Part numbers, specs, the box label and product claims are illustrative. Fit checks and limits follow published drum service literature and 49 CFR Part 396, Appendix A, checked October 13, 2026.