

Most cars are equipped with hydraulic brakes. Pressure to operate these brakes is stored in a master cylinder which is mounted under floor of the car and connected to the brake pedal by means of mechanical linkage

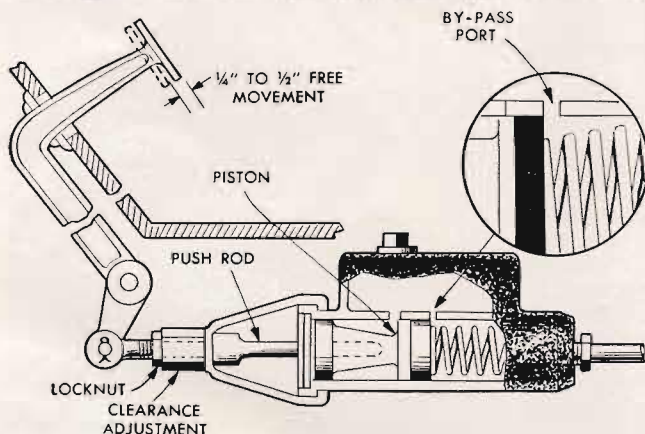
Brake Servicing

YOU CAN INSPECT the linings on your car in five minutes. You can reline any brakes in a short time for a fraction of the cost of a reline job and save yourself the inconvenience of being without the use of the car for a day or more. Jack up a front wheel and remove the wheel and then the drum. On new linings, the rivet heads are in countersunk holes and if the linings are worn down within less than $\frac{1}{32}$ in. of the rivet heads, that's your cue. If wear continues, the rivetheads will score the contact surfaces of the drums.

Brakes vary as to the location of springs, anchor bolts and methods of adjusting the

shoes, but the basic principles are the same. Because the application of brakes generates much heat, the bands are usually lined with asbestos friction lining. Before tackling the relining job, the first thing to do is to check the toeboard clearance of the brake pedal, as shown below. It will be noted the specification calls for $\frac{1}{4}$ to $\frac{1}{2}$ in. of free travel of the pedal, but manufacturer's instructions vary on this adjustment. It's a good idea to consult the instruction book for the recommended pedal movement and also for detailed directions on making the clearance adjustment near the end of the push rod on the master cylinder. Instruction manuals usually will direct you to loosen the locknut and turn the yoke until the required clearance is obtained.

Free movement of the brake pedal will vary on different cars, but in most cases, as shown below, the specification calls for $\frac{1}{4}$ to $\frac{1}{2}$ in.



Now, you'll need a complete relining kit, which includes linings for your car and the necessary rivets, a holder fixture for the combination knockout punch and clincher tool, brake-spring pliers and a bleeder hose. With these parts at hand, block the rear wheels securely and jack up the front end of the car so that the front wheels clear. Then remove hub caps, grease cups, cotter pins, spindle nuts and the outer wheel