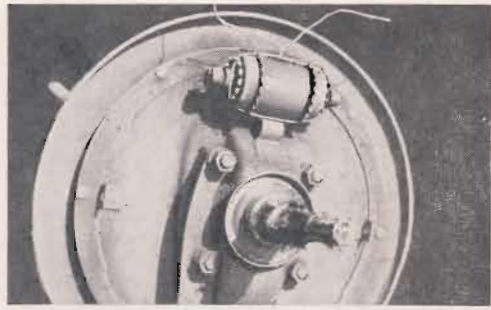
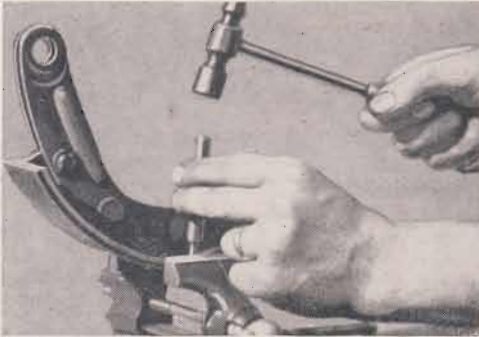


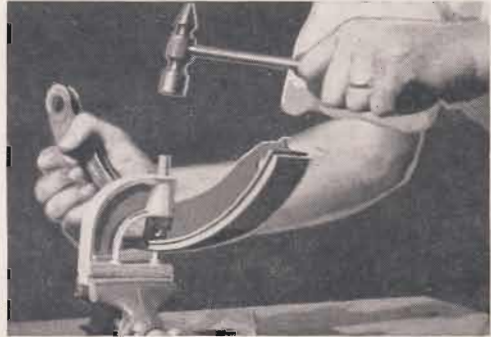
This brake band needs a reline job although lining is not yet worn badly enough to permit the rivet-heads to mar the contact surface of the brake drum



Unless the brakes are provided with piston stops, be sure to wrap a piece of fine wire around the pistons in the retracted position before removing shoes



To remove brake lining, place the shoe in a vise and, using a punch, knock out rivets that hold the lining



When replacing the new brake lining, begin riveting at the center of the shoe and work toward the ends

bearings. Pull the wheels from the spindles. Before removing any parts from the brake assembly, upper left-hand photo, wrap a piece of fine wire around the hydraulic brake cylinder, as in the photo at the right, and twist it tight. On some brakes, piston stops are provided, making the wires unnecessary. In most brake assemblies, removal of the retracting springs and anchor pins will release the brake shoes. Keep the parts in order so that you can reassemble them correctly. To remove the worn lining, place the shoe in a vise and knock out the rivets with a punch, as shown in the lower left-hand photo. Be careful not to enlarge or indent the rivet holes in this process. After the old lining has been removed, clean the face of the shoe thoroughly. One lining of each individual set will be marked "forward" and the other "reverse." It is necessary to make sure that you rivet the lining marked "forward" on the forward shoe and the reverse lining on the reverse shoe. These are sometimes referred to as primary and secondary linings. Before riveting, check the alignment of the holes in the lining with those in the shoe. Now place the holder fixture in the vise, as in the lower right-hand photo, insert a rivet in one of the center holes through the lining and place the

head of the rivet over the fixture anvil as illustrated. Clinch the rivet tightly by striking the clincher with a hammer. Then turn the shoe and insert the second rivet in a hole opposite the first. Clinch as before, then work outward toward the ends of the shoe, proceeding in the same manner until all rivets have been inserted and clinched. Apply the lining to the second shoe in the same manner. To avoid a mix-up in the right and left forward and reverse shoe it's a good idea to reassemble them on the brake unit from which they were removed as soon as you finish relining each one. Note that the forward lining is shorter than the reverse lining. After replacing the relined shoes in both front brake units, replace the retracting springs, as shown in the upper left-hand photo on the following page, and remove the wire holding the pistons in the wheel cylinder.

Now, turn the adjusting screw all the way in to retract the shoes so that the drum will slide over them. The adjusting screws, usually fitted with star wheels, are turned with an ordinary screwdriver inserted through a port in the backing plate. Generally it is possible to turn the star wheels by hand when the brake drum has been removed.

Replace bearings, drums, washers, castle