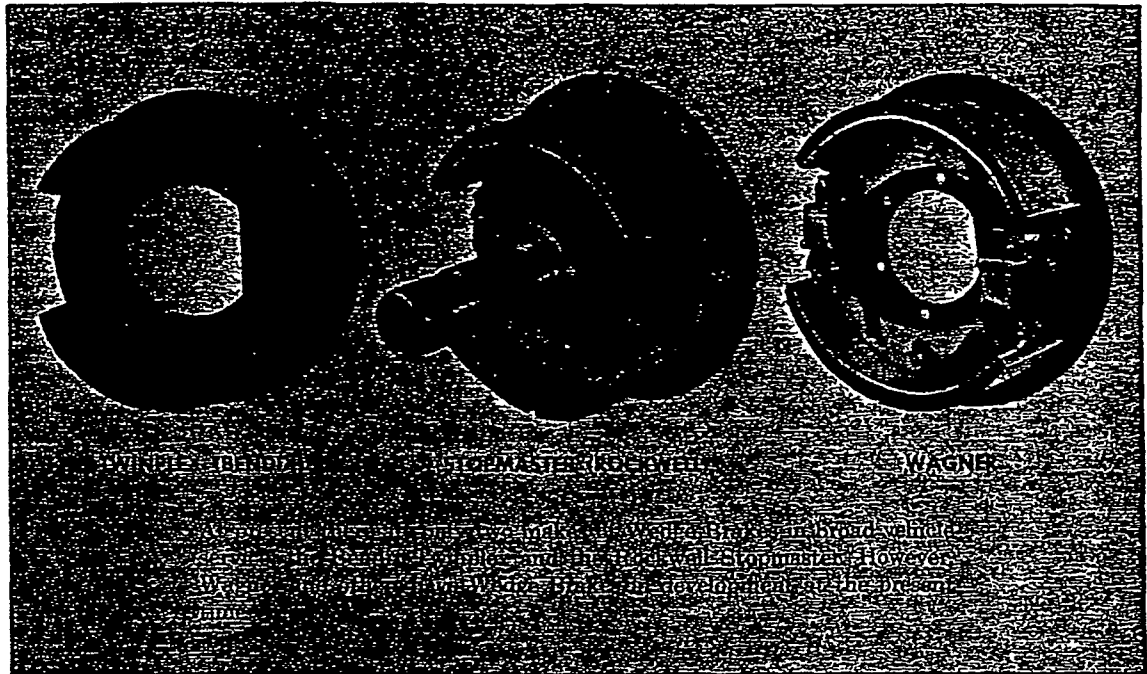


LOOKING INSIDE THE BRAKE DRUM

WEDGE BRAKES



There are two types of Wedge Brakes — the single actuator with one leading and one trailing shoe mainly for front axle usage and the double actuator having two leading shoes primarily for rear axles. The leading shoe on the single actuator brake, as a general rule, is on the bottom. Actuation can be either air or hydraulic and the adjustment either automatic or manual. The actuator unit is a sealed assembly which includes the adjusting mechanism.

Spring Brake

It is important before removing drums on vehicles having a spring brake, that you confine the spring by "caging" it. Refer to the specific spring brake manufacturer's service manual for particulars.

Drum Removal

Should drum removal present a problem, first be sure that the adjustment is backed completely off. If difficulty is encountered in getting at the star wheel, remove the chamber to provide for easier access. If there is a lip on the drum, it can be re-

moved by a sharp edged screwdriver or a three cornered file held against the lip while the drum is driven at engine idle. This is only possible when the lining and drum surface widths are the same.

Another reason for trouble when removing the drum is excessive lining wear before replacement. This causes the adjusting screw to be extended to the limit of its threads, permitting the bolt to cock, making it difficult, if not impossible, to back off. Since the Wedge Brake always has dust shields, it requires more frequent inspections for wear to insure lining replacement in time.

Removal Of Chamber & Wedge Assembly

When removing chambers, mark the exposed thread as a reference mark for reinstallation. With the bottoming type chamber, this reference mark is not necessary since you screw the unit in full and then back off for proper air line connection. —

At time of reline, the adjusting mechanism should be removed for inspection, possible servicing and updating to latest type seal.