

Bendix Two-Shoe Brake (Single Anchor) (Continued)

and the Bendix Company has recommended that this spring always be attached to the top shoe on both front and rear brakes.

Multibestos Institute men have found that grabby brakes and loud clicks may often be eliminated by changing these springs so that the heavier spring is always attached to the secondary shoe. The Multibestos Company recommends the replacement of all retracting springs with new ones whenever the brakes are relined.

Eccentric Type Anchor

Some of the single anchor models are provided with Eccentric Type Anchor, which may be identified because a screw driver slot is provided in the anchor pin. When adjusting a brake with this type anchor, it is necessary to loosen anchor lock nut sufficiently to allow the anchor pin to be turned with a screw driver. A feeler gauge should always be used, and the eccentric anchor should be turned in the direction of rotation of the wheel when the car is going forward until the anchor end of the shoe controlled by the eccentric has a clearance of .010" between the lining and the drum. The eccentric controlling the clearance between the drum and brake shoe should then be adjusted so that the lining at the other end of the shoe shows a clearance of .010" between the lining and the drum. It will probably be necessary to readjust slightly eccentric and anchor at the same time to obtain these specified clearances.

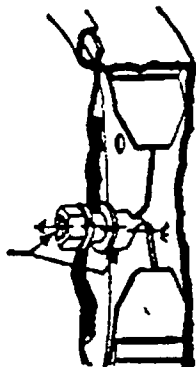


Fig. 5

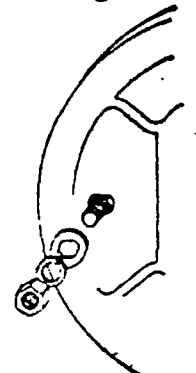


Fig. 6

After the anchor has been set in the above position and the lock nut has been tightened, the star gear should be expanded until both shoes are tightly wedged into the drum. The cables should then be connected to the cross shaft levers with no slack and the star gear backed off from 9 to 14 notches. Care should be taken to check with the feeler gauge to see that both the toe and heel end of the primary and secondary shoes have a clearance of .010".

In some cases a shoe stop as shown in Fig. 7 is used on this type of brake mechanism. When making adjustments on the brake the shoe stop lock nut should be loosened and the shoe stop moved away from the brake shoe. After adjustment is made, the shoe stop should be moved down until it just contacts the shoe when the brake is not applied. Lock nut should be tightened with stop in this position.

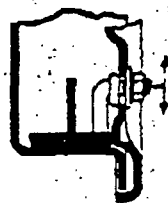


Fig. 7

Maintenance Suggestions

Read maintenance suggestions on Page 9.

The grooved ring on one end of the star gear assembly indicates that the left hand threaded screw is at that end of the assembly. In replacing this star gear linkage, the groove should be at the bottom of the assembly on the left front and right rear wheels. It should be at the top of the assembly on the right front and left rear wheels. In other words, if you look at the brake mechanism with the star gear assembly

downward, the left hand thread or grooved ring should be at the left hand side of the star gear.

If in replacing shoes the direction of rotation of the star wheel is reversed by putting link in upside down, final star wheel adjustments will vary—some shoes being expanded, others being drawn together. Where cable controls have pressure grease fittings installed beware of over lubrication. Too much lubricant will run down cable and get on the brake lining.

Weak springs holding shoes to backing plate may cause noise.

The kick shackle used on certain large heavy cars equipped with two-shoe Bendix brakes allows an axle roll when brake is applied, causing the front steering arm to turn to the left and the car to "duck" to the left. One car manufacturer has found that by reducing the braking effort on the left front brake this trouble is overcome. However, with less braking effort on this brake the lining wear would be unequal unless the breaking area on this wheel were correspondingly reduced. Accordingly, on the 1933, 1934, and 1935 models of Packard, a narrower lining is used on this wheel than on the other three wheels. Some of the 1934 cars equipped with Bendix two-shoe single anchor brakes are also displaying this tendency to duck to the left due to pulling of the left front wheel, and the car manufacturers are supplying a grooved lining to overcome this difficulty. It is our recommendation that, if the ducking to the left cannot be overcome by suitable adjustment of the brake mechanism or changing the leverage underneath the car, as has been recommended in some instances (see Page 53 for drillings on 1934 Terraplane), a groove approximately 1/2" wide x 3/32" thick be ground in the Multibestos TAILORED Set Lining on both primary and secondary shoes. A rat-tail file may be used for this purpose.

Another method of overcoming this difficulty is to use the same type lining on the primary shoe as is supplied for the secondary shoe in Multibestos TAILORED Sets.

See Page 15 on causes of super-effective brakes.

Erratic wet weather performance on the 1934 Pontiac may be due to the collection of trapped mud and water inside the brake mechanism. This condition may be overcome by drilling the splash shield which is integral with the backing plate. Drill three 3/8" holes in this shield on all four BACKING PLATES at points 2 1/4", 3 1/2", and 4 1/2" back from center line of the plate.

Machining flange of brake drums to 13 11/16" O. D. gives approximately 1/8" clearance between brake drum flange and splash shield and allows water and mud to drain off.

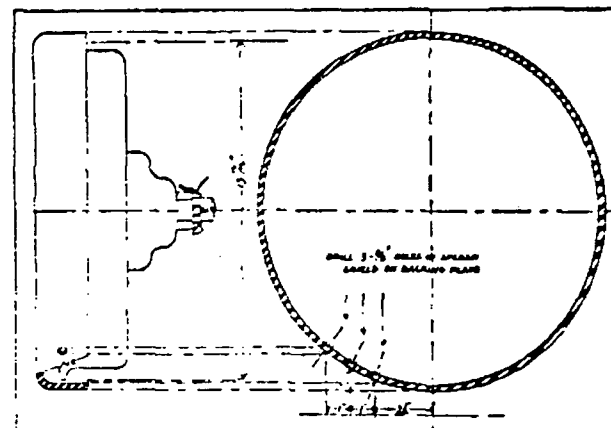


Fig. 8