ment, or relining, when the pedal reserve is about 2 in. on hard application of the pedal. Air-hydraulic brakes require adjustment when the application stroke of the power unit and master cylinder is close to maximum travel.

Shoe adjustments can be made with the wheels on jacks or on the road. When on jacks, brake drag is tested by feel of drag as the wheel is rotated; with the wheels on the road, drag is checked by sound when tapping drum with a hammer. A deadened sound means the shoes are dragging on the drum.

BLEEDING "FR2" BRAKES

In the plain FR2 and the FR2S, bleed cylinder nearest the road surface first, then bleed the one farthest from the road. In the FR2SD, the twin bores of the dual-type wheel cylinders are connected by a passage. The two cylinders on each brake are joined by a connecting tube to complete a series connection to the four wheel cylinder chambers. Bleeding both cylinders is accomplished through one bleeder screw, which is usually located on the high cylinder.

Where the brake is so mounted that the wheel cylinders are in nearly vertical direction, an extra step in bleeding may be required for complete bleeding. First bleed all brakes in the conventional manner as outlined. Then ,at each wheel in turn, open the bleeder screw and kick the brake pedal down sharply several times. Close the bleeder screw, and proceed to the next wheel. This action forces out any remaining trapped air.

BENDIX "TWINPLEX" HYDRAULIC

Self-Centering

Chevrolet, GMC and IHC—1950-1955

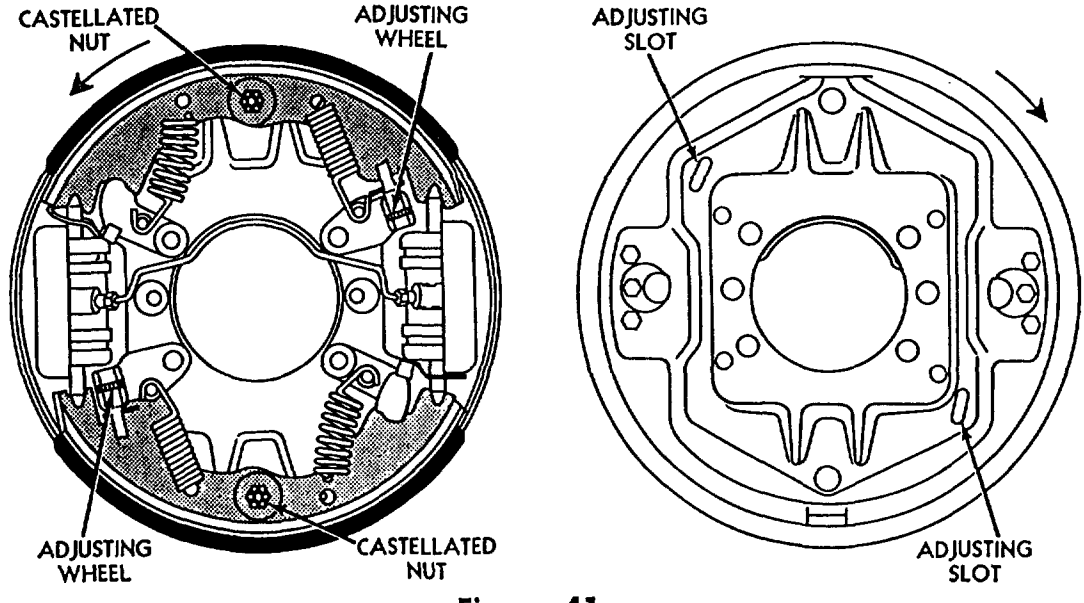


Figure 41