

4. Then back off cam B and anchor C just slightly until wheel turns freely.

5. Repeat at other wheels. This method produces clearances very close to the recommended values of .005 and .010 inch.

6. Check fluid level in master cylinder and add fluid if necessary.

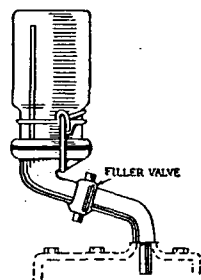


Figure 22

Automatic Refiller for Master Cylinder

BLEEDING

Air can be removed from the brake lines by bleeding. This is necessary after lines have been disconnected or if the fluid in the master cylinder has been allowed to run too low.

Bleeding can be done through a rubber tube, the end immersed in a clean (1-pint glass bottle) container partially filled with brake fluid.

When bleeding, the bleeder valve A (Fig. 23), in the wheel cylinder should be opened one-half to three-quarter turn, but not completely removed.

Bleeding is done by pressing the brake pedal slowly to half the limit of its travel after making sure that master cylinder reservoir (Fig. 14) is full of fluid. If reservoir filler opening plug is left out during the bleeding the fluid can be watched to see that it does not get below the half way point. An automatic refiller for master cylinders (Fig. 22), prevents the master cylinder from running dry during the bleeding operation.

With master cylinder reservoir full the brake pedal can be given 6 or 10 half strokes before it is necessary to refill the reservoir.

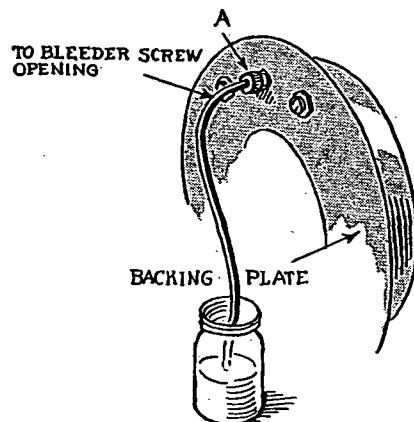


Figure 23

Method of Bleeding Hydraulic Brakes

This pumping action forces the liquid and air through the system and out of the bleeder hose. The process is continued until the fluid runs clear without air bubbles.

It is best to bleed one wheel cylinder at a time in this sequence, RF, LF, LR, RR, to make sure all air is expelled.

Bleeding tanks are available which permit the bleeding to be done under air pressure in a much shorter time than by pumping with the brake pedal.

SERVICE HELPS

If, after bleeding, the pedal still feels spongy, the condition may sometimes be relieved by holding bleeder valve A (Fig. 23) open until fluid appears, with the rubber tube not screwed in place. Bleeder valve is then closed. This operation should be performed with a pedal pressure of only a few pounds.

When removing the shoes from a hydraulic brake assembly it is best to clamp the wheel cylinders in order to prevent the accidental blowing out of

the pistons, making a bleeding operation necessary.

On all hydraulic brake systems only an approved hydraulic fluid should be used.

If there is any doubt about the purity or quality of the fluid in the lines, it is best to flush out the entire hydraulic system using an approved flushing fluid. In some cases, it is necessary to remove the master and wheel cylinders and clean them thoroughly, using alcohol or brake fluid. Inferior brake fluids damage the rubber parts of a hydraulic system and it is often necessary to replace the rubber caps. If the cylinders have been scored or pitted, they should be honed to a mirror finish.

After adjusting the cams always press the brake pedal two or three times after spinning the wheel by hand. Then check the wheel to make sure that it is still free of drag.

On Hydraulic Brakes, there are sometimes cases of squeaks caused by binding of the tops of the Reverse Shoes where the Reverse Shoe lining is the same length as the Forward Shoe lining. This squeak can be eliminated by using a shorter piece of lining on the Reverse Shoe.

Sometimes this shorter piece of lining is placed so that the open space is at the toe, and in other cases the open space is at the heel end of the shoe.

TWO CYLINDER Hydraulic Brake

Chrysler Products—1949-55

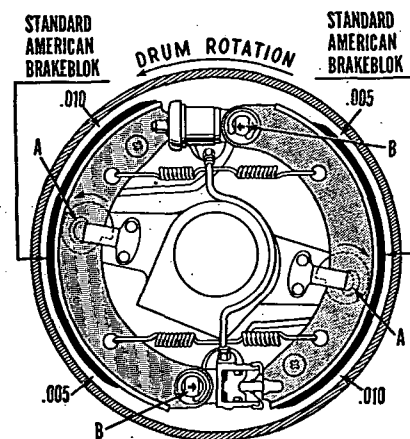


Figure 24

The brake (Fig. 24) has two forward acting shoes and each shoe operates in a manner similar to the forward acting shoe on the conventional two-shoe

Lockheed Brake. The adjusting procedure is very similar to that for other Lockheed Brakes except that anchor pins are in different positions and slightly different clearances are recommended. The conventional one cylinder brake is used on rear wheels.

The two cylinder brake uses a new type wheel cylinder and cup. The lower cylinder in the drawing above is cut away to illustrate its construction.

MINOR ADJUSTMENT

1. With wheel jacked up turn cam adjustment "A" in the direction shown by arrow in illustration until the drum drags. (This is always clockwise on the right hand adjuster and counter-clockwise on the left hand adjuster as you face the brake assembly). Back off until drum is just free of drag. Repeat this operation on all shoes.