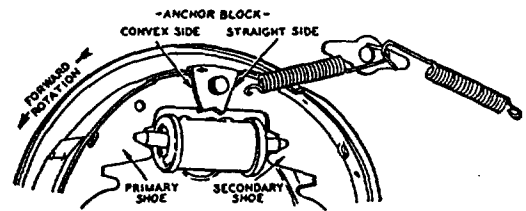


anchor. Depending upon the direction of drum rotation, either the primary or secondary shoe is free to move away from the anchor when the brake is applied. The anchor is a self-centering type, permitting inward or outward shoe movement to center the shoes in accordance with drum surface pressures exerted on the lining. Opposite the anchor, brake shoes are linked by means of a floating star wheel adjuster and a single retracting spring hooked between the shoe webs so that it engages and locks the adjuster star wheel. The star wheel adjuster link is used to expand the shoes into the drum, thus adjusting the lining clearance. It also transmits the actuating force from one shoe to the other. This servo action causes the shoes to function as a single unit in which the total braking force developed on one shoe is compounded in the action of the second shoe. Series CF brakes are provided with a **single-end wheel cylinder** and self-energization and servo action occurs only during forward movement of the vehicle. This brake has reduced effectiveness when the vehicle is backing, consequently **is used only on the front axle**. Series CFR and CFRE brakes are equipped with standard double-end straight-bore wheel cylinder.

Series CFRE brakes, used on rear axles, incorporate a cable-operated parking brake working independently of the hydraulic service brake, but utilizing the same brake shoes. Shoes are expanded by a toggle lever, pinned to the rear (secondary) shoe, and a link, suspended between this lever and the opposite shoe. The cable, operated through an equalizer, passes through the backing plate and is connected to the free end of the lever. **On CFRE brake, parking brake lever** is installed between the backing plate and shoe web, on 10" or larger drum diameters.

ASSEMBLY

Shoe pads on backing plate must be clean, smooth and free from rust. Dress rough spots and burrs with a file, otherwise shoes may tend to "hang" and unbalance the braking effort. Paint pads with a thin coat of Lubriplate or equivalent before installing shoes. **CAUTION: ARROW STAMPED ON THE ANCHOR BLOCK (indicating the convex anchor surface) INDICATES PROPER DIRECTION OF ASSEMBLY. ARROW MUST FACE IN FORWARD DIRECTION OF DRUM ROTATION (usually toward front of vehicle) SO THAT CONVEX ANCHOR SURFACE OF BLOCK FACES THE PRIMARY SHOE TOE AND FLAT ANCHOR SURFACE FACES THE SECONDARY SHOE TOE.**



ADJUSTMENT

1. Set parking brake pedal or lever in first notch.
2. Tighten star wheel adjuster until adjustment feels solid with linings tight against drum.
3. Back off star wheel by rotating star wheel at least eight notches in the opposite direction. With new lining installed, back off at least ten notches.
4. Adjust parking brake, with lever or pedal in first notch, adjust cable length to remove slack. Apply parking brake to check travel and then release brake to make sure that sufficient slack remains in cable so that brakes will not drag. Lubricate cable and pivot pins.