2. Apply a pressure of about 30 pounds to the brake pedal and hold at approximately this pressure throughout the hand brake adjustment.

3. Take all slack out of the hand brake cables and adjust conduits so that cables are exactly the right length.

4. Remove the pressure from the brake pedal and release the hand brake lever completely and check the rear wheels to make sure they do not drag.

The 1½-ton Ford trucks have separate brake bands located in the rear wheels and operated through the hand brake lever for parking or emergency purposes. The hand brakes on the 1½-ton trucks are adjusted as follows:

1. Release hand brake lever completely.

2. Adjust brake rods so that an equal drag is produced at each rear wheel when hand brake is applied.

American Brakeblok, as well as most other brake lining manufacturers, recommend the use of a fairly high friction lining on both shoes of the Ford hydraulic brakes.

In addition to material in rolls, American Brakeblok also furnishes brake lining segments in boxed car sets especially prepared for these brakes.

LOCKHEED Self-Centering Hydraulic Brakes

Self-Adjusting and Non-Self-Adjusting

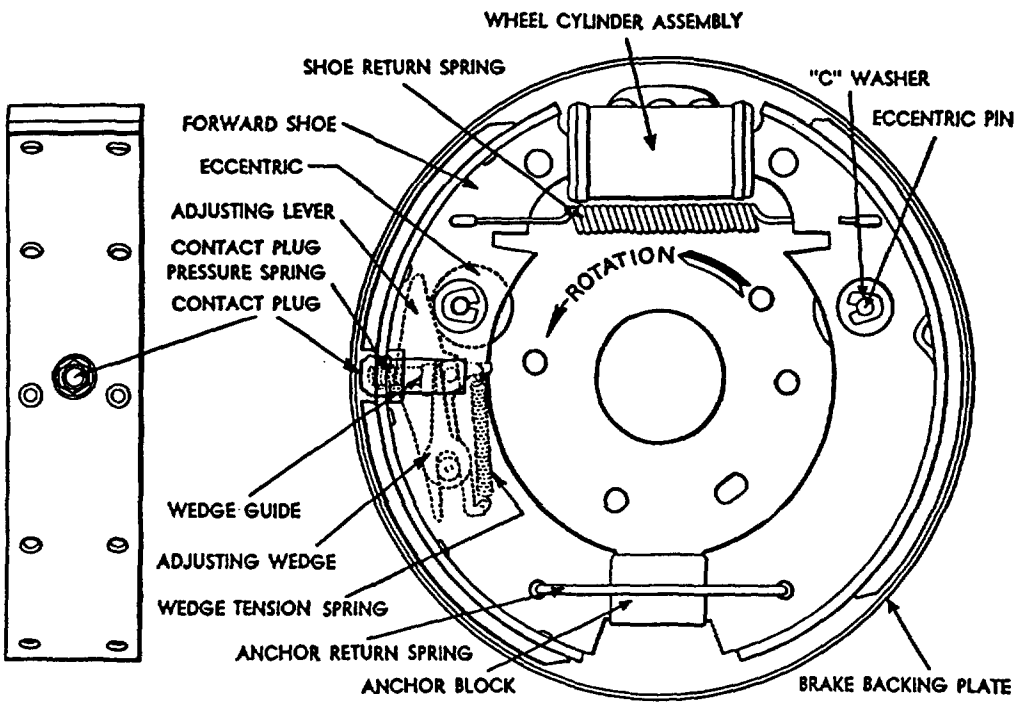

Figure 26

Lockheed Self-Adjusting Hydraulic Brake

In this type brake, conventional brake shoe anchor pins have been eliminated. The lower ends of the shoes butt against a solid block rigidly attached to the backing plate. This block is machined so that its sides are aligned ra-