

## MAJOR ADJUSTMENT

When shoes have been relined or when other adjustments fail to give desired results the anchor pins should be adjusted as follows:

- 1 Follow instructions given for "MINOR ADJUSTMENT." If brakes are operated by cables, disconnect cables of all four brakes at cross shaft levers. If brakes are operated by rods, make sure that shoes are not being expanded away from the anchor pins.

- 2 Loosen anchor pin nuts D (Fig. 11) free of lock washers.

- 3 Remove cover plates and with screw driver or tool turn star wheel B, of adjusting screw toward rim of backing plate until both shoes expand against drum making it impossible to turn wheel with both hands. With a soft hammer tap anchor pins at threaded ends to insure pins assuming correct position.

- 4 Tighten anchor nuts D (Fig. 11) as tightly as possible with a large wrench.

- 5 On cable-operated types, with brake

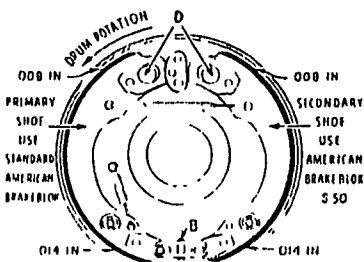


Figure 11  
Bendix Two-Shoe—Pondle Anchor Brake

shoes in expanded position, readjust cable lengths so clevis pin barely enters clevis and cross shaft lever while holding cable tight to remove backlash. This is done at each wheel. On rod-controlled types, all backlash should also be removed.

- 6 Back off adjusting screw star wheel B (Fig. 11) until brake is just free of drag. This is done at each wheel.

- 7 Follow adjusting instructions given for "MINOR ADJUSTMENT."

## SERVICE HELPS

If difficulty is experienced in getting brakes balanced remove cover plate from drum inspection hole. Shoe clearance can be checked with feeler gauges. With correct adjustments feeler gauges will show about twice as much clearance between the drum and lining at the screw adjusting ends of the shoes as at the anchor ends. Normally the clearances are about .008 inch at the anchor end and about .014 at the screw adjusting end.

Figure 11 shows the recommended brake lining when material cut from roll stock is used.

It is important to have the operating cam installed so that the curved portion of the cam operates against the toe of the primary shoe, as shown in Figure 11, with the straight side of the actuating cam on the secondary shoe side.

American Brakeblok also furnishes brake lining segments in boxed car sets especially prepared for the more popular cars equipped with Bendix Brakes.

Further information on Bendix Two-Shoe Brakes may be found by referring to the Service Helps on page 13.

# FORD Brakes—1932-33-34

(MECHANICAL)

## MINOR ADJUSTMENT

- 1 Adjust lining-to-drum clearance at external adjusting screw A (Fig. 13). Turn A until brake drags, then back off until wheel is free.

- 2 Test brakes for equalization and back off on tight wheel.

## MAJOR ADJUSTMENT

- 1 Test front wheel and spindle pin bearings for excessive looseness.

- 2 Examine spring shackle studs, shock absorber links, and front radius rod mountings for looseness.

- 3 Disconnect brake rods at wheel end at each wheel.

- 4 Screw in the brake adjusting screw A (Fig. 13) until brake drags. Back off enough so that brakes do not drag.

- 5 Adjust length of brake rods so that they are 1/32 inch short when all backlash in brakes has been taken out, and install clevis pins and cotters.

- 6 Equalize by backing off adjusting screw A on tight wheel.

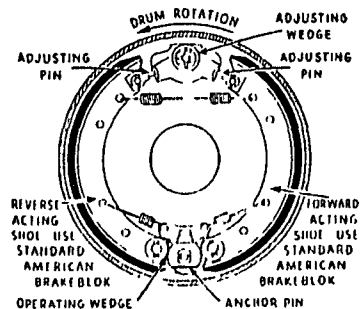


Figure 12  
Ford Brake (1932-34)—Left Front

## SERVICE HELPS

Chatter on the front wheels of 1932, 1933, and 1934 Ford V-8 cars is often caused by the shoes not being properly centralized. There are replacement operating and adjusting wedges and anchor pins on the market which allow the shoes to float in a manner similar to that present on the later model Ford brakes. The cars which make up the shoe support bracket also become worn or bent down and the result is poor shoe centralization and chatter. If the cars are bent down they may be bent back up, but if they are badly worn the backing plate should be replaced. It is also possible to use oversize roller pins in the bottoms of the shoes in order to raise the shoes. It is best to check the shoe centralization with a dummy drum or centering gauge.

Another remedy which has been very successful in eliminating chatter is to leave out the pins which are used to attach the tops of the shoes to the adjusting pins. This allows the tops of the shoes to float and thus properly centralize the shoes. It is usually only necessary to do this on the front wheel brakes.

In cases of bad chatter on the front wheels it is also possible to drill holes in the backing plate opposite the holes in the shoes, and use Bendix hold-down springs, such as those used on Bendix two-shoe brakes to hold the shoes more firmly in place. Removing the lining from the tops of the front shoes and the bottoms of the rear shoes also helps to eliminate front wheel brake noises. The lining should be cut back to the next row of rivets and then well chamfered.