

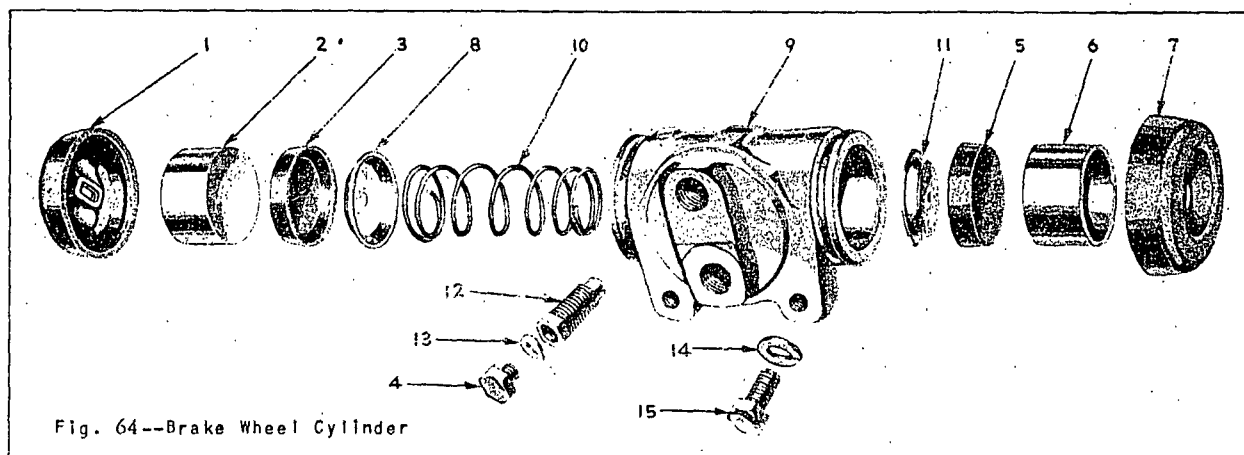


Fig. 64--Brake Wheel Cylinder

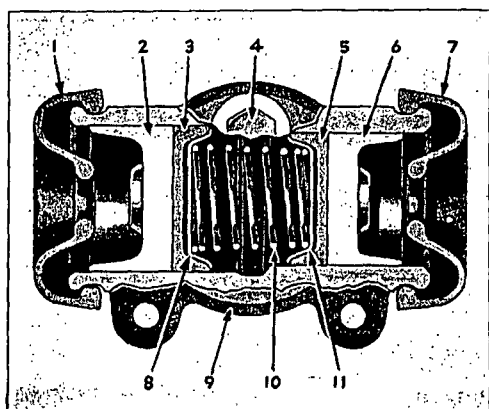


Fig. 65--Brake Wheel Cylinder

Figs. 64 and 65--Brake Wheel Cylinder

- 1—Boot
- 2—Piston (large) rear
- 3—Piston cup (large) rear
- 4—Bleeder screw cap screw
- 5—Piston cup (small) front
- 6—Piston (small) front
- 7—Boot
- 8—Piston cup expander (service only) large—rear
- 9—Cylinder (body)
- 10—Piston cup spring
- 11—Piston cup expander (service only) small—front
- 12—Bleeder screw (valve)
- 13—Bleeder screw cap screw lockwasher
- 14—Cylinder to brake support screw lockwasher
- 15—Cylinder to brake support screw

parts with alcohol, before starting to assemble. Absolute cleanliness is essential because the slightest trace of grit or dirt will probably cause scratches in the cylinder and piston cup, which in turn will cause the brake fluid to leak, or cause improper brake operation. The walls of the cylinder and internal parts should be coated with brake fluid just before assembling. **NEVER USE A MINERAL LUBRICANT FOR THIS PURPOSE.**

REPLACING BRAKE LINING

Do not install new lining on the brake shoes in one front wheel without relining the brake shoes in the other front wheel, or install new lining on the rear wheel shoes without also relining the shoes on the other rear wheel, with new brake shoe lining of the same material. Factory approved brake lining sets are available through the Chrysler Corporation Parts Division.

When riveting the lining to the shoes, it is important that only the proper rivets as supplied by the Chrysler Corporation Parts Division be used. Aluminum rivets should never be used. Hold the lining in the shoe with the brake shoe lining riveting template, Fig. 69.

Rivet heads should be countersunk into the lining approximately two-thirds of the thickness of the lining. Chamfer the end of the lining back about $\frac{3}{4}$ " from the top and bottom, and remove high spots or burrs from around rivet holes. **DO NOT USE EMERY CLOTH.**

Satisfactory brakes depend upon two fundamental factors which should be checked when adjusting the brakes. These factors are:

1. The drum must be concentric with the wheel hub.
2. The brake lining must be concentric with the drum.

After the lining has been riveted to the shoes snugly and the shoes replaced on the brake support, the concentricity of the brake drum should be checked to make sure that the drum is concentric with the wheel hub. If an eccentric condition is found, the drum should be finished concentric with a drum reconditioning tool, or on a drum lathe.

ADJUSTMENT

Brake shoe adjustments are divided into two classes—minor and major.

A minor brake shoe adjustment is made by moving the "toes" of the brake shoes. The cam for adjustment is made by moving the "toes" of the brake shoes. The cam for adjusting the "toes" of the shoes can be reached from the outside of the brake support plate.

A major adjustment is made by moving both the "heel" and "toe" of the brake shoes to centralize the shoes in relation to the drum diameter. To make a major adjustment the wheel and hub assemblies should be removed.

The "toe" of the brake shoe is the end which fits into the wheel cylinder. The "heel" is the opposite end, attached to the anchor bolt.