

BENDIX TWO-SHOE BRAKE

(Single Anchor)

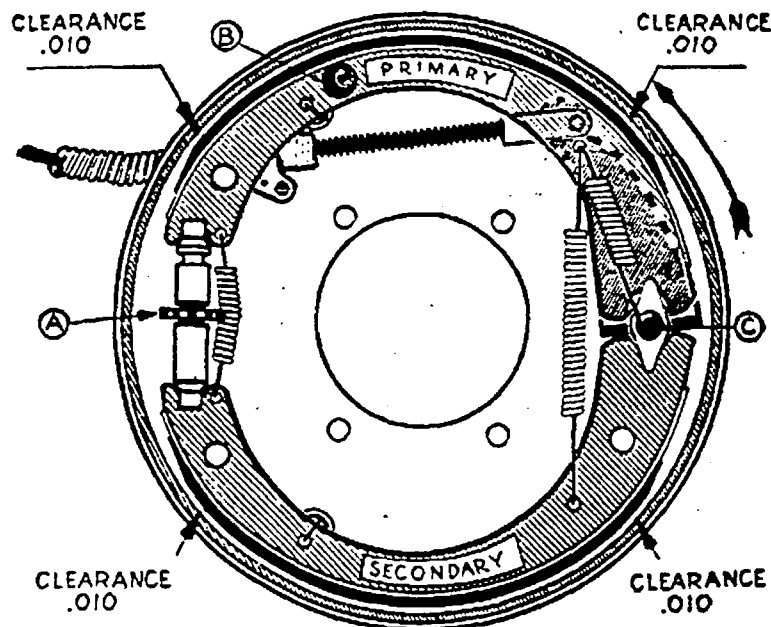


Fig. 1

LEFT REAR BRAKE

THIS brake is the Single Anchor Duo Servo type Bendix brake, and is found on 1931 to 1935 cars. The equal acting cam type, as shown in Fig. 2 differs from earlier types in that shoe application is by means of an equal action cam (D) which floats on the anchor pin (C). The cam lever (E) pivots on anchor and contacts lug (L) on the cam (D) to move brake shoes into action. This type of action is found on some 1933 and most 1934 and 1935 cars equipped with single anchor Bendix brakes. The principle of this brake mechanism is the same as the two-shoe double anchor brake shown on Pages 8 and 9 except that it is cable controlled in all cases.

There are two types of anchors—one with slotted holes in the backing plate for adjustment—and the other used commonly on trucks with an eccentric anchor pin. Some of the earlier models have a non-adjustable anchor which may necessitate filing an elongated slot for adjustment of the anchor. (See Figs. 5 and 6, Page 12.)

Because of the energizing action of this brake and due to the fact that the same principle is used in this brake as on the Bendix two-shoe double anchor, different types of lining are recommended for the primary and secondary shoe. These types of lining are carefully selected in Multibestos TAILORED Sets, and assure by their use good performance, lack of scoring, and long life.

HOW TO LOCATE PRIMARY SHOE

TO LOCATE THE PRIMARY SHOE START AT THE ACTUATING MECHANISM WITHIN THE BRAKE (IN THIS CASE, THE CAM) AND MOVE IN THE DIRECTION OF ROTATION OF THE WHEEL WHEN CAR IS MOVING FORWARD. THE FIRST SHOE ENCOUNTERED WILL BE THE PRIMARY SHOE.

Minor Adjustment

1. Same procedure as outlined for Bendix two-shoe double anchor type.

Major Adjustment

(a) Front wheels.

1. Disconnect cables at cross shaft levers.
2. Loosen anchor pin nut at (C).
3. Tighten star gear (A) until wheel can just be turned with both hands. (See Fig. 4.) Then tap anchor lightly toward drum.
4. Snug up anchor pin nut at (C) —not tight.
5. Take up cable to remove slack.
6. Back off star gear (A) twelve notches.
7. Check and set clearance on secondary or top shoe .010" at anchor end and .010" at star gear (adjusting end) by means of eccentric (B).
8. Tighten anchor pin nut at (C) with a 16-inch wrench.

(b) Rear wheels.

1. Disconnect cables at cross shaft levers.
2. Loosen anchor pin nut at (C).
3. Tighten star gear (A) until wheel can just be turned by hand.
4. Snug up anchor pin nut at (C).
5. Adjust cable in usual manner to remove slack.
6. Back off star gear (A) twelve notches.
7. Insert .010" feeler gauge at star gear (adjusting) end of primary or top shoe. Tighten eccentric (B) to snug fit.
8. Check and set clearance on bottom or secondary shoe .010" at anchor end and .010" at star gear (adjusting end) using anchor pin and star gear to make this adjustment.
9. Tighten anchor pin nut at (C) with 16-inch wrench.
10. Equalize with star gear (A).

Average time for a complete four wheel brake reline about 4½-5¼ hours.

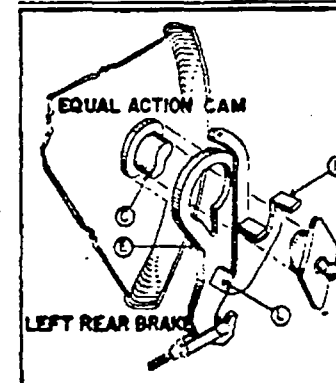


Fig. 2

There is no difference in adjustment between the early model two-shoe single anchor brake and the newer model of equal acting cam single anchor Bendix brake.

Care must be taken in determining the primary and secondary shoes of these various brake mechanisms. On the early models where the cable control comes through the backing plate at the top of the plate, the secondary shoe is the top shoe on the front wheel brakes and the bottom shoe on the rear wheel brakes. In the later models where the cable enters the rear backing plates through the bottom of the backing plates, the position of the primary and secondary shoes is not changed. If you are in doubt as to which is the primary and secondary shoe, read the definition on Page 10. Don't guess—make sure first.

Two arrangements for brake To Expand shoe-return-springs are used—one as Shoes in shown in Fig. 1 on Page 10; the other Drum Turn as shown in Fig. 3, where two short Toward shoe-return-springs are both attached Axle to pin C. This is the later type of spring arrangement, and two different sizes of springs are used. The one painted red is the heavier spring.

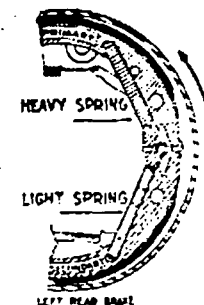


Fig. 3

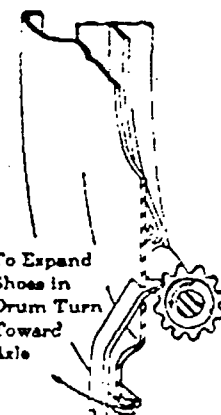


Fig. 4