

1959 Ford Car, Courier, Ranch.

The preliminary checks given here are for brake trouble symptoms and causes described in Table 1. Check all parts of the hydraulic and parking brakes except the power brake booster. See Part 11-2 for power brake information.

PRELIMINARY CHECKS

1. Push the brake pedal down as far as possible. If the pedal travels more than 1 inch between the released position

and the floor, adjust the brakes.

Road test the car and apply the brakes at a speed of about 20 mph to see if the car stops evenly. If not, the brakes should be adjusted. Perform the road test only when the brakes will apply and the car can be safely stopped.

Apply steady pressure to the brake pedal. If it moves slowly toward the floor, check for leaks in the master cylinder, brake cylinders, or elsewhere in the hydraulic system. If the brake

pedal feels spongy, bleed the system to remove air from the lines.

Check the operation of the parking brakes. If they do not apply, check the brake cables.

If the car must be moved when the brakes are locked, open a brake cylinder bleeder screw for a moment to let out a few drops of brake fluid. This operation will release the brakes but will not correct the cause of the trouble.

2 BRAKE ADJUSTMENTS

The brakes should be adjusted when wear has reduced the brake shoe reserve to less than one-half of normal travel to the floor.

PRELIMINARY INSPECTION

1. Inspect the brake drum and brake shoe linings of one front wheel for wear or damage that would affect brake operation. Do not let oil or grease touch the drum or linings. If the linings are worn to within $\frac{1}{32}$ inch of the top of the rivets, reline or replace the brake shoes.

2. After making any needed repairs, and if the drum and linings are in good condition, install the wheel and drum. The condition of the drums and linings of the other three wheels will usually be about the same as that found at the wheel that was removed.

3. Add enough brake fluid to the

master cylinder reservoir to bring the level to within $\frac{1}{2}$ inch of the top of the filler neck. Use only heavy-duty brake fluid.

4. Jack up all four wheels, and check the parking brake cables to make sure that the cables have not been adjusted so tightly as to move the rear brake shoes off their anchor pin seat. Be sure that the parking brakes are fully released during this check.

5. Check the front brake anchor pin bolt with a wrench. If the bolt is loose, torque it to 80-100 foot-pounds.

BRAKE SHOE ADJUSTMENT

The brake drums should be at normal room temperature when the brake shoes are adjusted. If the shoes are adjusted when the drums are hot and expanded, the shoe may drag as the drums cool and contract.

1. Raise the car until the wheels clear the floor. If the car is raised on a frame-contact hoist, the parking brake cables should be disconnected to prevent the parking brakes from becoming partially applied when the rear axle and springs sag on the hoist.

2. Remove the cover from the adjusting hole at the bottom of the brake carrier plate and turn the adjusting screw inside the hole to expand the brake shoes until they drag against the brake drum (Fig. 1).

3. When the shoes are against the drum, back off the adjusting screw 10 to 12 notches so that the drum rotates freely without drag. If the drum does not rotate freely, first remove the wheel and drum and then blow out the dust and dirt from the linings. Apply a small quantity of Lubriplate to the points where the shoes contact the carrier plate, being careful not to get the lubricant on the linings. Install the wheel and drum, and adjust the shoes again.

4. When the brake shoes are properly adjusted, install the adjusting hole cover on the brake carrier plate.

5. Check and adjust the other three brake assemblies. When adjusting the rear brake shoes, check the parking brake cable for proper adjustment. Make sure that the equalizer lever operates freely.

6. Apply the brakes. If the pedal travels more than halfway down between the released position and the floor, too much clearance exists between the brake shoes and the drums, and further adjustment is necessary.

7. When the brake shoes have been properly adjusted, road test the car and check the operation of the brakes.

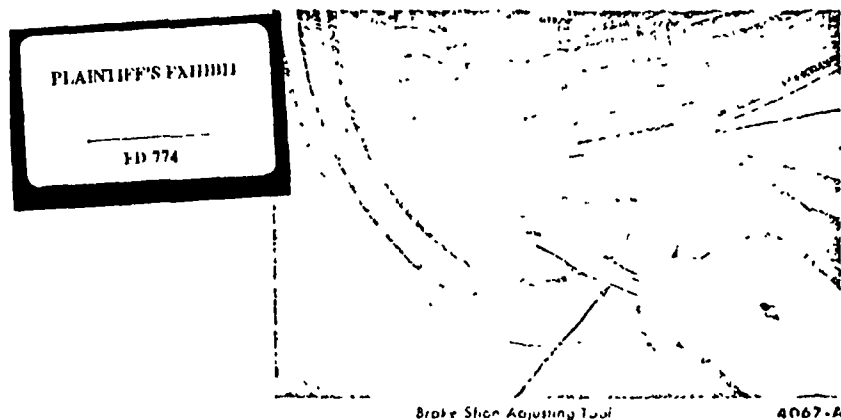


FIG. 1—Brake Shoe Adjustment

1959 Ford Car, Courier, Ranchero

8003 0537

PQ

PRODUCED BY FORD

SCF-FORD-0252