

- (b) Slacken off the locking grub screw at the side of the shoe carrier.
 - (c) Unscrew the adjuster screw until the carrier strut is clear of the brake shoe.
 - (d) Position a 0,127 mm (0,005 in) feeler gauge between the carrier strut and the brake shoe, and tighten the adjuster screw until the feeler gauge is trapped. Remove the feeler gauge and lock the adjuster screw with the grub screw.
 - (e) Repeat the operation on the other shoe.
23. Install the hub and brake drum assembly as detailed in Operation 15 374.
 24. Refit the wheel.
 25. Remove the two rubber plugs at the rear of the brake dust cover to expose the brake shoe steady posts, slacken the steady post locknuts and unscrew both steady posts two full turns using Adjuster Tool No. 64927025.
 26. Turn the brake adjusters in a clockwise direction until the shoes are in firm contact with the drum.
 27. Using the Adjuster Tool No. 64927025, screw in one steady post until it just contacts the brake shoe web, then tighten the locknut. Refit the steady post rubber plug.
 28. Repeat the operation on the other shoe steady post.
 29. Adjust the brakes as detailed in Operation 12 132.
 30. Remove the stands and lower the vehicle to the ground and tighten the wheel nuts.

12 285 3 SHOES — REAR BRAKES — REMOVE AND INSTALL (One Side) (Rear Brake Drum Removed)

WARNING: Brake lining dust is injurious to health if inhaled and proper care must be taken when cleaning the brake drums and/or back plates.

To Remove (Duo-Servo with Automatic Adjustment)

1. Remove the secondary brake shoe holding down springs by exerting slight pressure on the spring caps and twisting to line up the slots in the caps with the tags on the spring anchor pins.

NOTE: Note the positions of the automatic adjustment linkage before removal.

2. Remove the wire link from the actuating lever and the brake shoe anchor pin sleeve.

3. Remove the actuating lever from the secondary brake shoe and pawl lever.
4. Remove the pawl lever and conical spring.
5. Remove the split pin and unscrew the brake anchor pin retaining nut.
6. Remove the operating cam from the anchor pin and disconnect the park brake cable.
7. Remove the primary shoe holding down springs by exerting slight pressure on the spring caps and twisting to line up the slots in the caps with the tags on the spring anchor pins.
8. Prise the brake shoes apart and remove the brake shoe adjuster and the lower shoe retaining spring.
9. Using the Brake Shoe Horn (Tool No. 64947016), lever each brake shoe away from its abutment positions on the anchor pin and wheel cylinder, and gradually release the shoes until the shoe retracting spring can be removed. Remove the shoes.

NOTE: The brake shoe anchor pin must not be removed unless it is badly worn or damaged. If it becomes necessary to fit a new anchor pin the fitting instructions supplied with the new pin must be strictly adhered to.

To Install

NOTE: Ensure that the brake shoe lining material of the replacement shoes is of the correct specification. Check the letter code on the side of the brake shoe lining (see SPECIFICATIONS). With the Duo-Servo system the secondary shoe lining is subjected to excessive loads. To combat the resultant uneven wear the secondary shoe lining is thicker than that of the primary shoe.

10. Position the primary brake shoe against the backplate with the shoe web abutting the anchor pin and in the slot in the wheel cylinder.
11. Refit the shoe holding down springs and spring caps to the spring anchor pins. With the slots in the spring caps aligned with the tags of the spring anchor pins, depress the caps over the anchor pins, twist and release, to retain in position.
12. Attach the end of the shoe retaining spring with the most number of coils to the primary brake shoe, and the opposite end to the secondary brake shoe.
13. Position the secondary brake shoe against the backplate with the shoe web abutting the anchor pin and in the slot in the wheel cylinder.