Adjust the shoe guides (G) so that a "U" shaped .010 feeler gauge may be inserted between the shoe guide washer and the shoe web. Lock jam nuts securely.

To Remove Cylinder—After removal of brake shoes, disconnect tubing or hose at wheel cylinder inlet. Remove the three cap screws (H) (Fig. 40) which hold wheel cylinder to the backing plate and the cylinder may be withdrawn for inspection. Caution must be exercised to prevent brake fluid from coming in contact with the brake lining, during the service operations, either from dripping or from soiled hands.

The use of a cylinder clamp is recommended.

Disassembly of Wheel Cylinder—

Remove boots from cylinder casting. The large piston is readily removed. To remove the small piston, form a short right angle bend in a length of small wire and engage the hole provided in the inside body of the piston. Withdraw the piston and cup. The cup, of the collar-button type, is attached to the piston and is easily removed. CAUTION—When removing the small piston, exercise care and do not scratch the cylinder bore with the tool employed.

Cylinder Inspection—After Dismantling the cylinder, inspect for the following:

(a) If mineral oil is present in the system, the rubber cups will be enlarged and very soft. They must be discarded and replaced with new parts.

(b) Cylinder walls must be smooth and not pitted or scratched. If these conditions exist, the cylinder must be renewed.

(c) Pistons must be free from burrs.

(d) Occasionally, grease retainers become worn, allowing the grease from the wheel bearing to leak through into the brake drums. When grease comes into contact with the rubber boots, they become soft and enlarged, preventing them from protecting the cylinder from foreign matter. In cases of this nature, replace boots and grease retainers.

Cylinders and parts must be washed in clean alcohol and dipped in an approved hydraulic fluid. **Do not wash cylinder or parts in gasoline, kerosene, or oil.**