

11. Brake Shoe and Lever Spring.
12. Brake Shoe and Lever Spring Retainer.
13. Brake Shoe Lever Pressure Block.
14. Brake Shoe Anchor Pin—Lower—Adjustable.
15. Brake Shoe Anchor "C" Washer.
16. Brake Shoe Anchor Pin Washer—Plain.
17. Brake Shoe Abutment Block—Lower.
18. Brake Shoe and Lever Spring—Upper.
19. Brake Dust Shield Assembly.

MINOR ADJUSTMENTS

In Figure 32 the letter "A" indicates the eccentric anchor pins that control the shoe movement toward or away from the drum. To decrease the lining to drum clearance—proceed as follows:

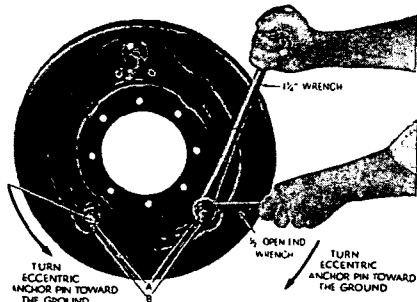


Figure 32

Method of Adjusting Timken "DP" Brakes.

1. Raise vehicle so wheels are free to rotate.
2. Use $1\frac{1}{4}$ " wrench to loosen nut "B."
3. Position a $\frac{1}{2}$ " open end wrench on the flat section of anchor pin "A" so that the wrench hand extends away from the vertical line of the brake. Apply pressure toward the ground until shoe contacts drum, then back off to a

minimum running clearance. (Approximately $1\frac{1}{2}$ " travel at end of 8" wrench.)

4. Lock adjustment with nut "B" and rotate wheel in both directions and check for free running clearance.

5. Each brake is equipped with two brake shoes and eccentric adjusting pins. Adjust each shoe in the manner described above, which is illustrated graphically in Figure 32.

CAUTIONS

1. Make sure wheel bearing adjustment is correct before attempting brake adjustment.
2. Make sure the adjustment is securely locked.
3. Make sure liners are not worn excessively permitting rivets to contact drums.

MAJOR ADJUSTMENTS

As illustrated in Figure 33, it is not necessary to disturb the main retracting spring when removing shoes for relining. Shoe assemblies are removed as follows:

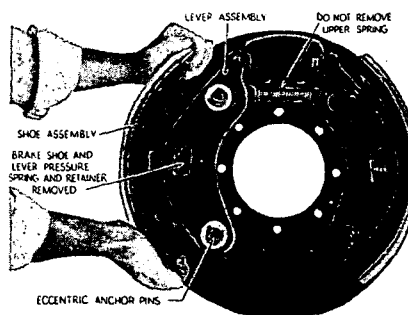


Figure 33

Removing Brake Shoes for Relining.

1. Remove brake shoe and lever pressure spring and retainer by inserting a screw driver under the side of the spring near the retainer and prying them out of the recess. Do not remove main retracting springs.