the pistons, making a bleeding operation necessary.

On all hydraulic brake systems only an approved hydraulic fluid should be used.

If there is any doubt about the purity or quality of the fluid in the lines, it is best to flush out the entire hydraulic system using an approved flushing fluid. In some cases, it is necessary to remove the master and wheel cylinders and clean them thoroughly, using alcohol or brake fluid. Inferior brake fluids damage the rubber parts of a hydraulic system and it is often necessary to replace the rubber caps. If the cylinders have been scored or pitted, they should be honed to a mirror finish.

After adjusting the cams always press the brake pedal two or three times after spinning the wheel by hand. Then check the wheel to make sure that it is still free of drag.

On Hydraulic Brakes, there are sometimes cases of squeaks caused by binding of the tops of the Reverse Shoes where the Reverse Shoe lining is the same length as the Forward Shoe lining. This squeak can be eliminated by using a shorter piece of lining on the Reverse Shoe.

Sometimes this shorter piece of lining is placed so that the open space is at the toe, and in other cases the open space is at the heel end of the shoe.

TWO CYLINDER Hydraulic Brake

Chrysler Products—1949-55

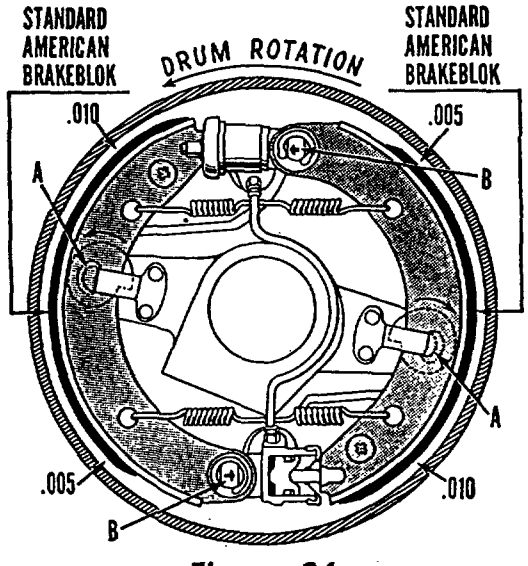

Figure 24

The brake (Fig. 24) has two forward acting shoes and each shoe operates in a manner similar to the forward acting shoe on the conventional two-shoe Lockheed Brake. The adjusting procedure is very similar to that for other Lockheed Brakes except that anchor pins are in different positions and slightly different clearances are recommended. The conventional one cylinder brake is used on rear wheels.

The two cylinder brake uses a new type wheel cylinder and cup. The lower cylinder in the drawing above is cut away to illustrate its construction.

MINOR ADJUSTMENT

1. With wheel jacked up turn cam adjustment "A" in the direction shown by arrow in illustration until the drum drags. (This is always clockwise on the right hand adjuster and counter-clockwise on the left hand adjuster as you face the brake assembly). Back off until drum is just free of drag. Repeat this operation on all shoes.