

2. Check fluid supply in master cylinder and fill if necessary.

3. If pedal has a spongy or springy action the fluid lines should be bled.

MAJOR ADJUSTMENT

1. Remove front wheel and hub assemblies. The use of a drum gauge is employed at this point.

2. Loosen anchor pin lock nuts and examine arrow heads of both upper and lower anchor bolts "B". The high side of the eccentric anchor is indicated by an arrow head. These arrows should point towards the adjacent wheel cylinder before starting the anchor adjustment.

3. From this anchor setting turn anchor pin so as to decrease clearance $1\frac{1}{2}$ " from the anchor end of the lining to .005" and lock anchor pin lock nut. Turning anchor pins on the left side of the car clockwise and on the right hand side of the car counterclockwise decreases clearance.

4. Adjust cam "A" on each shoe to .010" clearance at $1\frac{1}{2}$ " from the cylinder end of the lining.

5. Recheck clearance at the anchor end and readjust anchor if necessary.

6. Install wheel and hub assemblies. New grease seals are recommended.

7. In bleeding these front wheel brakes, bleed the top cylinders first and then bleed the lower cylinders.

FORD Hydraulic Brakes 1939-48

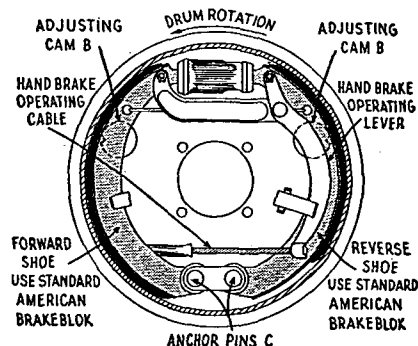


Figure 25

1939-1942 Ford Hydraulic Brake Showing Mechanical Operation of Rear Wheel Brakes for Parking

Ford cars are equipped with hydraulic brakes which are very similar to the Lockheed brakes just described. A left rear 1939-42 Ford brake assembly is illustrated in Figure 25 and shows the mechanism which operates the shoes through the hand brake lever for parking or emergency purposes.

ADJUSTMENTS

The major and minor adjustments on Ford hydraulic brakes through 1942 models are made in the same manner as on the Lockheed brake described on page 24. Figure 20.

The 1946-48 Ford brakes have brake shoes which are self centering at the anchor pins and therefore there is no anchor pin adjustment to be made on these brakes.

SERVICE HELPS

The hand brake lever on all recent Ford passenger car and light trucks operates the brake shoes in the two rear wheels for parking or emergency purposes. When making service brake adjustments, it is advisable to disconnect the hand brake cables.

In order to adjust the hand brake on these vehicles, proceed as follows:

1. Release the hand brake lever completely and then place it in the first notch.

2. Apply a pressure of about 30 pounds to the brake pedal and hold at approximately this pressure throughout the hand brake adjustment.

3. Take all slack out of the hand brake cables and adjust conduits so that cables are exactly the right length.

4. Remove the pressure from the brake pedal and release the hand brake lever completely and check the rear wheels to make sure they do not drag.

The $1\frac{1}{2}$ -ton Ford trucks have separate brake bands located in the rear wheels and operated through the hand brake lever for parking or emergency

purposes. The hand brakes on the $1\frac{1}{2}$ -ton trucks are adjusted as follows:

1. Release hand brake lever completely.

2. Adjust brake rods so that an equal drag is produced at each rear wheel when hand brake is applied.

American Brakeblok, as well as most other brake lining manufacturers, recommend the use of a fairly high friction lining on both shoes of the Ford hydraulic brakes.

In addition to material in rolls, American Brakeblok also furnishes brake lining segments in boxed car sets especially prepared for these brakes.

LOCKHEED Self-Centering Hydraulic Brakes Self-Adjusting and Non-Self-Adjusting

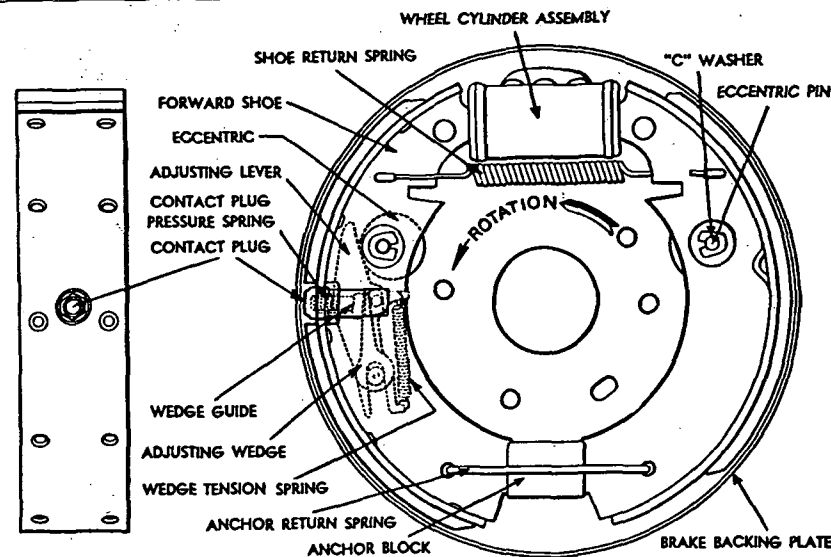


Figure 26

Lockheed Self-Adjusting Hydraulic Brake

In this type brake, conventional brake shoe anchor pins have been eliminated. The lower ends of the shoes butt

against a solid block rigidly attached to the backing plate. This block is machined so that its sides are aligned ra-