These shaft brakes vary greatly in design. A popular type is shown, the clearance being similar for all.

Disconect pull rod and allow wedge "W" to bottom.

A. Loosen jam bolt and set bracket "A" on torque tube to obtain .050" clearance between block and drum at arrow.

B. Turn adjuster "B" to obtain .050" clearance between block and drum at arrow.

Adjust pull rod at its clevis and connect to wedge lever, so clevis pin just enters without moving wedge "W" from its stop.

MACK JACK SHAFT

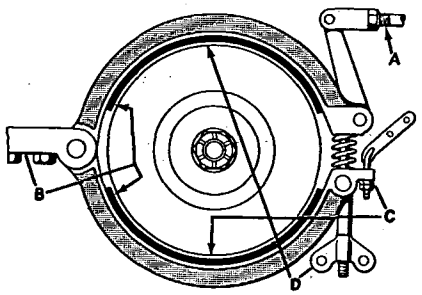

Figure 56

A. Adjust lever rod "A" at its clevis to set lever back, as shown with brake in off position.

B. Loosen bolts and move bracket "B" in desired direction to center shoes around drum.

C. Adjust hanger nut "C" to obtain .012" clearance between block and drum at arrow.

D. Adjust wing nut "D" to obtain .018" clearance between block and drum at arrows.

NOTE: Make certain that shoe expanding spring coils do not meet when brakes are fully applied.

TRU-STOP DISC BRAKE

This emergency brake may be either single or double pairs. Adjust as follows for either type (Fig. 57).

A. With brake handle fully released against its stop adjust length of rod "A" at its clevis to obtain .060" clearance between front segment and drum at arrow.

NOTE: Make certain that expanding spring on rod "B" pulls lever against its stop while adjusting "A".

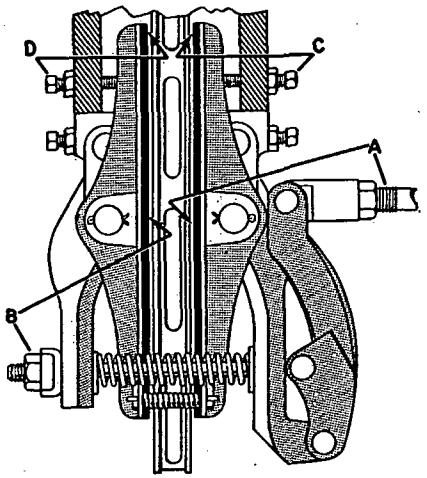

Figure 57

B. Turn nut "B" to obtain .060" clearance between Rear Segment and drum at arow.

C. & D. Turn shoe stops "C & D" to obtain .060" clearance at top of shoes. Retaining Spring at bottom of shoes will then keep shoes parallel. In double type Rod "A" is connected to a cross shaft (not shown). After setting cross shaft lever back with brakes off, adjust each pair of shoes separately at "A, B, C, & D" and balance each pair equalizing length of Rods "A" at each lever.

CHRYSLER HAND BRAKE

(1951-1955 With Gyromatic Transmission)

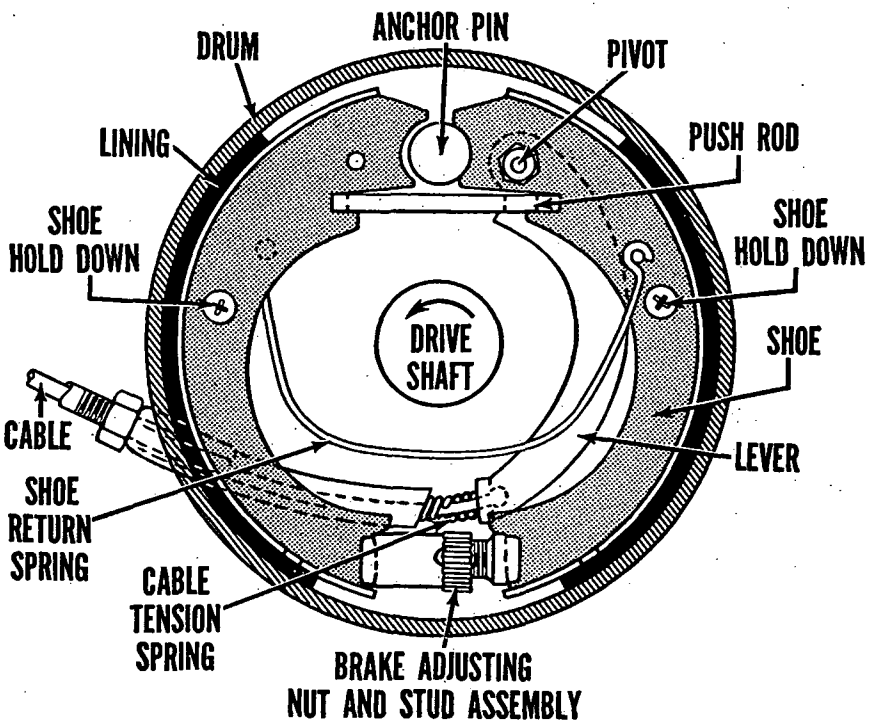

Figure 58

ADJUSTMENT

Note: Incorrect adjustment will affect automatic shifting.

Place transmission in neutral and release hand brake lever.

Disconnect front end of drive shaft so that brake drum can be turned by hand.

Remove adjusting screw cover on lower section of brake. Loosen cable guide clamp bolt so that cable adjusting nut may be backed off.

Turn shoe adjusting nut, advancing shoes until they drag. Back nut off to provide .010" clearance (at least one notch). Make sure that two shoulders on the adjusting nut are seated in grooves on the adjusting sleeve.

Position cable adjusting nut against cable housing to provide .005"-.010" lining clearance. Lock by tightening cable housing clamp and adjusting nut against housing.

Install adjusting screw cover plate and connect drive shaft.