a slight drag is felt at each car wheel. Back off one notch at a time until off until wheel is free of drag, or 14 clicks.

5. Hand or parking brake cables should be checked and adjusted, if necessary, by disconnecting them at the cross shaft, expanding the shoes by means of star wheel until it is impossible to turn car wheel, and then removing slack in cable. Star wheel should then be backed off until wheel is free.

MAJOR ADJUSTMENT

1. Disconnect parking brake cables and proceed as in 1, 2, and 3 under "MINOR ADJUSTMENT."

2. Loosen anchor locknut F (Fig. 28) one turn and insert a .010 feeler gauge between lining and drum at anchored end of eccentric-controlled shoe.

3. On sliding anchor type tap anchor slightly with soft hammer until feeler gauge just tightens. Recheck clearance at adjusting screw end of shoe and if correct tighten locknut F with a large wrench. Repeat at each wheel. See Fig. 28.

4. Turn star wheel (Fig. 28) until a slight drag is felt at car wheel. Back off until wheel is free of drag, or 14 clicks.

5. Check and reconnect parking brake cables as described in 5 under "MINOR ADJUSTMENT."

6. The hydraulic part of the system is serviced the same as with Lockheed Hydraulic Brakes.

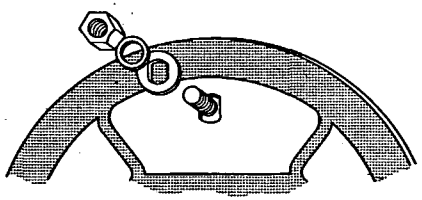

Figure 29

The sliding adjustable type anchor pin

Most of the late model Bendix Hydraulic Brakes do not have the eccentric adjustment "E" shown in Figure 28. On these brake assemblies, all the mechanic has to do is adjust the star wheel (Fig. 28) and the anchor pin F (Fig. 28). For a major adjustment the drum inspection hole is placed opposite the center of the Secondary Shoe. A screw driver is placed between the Secondary Shoe and the brake drum in order to force the Primary Shoe tightly against the drum. The adjusting screw is turned

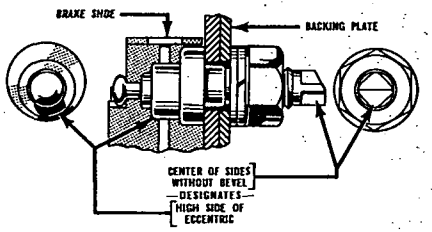

Figure 30

The eccentric type with square end

and the anchor pin moved if necessary in order to obtain .015" clearance between the drum and each end of the Secondary Shoe. The Primary Shoe is kept in close contact with the drum throughout the adjustment procedure. In some cases the anchor pin is eccentric and in other cases it is movable in an elongated slot (Fig. 29).

On the type of Bendix Hydraulic Brakes used on some Hudson cars, there are two floating anchors instead of a single eccentric anchor pin. These two floating anchors are used only to absorb the braking strains and they are not adjustable. In place of the adjustable anchor pin there are two eccentric cams, one for each shoe. The clearances at the anchor ends of the Primary and Secondary shoes are controlled by these eccentric cams and the clearances at the other ends of the shoes are controlled by the star wheel adjustment.

SERVICE HELPS

On Bendix Two-Shoe Brakes, both hydraulically and mechanically controlled types, one shoe is known as the Primary Shoe and the other as the Secondary Shoe. Primary and Secondary brake shoes are usually marked with a "P" and "S" respectively. **Irrespective of the position in which the brake assembly is mounted on the axle, the Primary or Forward Shoe is always the one "ahead" of the anchor in the direction of forward rotation of the drum.**

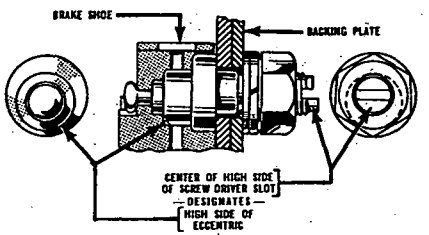

Figure 31

The eccentric type with slotted end

HUCK Brakes—Hydraulically Operated

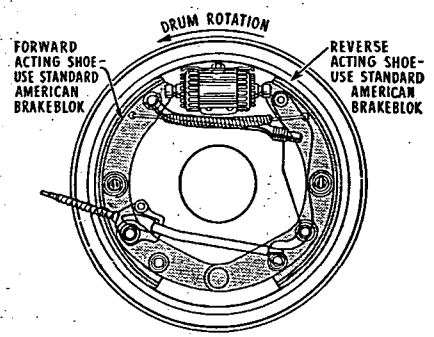

Figure 32

Chevrolet Huck Brake, Hydraulically Operated, Showing Mechanical Operation of Rear Brakes for Parking

The recent Chevrolet cars are equipped with Huck brakes having two long shoes and hydraulically operated, (Fig. 32). Figure 33 shows a sectional view of the wheel cylinder. The pistons press against an end cap which is piloted over a machined surface of the cylinder. The adjusting screw has a slotted end which fits over the web of the shoe and prevents the screw from turning. The screw threads into the hub of the end cap which has an adjusting wheel welded to it. The adjusting wheel has teeth on its flanged periphery which are used for adjusting the shoes.

The end caps are locked by a steel lever which is riveted to the brake cylinder and engages flutes on the outside diameter of each end cap. The wheel cylinder is mounted on the backing

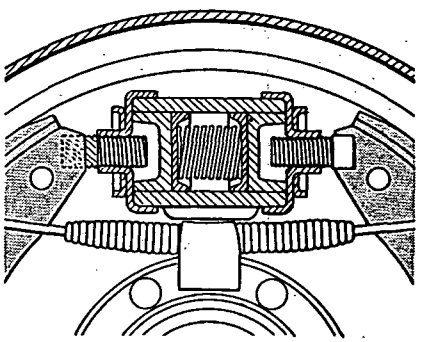

Figure 33

Sectional View of Hydraulic Wheel Cylinder on Huck Hydraulically Operated Brakes