REPAIR PROCEDURES

SERVICING OF BRAKE SYSTEM COMPONENTS. General Notes

Cleanliness

☐ Before any brake component is removed or dismantled, the component and surrounding area should be cleaned to prevent dirt ingress.

☐ All gasket mating surfaces should be thoroughly cleaned to receive a new gasket. Gasket or gasket faces should not be coated with a sealant unless specified.

☐ Brake valve components should be washed in a suitable cleaning solvent and blown dry with compressed air.

Checking for Wear and Damage

☐ When overhauling a brake component the working parts and surfaces must be checked for wear and damage, and sizes checked with specifications.

☐ Pistons and bores must be checked for scores, pitting and corrosion caused by abrasion or water particles.

☐ Diaphragms must be checked for wear, damage, cracks and perforations.

☐ Worn or damaged parts should be renewed with FORD Service or Motorcraft replacement parts.

Lubrication of Brake Component Moving Parts

☐ All brake component metal contact surfaces such as brake shoe tips, tappet heads, steady posts, etc. should be lubricated with the specified grease. This ensures free movement of the components and assists in preventing brake squeal. Do not use excessive grease where there is a possibility that the brake linings could become contaminated.

☐ All the moving parts within brake valves should be lubricated using only the recommended specified grease or lubricant. It is important that incorrect lubricants are not used as this can cause contamination and possible seizure of valve components.

HYDRAULIC COMPONENTS

Pipe Removal

Suitable pipe plugs should always be fitted to hydraulic pipe unions and their associated components when the pipe is disconnected to minimise fluid loss and prevent dirt ingress.

Wheel Cylinder Piston Retainers

Suitable wheel cylinder piston retainers should be fitted when brake shoes are removed to prevent the pistons emerging, which causes hydraulic fluid loss, piston seal damage and unnecessary brake bleeding.

Assembly

When assembling a hydraulic component, pistons, seals and bores etc., they should be lubricated in clean, specified hydraulic fluid.
Care should be taken when assembling hydraulic seals to ensure that the seal lips are facing the hydraulic pressure. Do not damage the seals when assembling them onto the piston or inserting them into the bore.

GLAZED BRAKE LININGS

Brake linings which have become glazed lose their efficiency. This condition is brought about by the linings rubbing lightly against the brake drum surface causing the bonding resins in the lining material to become highly polished. The fault may be caused by a partially seized wheel cylinder or expander, or even repeated very light applications of the brakes.
In order to restore brake efficiency this glazed surface must be removed.

De-Glazing

⚠WARNING: Asbestos protection equipment must be worn throughout the following operation.

With the brake drums removed, the shoe lining surface can be restored to its original condition by removing the polished bonding resin. Wrap a 50 mm (2.0 in) wide strip of 80 coarse grade emery cloth, sufficient to cover the entire length around the lining arc and move it backwards and forwards until the whole surface has been restored.

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