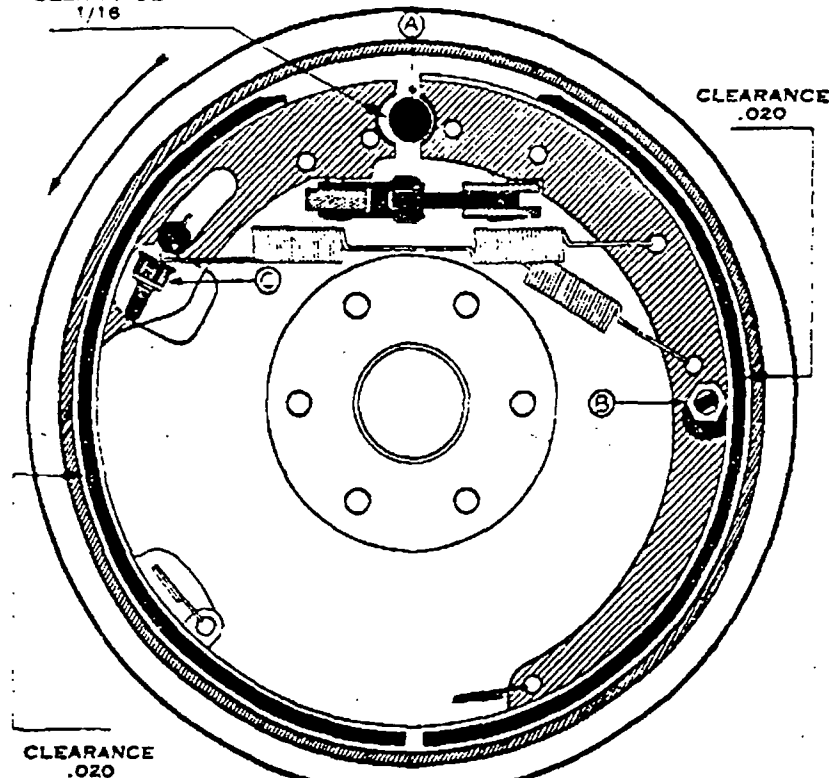


MIDLAND STEELDRAULIC BRAKE

CLEARANCE
1/16



LEFT FRONT BRAKE

THIS brake is a highly energized brake. Pressure on the brake pedal is transmitted through rods and cables into a direct pull on the toggle inside the brake drum. This toggle forces the flexible end of the brake band into contact with the rotating drum, which tends to carry it around, thereby forcing the rigid portion of the band against the drum with great force. Soft woven linings give a grabby action on this brake, while rigid moulded and non-compressible woven lining of the type supplied in Multibestos TAILORED Sets assures good performance, soft pedal, and long life.

The above diagram shows the latest model, T section, Steeldraulic brake equipped with long toggle. Earlier models embody the same principle but are slightly different in construction and method of adjustment. U-section shoes and short toggles were standard equipment on cars made prior to August, 1930, and in certain model cars difficulty is experienced in obtaining soft pedal. This difficulty is overcome by the correct type of lining—TAILORED Sets supply this without any guess-work.

The moulded lining as supplied in Multibestos TAILORED Sets is used on the flexible end of the band. The compressed woven lining is used on the rigid end of the band. This combination assures good performance, long life, correct effectiveness under all weather conditions without grabbing.

Midland Steeldraulic Brake Adjustments

Minor Adjustment

1. Depress pedal three inches from floor, then adjust nuts (C) at flexible end of band to give proper equalization.
2. Always check clearances at anchor.

Major Adjustment

1. Adjust cable or rod to obtain 1/16" clearance between the anchor (A) and the flexible side of the shoe. (See maintenance suggestions.)
2. Adjust eccentric (B) for .020" clearance between lining and drum at that point. Turn adjusting nut (C) to obtain .020" clearance between lining and drum on the flexible side of shoe.

NOTE: Clearances of .040" between the lining and the drum were previously recommended for Steeldraulic brakes. Multibestos Institute men have found that such large clearances

between drum and lining are necessary when greater effectiveness is desired. However, with Multibestos TAILORED Sets it is recommended that the clearance between the drum and lining on the rigid end of shoe at eccentric (B) be set at approximately .020". In setting the brake mechanism by depressing the pedal half way as shown in Adjustment Recommendation 3 below, the clearance between the drum and the lining on the flexible side of the shoe may exceed .020" in certain cases. As long as the clearance between the drum and the lining at point B is approximately .020", the clearance between the drum and lining at other points will automatically take care of itself.

3. Depress pedal half way. Take up on adjustment (C) on flexible side of shoe until the proper equalization is obtained.
4. Release pedal and check for drag.

Average time to reline four wheel brakes between 5 1/4 and 6 hours.

No time allowance has been included if it is found necessary to replace cables or free them up. This matter should be considered very carefully before quoting on brake jobs for Steeldraulic brakes.

Maintenance Suggestions

In adjusting length of rod hold cable end with end wrench as shown in Fig. 1 below, so that turning of the rod will not twist cable. This is important for correct operation of cables.

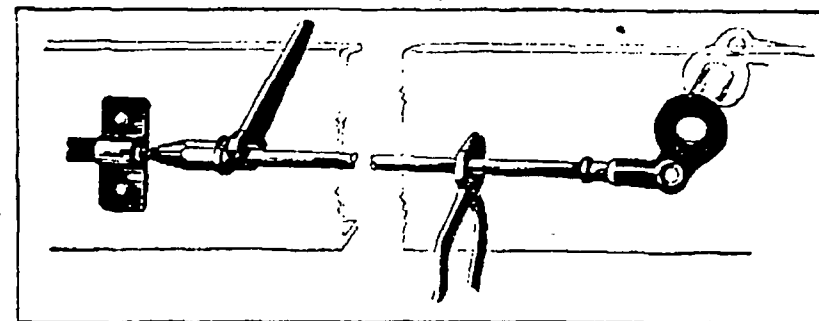


Fig. 1

Mark shoes before disassembling and reinstall on same brake as that from which they were removed. Do not exchange shoes, as they are fitted to backing plate for centralizing. Take care that shoes are not distorted in relining.