GLOSSARY OF BRAKE TERMS

Access Slots—Hole in the backing plates or drums that allows access to the star wheel adjusters.
Accumulator—A canister attached or integral to the hydro boost unit that stores a small quantity of fluid under pressure.
Adapters—Used to mount hubless drums or rotors on the arbor of a brake lathe.
Anchor—A steel stud, mounted on the backing plate. The anchor keeps the brake shoes centered and from turning with the drum.
Arbor—The rotating shaft of a lathe on which a drum or rotor is mounted with various adapters for machining.
Arc Grinding—The machining operation by which oversize linings on brake shoes are ground to fit the drum in which they will be used.
Asbestos—A nonflammable, heat-resistant mineral used in making friction material for disc and drum brakes.
Backing Plate—A pressed steel plate upon which the wheel cylinder, anchor pin, and brake shoes mount with hardware.
Bail—The spring-wire that secures the cover on most master cylinder reservoirs.
Ball Bearing—An antifriction bearing that uses steel balls held between inner and outer bearing races.
Barrel Shape—Excessive wear at the center of the brake drum surface.
Bearing—Tapered rollers or balls in a housing. They are used to prevent friction between two moving parts.
Bearing Cone—The inner race for a ball or roller bearing.
Bearing Cup—The outer race for a ball or roller bearing.
Bearing Race—The inner or outer ring that provides the smooth, hard contact surface for the balls or rollers in a bearing.
Bell Mouth—A drum defect caused by excessive wear, expansion, or both at the open end of a brake drum.
Bellows Seal—An expanding diaphragm used as a seal between the master cylinder reservoir and the reservoir cap. It prevents leaks and air from contacting the fluid, yet it allows the fluid to change in volume.
Bench Bleeding—A method of removing air from a master cylinder prior to installation.
Bleeder Screw—A valve placed on cylinders or valves in a hydraulic system where it can be opened to allow the release of air.
Bleeding—The procedure by which air is removed from a hydraulic system.
Bonded Lining—Brake lining that is attached to a brake shoe by a thermal-setting adhesive.
Boot—A flexible rubber cover used over the open ends of master cylinders, wheel cylinders, and calipers to keep out water and contaminants.
Bore—The walls of a cylinder or diameter of a cylinder.
Bosses—Raised ledges, or platforms on a backing plate, which evenly support the nibs of brake shoes.
Brake Drum—A round cast iron or aluminum housing that rotates around fixed brake shoes and is slowed or stopped when the shoes are expanded.
Brake Fade—The loss of coefficient of friction and brake performance caused by heat.
Brake Fluid—A compressible liquid used in hydraulic disc or drum brake systems.
Brake Hose—Flexible tubing which is mounted at points where the chassis or suspension move.
Brake Lathe—A machine that is used to refinish the surface of a brake drum or rotor.
Brake Line—Special double wall steel tubing used to transmit pressure to the disc or drum hydraulic cylinders.
Brake Lining—A friction material that is fastened to the brake shoes.
Brake Shoe—The stamped table and web to which the brake lining is attached.
Brake Shoe Grinder—A machine used to grind the lining arc on a brake shoe so that it will fit a particular drum.
Caliper—The actuating cylinder of a disc brake. A hydraulic clamp that forces brake pads into contact with the rotor.
Centering Cones—Devices used to mount floating drums or hubless rotors on the arbor of a brake drum lathe.
Check Valve—A valve that allows full pressure to the drum brakes. Upon release of brakes, it holds slight line pressures of 8-15 psi. Usually is not used in disc brake system. Exceptions are import cars.
Coefficient of Friction—A relative measurement of friction between two surfaces in contact with each other.
Combination Valve—A valve used in some combination disc/drum brake systems. It combines two or more valves in one housing. A combination valve may contain a pressure differential valve, a proportioning valve, and a metering valve.
Compensating Port—A small hole in the master cylinder to the bore. The primary seal is behind it when the brakes are released, and in front of it when the brakes are applied.
Cup Expanders—Conical discs or springs formed to fit inside piston cups to keep the lips of the cups in tight contact with the cylinder walls while the hydraulic system is not pressurized to prevent air of leaks.
Cylinder Hone—A rotating tool that uses abrasive stones to remove minor imperfections and to polish the bores of wheel cylinders, master cylinders, and calipers.
Dampening Belt—A rubber belt that is wound around the brake drum or rotor before the machining. The belt dampens vibrations that affect the quality of the finished surface.
Diaphragm—A flexible rubber membrane found in the power assist unit that separates one or two chambers.
Disc Brake—A brake system that utilizes a rotor that is slowed or stopped by clamping action of a caliper and brake pads.
Double Flare—The expanded end of tubing that is folded back to provide a double thickness for a hydraulic tube nut.