plate by means of two cap screws, with bleeder valve and fluid line connection extending through the backing plate.

Shoe adjustment is very simple, in fact not even a feeler gauge is required. Adjustment is confined to turning the adjusting wheels at each shoe. The operation is performed by turning the adjusting wheels with an adjusting wrench inserted through the adjustment opening as shown in Figure 34. This opening is located in the web of the drum on some models and in the backing plate as shown in Figure 34 on other models.

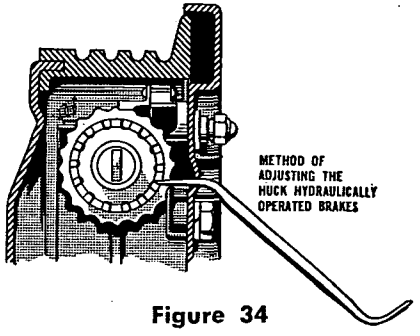


Figure 34

In adjusting the shoes, the adjusting wheels are turned to back the shoes away from the drum to be sure there is no drag at either shoe. One adjusting wheel is then turned to bring its shoe into contact with the drum with just sufficient drag so that the car wheel can just be turned by hand, then backed off until the wheel is just free of drag. The same procedure is followed with the other shoe. Check the shoe adjustment by applying the brake two or three times and making sure that each shoe is set as close to the drum as possible without dragging. The hydraulic system on these brakes is serviced in the same manner as described under Lockheed brakes.

American Brakeblok furnishes boxed car sets of brake lining especially engineered for these brakes.

CHRYSLER DISC BRAKE 1950 - 55

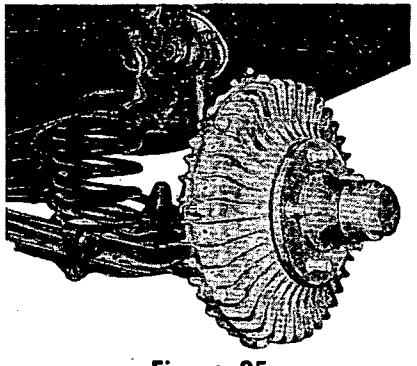


Figure 35

A radical departure from conventional brake design has appeared this year—the Chrysler self-energizing disc brake.

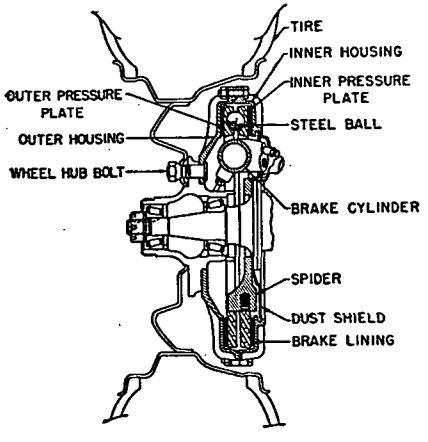


Figure 36

Cross-section of the Chrysler disc brake

The degree of success which this brake achieves may have a far reaching effect on brake design in the future. And if they should be more widely adopted there will be many changes in the general brake servicing procedure. Therefore no attempt will be made to establish a service procedure at this time.

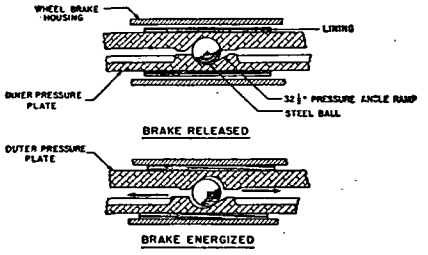
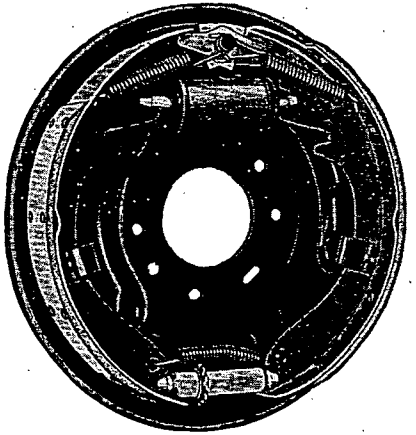


Figure 37

Action of the separating balls in the ramped pockets

WAGNER SERIES CF, CFR, CFRE

Compound Shoe Hydraulic — Self Centering



CFR TYPE



CFRE TYPE (with Parking Brake)
9 - Inch Drum

Wagner series CF, CFR and CFRE Compound Shoe foundation brakes utilize two brake shoes which hang loosely on hold-down pins and spring clips and rest against pads formed on the brake backing plate. The shoe anchor, located at the shoe toes, serves only as a stop. Shoe toes rest against the surfaces of an anchor block pivoted on a fixed anchor pin. Individual shoe return springs, each hooked between the anchor pin and the underside of one shoe table, hold the shoes against the

(Continued on next page)