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HYDRAULIC FLUID CONTAMINATION

Contaminated hydraulic fluid is a major cause of swollen cups, scored cylinders and leakage. (Use only S.A.E. approved heavy duty high temperature fluid) Equal hydraulic pressure means equal brake effort. Flush system with alcohol if these conditions exist

HYDRAULIC LINES

Visually inspect lines, fittings and hoses for "dampness" This may indicate high pressure leakage Weak hoses cause "spongy" pedal.

MASTER CYLINDER

Hard or sinking pedal points to swollen cups, internal leakage or plugged vents

WHEEL CYLINDERS

Scoring, cup swelling and sludging as a result of fluid contamination can cause "lag time" between cylinders, leading to grab or pull at one or more wheels

POWER UNITS

Pedal loss hard pedal or lack of assist are trouble signs Consult manual on your unit Check valves should be above carburetor intake on most units to avoid gasoline feed back. Examine all hoses for vacuum leaks

BACK PLATES

Inspect for bent plates and anchor pins, worn shoe pads, frozen adjusters or anchor blocks

BRAKE DRUMS

True up surfaces to within specified limits Excessive oversize weakens drums Brake drums should be of equal size across axles Do not install Velvetouch Metalik on passenger car drums that are more than .060" oversize or truck drums more than .090" oversize.

PEDAL LINKAGE

Check linkage with master cylinder disconnected for binding, wear or interference

BRAKE SHOES

Velvetouch Metalik lining on these shoes have been accurately pre-ground by an authorized bonder. It is not necessary or desirable to re-grind Specified heel and toe clearance must be observed for maximum efficiency. Observe identification and location of primary and secondary, or forward and reverse shoes, as indicated in the diagrams.

BRAKE SPRINGS

Tension is destroyed by heat or flexing To balance shoe return action, replace shoe return springs and hold-down springs

WHEEL BEARINGS

Remove, clean and inspect Re-lubricate with proper grease Adjust to specifications

REAR AXLES

Bent rear axles or worn axle bearings are frequent causes of high lining wear and erratic braking Repair or replace defective parts

GREASE SEALS

Worn or damaged seals can cause dangerous brakes Velvetouch Metalik lining is not ruined as with asbestos. Heavy concentrations of oil or grease leads to erratic braking New seals are simply good insurance

FRONT END ALIGNMENT (CHASSIS & SUSPENSION)

Weak or broken springs, shocks and torsion bars unbalance the braking effort Suspension and front end alignment should be checked for a balanced, safe stop.