

BRAKE SERVICE RECOMMENDATIONS

STEPS TO FOLLOW FOR A BRAKE INSPECTION

1. Push brake pedal firmly to detect leaks in hydraulic system.
2. Remove all four drums to check brake linings for wear or contamination.
3. Visually inspect hydraulic system - hoses, lines, connections, etc., for leaks. Wheel cylinder boots should be pulled back and inspect pistons for gumming or sluggish operation.
4. Check for weak and distorted return and hold down springs.
5. Check drum surface for scoring and heat spots.
6. Check all grease seals for leakage

STEPS TO FOLLOW FOR A RELINE

1. For proper balance, the complete vehicle (both axles) should be relined. We do not advocate relining only one axle and **never** reline just one brake.
2. Overhaul the wheel cylinders (even though they may not be leaking).
3. Flush hydraulic system before installing new parts.
4. Check spring tensions - replace if weak.
5. Resurface all brake drums. Mike drums to determine if diameters are within safe limits and are mated on the same axle.
6. Give sufficient lining to drum clearance on initial adjustment. Back off 14 notches from one hand pull for manual adjusting or one complete turn on self-adjusting brakes.
7. Road test the vehicle. Twelve or more stops at approx. 30 MPH.
8. Advise customer to guard against high speed panic stops for the first 500 miles.
9. Inspect the job between 500 and 1000 miles. Readjust lining clearance at this time which should result in a higher pedal. **NEVER RETURN CAR TO CUSTOMER WITH ANY DRAG ON BRAKES.**

SELF-ADJUSTING BRAKES

We recommend at every 10,000 mile period the self-adjusting mechanism be inspected and that lubricant be used where recommended.

BRAKE DRUMS

Following are the oversize limits recommended by drum manufacturers. Re-machined drums should not be turned in excess of the following dimensions: .060" over original diameter of drums of 9", 10", 11", 12" and 14" used on passenger cars and trucks; except

.030" over the original diameter on Ford and Mercury cars 1961-62.

.120" over the original diameter for 15" and 16" drums

Drums over recommended maximum tolerances, do not have sufficient drum wall thickness to effectively handle braking heats. For best results,

turn or grind every drum. Resize drums in axle pairs, that is, drums on the same axle should be the same diameter.

OVERSIZE LINING

For brake drums up to .030" over standard diameter, use standard size brake shoe sets. For brake drums from .031" to .060" over standard diameter, use .030" thicker lining on each segments. This means that there is .060" more lining thickness in each wheel. Proper grinding of the lining and brake adjustment makes it possible to use this extra thickness.

FIELD GRINDING

DO NOT FIELD GRIND. All rebuilt sets are pre-ground to American Brakeblok specifications. Equipment used in the grinding of American Brakeblok brake shoes is properly maintained to insure correct lining to drum contact. Further grinding in the field will only result in reduced lining life for your customers