

SERVICE ADJUSTMENTS AND CHECKS (cont'd)

The thickness of the pad is indicated by the distance the band is from the bottom of the sliding assembly. When the band is visible past the bottom of the sliding assembly as in Fig.19 'B', then both brake pads require replacing.

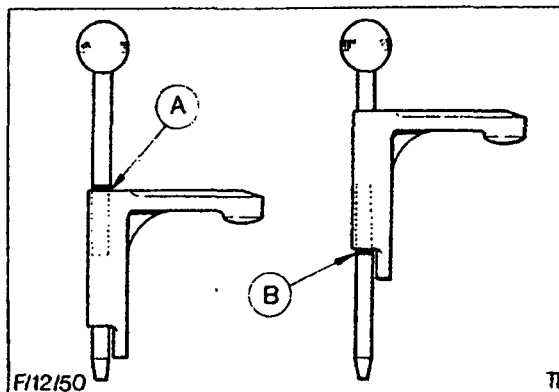


Fig.19. A - Indicating band, showing inner pad requires replacement
B - Indicating band, showing outer pad requires replacement

Examine rear brake shoes for wear.

Remove rubber plug from rear brake carrier, Fig.20. It may be necessary to scrape off a sufficient amount of paint from edge of brake lining and shoe with the blade of a screwdriver or a similar object. Visually inspect condition of linings using a lamp. Replace plug.

There should always be at least 1,0mm (0,040 in) thickness of lining material on the shoe.

The inspection aperture is adjacent to the leading brake shoe which normally wears at a faster rate than the trailing shoe.

NOTE: Never inhale dust from brake linings. Asbestos dust when inhaled can be injurious to health. Do not blow out dust with an airline. A vacuum cleaner, brush or rag should be carefully used to remove any dust. Any dust should be contained in a sealed bag for disposal.

NOTE: Brake pads and shoes should always be replaced in sets of four. On no account should only one or a pair of brake pads or shoes be replaced.

Lubricate handbrake cable linkage at the points shown in Fig.21.

1. Ensure that handbrake cable is well greased where it passes through its retaining guides.
2. Thoroughly grease all clevis pins using a lithium based grease. Adjust handbrake linkage if necessary.
3. Thoroughly grease pivot of equaliser link.

For the correct adjustment procedure refer to Operation 12 662.

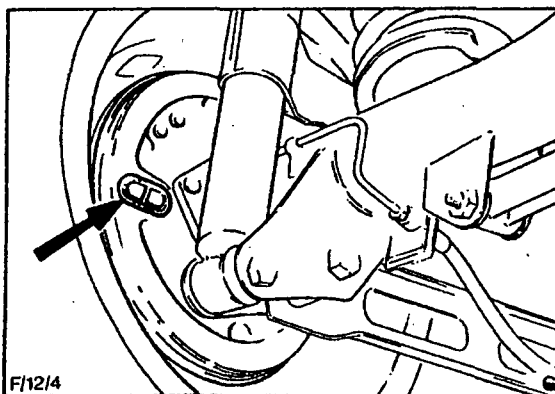


Fig.20. Location of rear brake shoe inspection aperture plug.

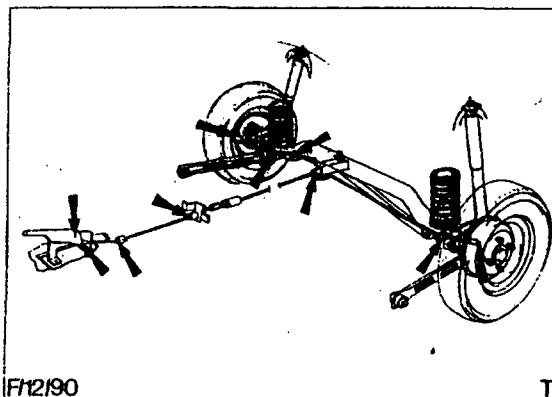


Fig.21. Handbrake lubrication points.