

NASH FRONT WHEEL BRAKES (Prior to 1930)

LEFT FRONT BRAKE

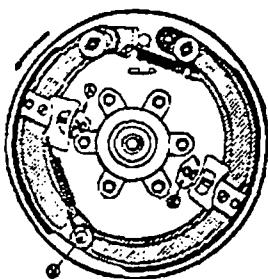


Fig. 1
Standard Light Six and
Special Six 1926, '27, '28

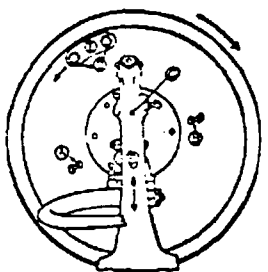


Fig. 2
Rear View—all models
1926, '27, '28

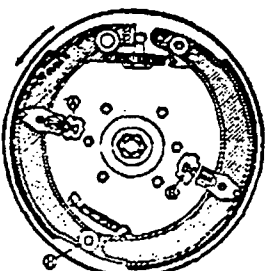


Fig. 3
Advanced Six
1926, '27, '28

Three different front brake mechanisms as shown on this page are used on the various models. The principle used in all three is the same and they differ only in minor details of construction.

The front wheel internal brakes on Nash cars prior to 1930 require a rigid moulded, medium friction lining as supplied in Multibestos TAILORED Sets.

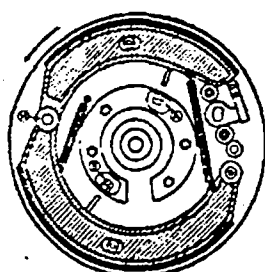


Fig. 4
1929 Nash Series 400

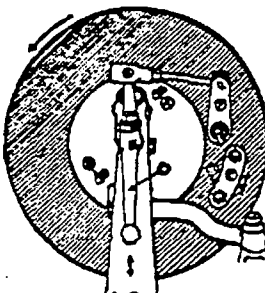


Fig. 5
Rear View
1929 Nash Series 400

1926-1929 Nash Front Brake Adjustments

1. Jack up all four wheels, free up and lubricate all connections, adjust wheel bearings and test for eccentric drums before making any brake adjustments.
2. Disconnect both front brake pull rods and loosen brake clearance adjusting screws (A) and (B) until there is no lining drag.
3. Screw in adjusting screw (A) until wheel drags and back off until wheel turns freely.
4. Screw in adjusting screw (B) until wheel drags and back off until wheel turns freely.
5. Apply brake with monkey wrench on operating lever (C). With brake applied this lever should stand directly in line with center line of front axle of car. If not, loosen anchor screws (D) and with light hammer tap clamp plate (E) toward rear of car about 1/16".
6. Tighten anchor screws (D) and apply brake with monkey wrench on operating lever and see if lever is in line with axle. If not, change position of clamp plate (E) by loosening anchor screws (D), and tapping with hammer until the lever does line up with the front axle. On 1929 400 series models shoe lever (F) should stand vertical when brake is applied. If not, adjust the length of link (G) until with brake applied shoe lever stands vertical and operating lever is in line with center line of front axle.
7. Recheck lining clearance at shoes by means of adjusting screws (A) and (B) and reconnect brake rods.
8. Equalize by adjusting screws (A) and (B) on heavier wheel. Be sure and tighten locknuts on screws (A) and (B) after final adjustment.

External rear brakes are adjusted in accordance with standard External Brake Procedure shown on Page 23.

Maintenance Suggestions

Linings for 1926-1929 Nash Front Brakes should have a long chamfer to avoid grabby and erratic brakes. According to the Nash Company the long chamfer should be on the toe of the primary or short shoe (the end of the shoe away from hinge pin [H]) and on the toe of the secondary or long shoe (the end of the shoe nearest hinge pin [H]). Multibestos Institute men have found that squeaks and grabby brakes can often be cured by also chamfering the lining back about 2 inches at the heel of the primary or short shoe.

If Nash front wheel brakes are grabby the first thing to check is to see that operating lever (C) is in line with front axle when brake is fully applied.

Grabbing of brakes after adjustment may often be corrected by centralizing the brake shoes in the brake drum. A jig for this purpose is supplied by the Nash Company. In the absence of a Nash jig centering may be accomplished by removing the front wheel, loosening slightly cap screws on the backing plate, replacing the wheel, and applying the brake hard two or three times. Then remove wheel and tighten cap screws securely without changing the position of the backing plate. This centralizes the shoes within the brake drum and usually overcomes grabbing tendencies.