A. Front wheel brakes

Remove anchor return spring and shoe return spring (Figure 7A). Remove "C" washers from shoe eccentric cams. Each shoe is removed by pulling the heel of the shoe away from the anchor block, lifting from the backing plate until clear of the eccentric cam spindle, and then pulling away from the wheel cylinder.

B. Rear wheel brakes

Remove the anchor return spring, and shoe return spring and pull the parking lever towards center of the brake and unhook cable. Remove hairpin cotters from the shoe adjusting eccentric cam. Remove each shoe in the same manner as followed for the front wheel brakes.

C. Disassembly of the self-adjusting device

Remove the hairpin cotters. Press the contact plug inward until the plug contacts web of shoe. Maintain pressure on contact plug while removing wedge tension spring and while withdrawing adjusting lever. Remove wedge, wedge guide, contact plug and contact plug pressure spring.

RELINING BRAKE SHOES

A. Remove the old lining

B. Reline the shoes. American Brakeblok carsets for these brakes are provided with contact plug clearance holes already cut in the brake lining for use on the forward shoes.

Rivet the linings to the shoes.

If the lining is to be ground on the shoes do not reassemble the self-adjusting mechanism until after the grinding operation unless special grinding equipment is used which provides a means for clamping the self-adjusting mechanism.

C. Reassemble the self-adjusting device as follows:

Step 1: Use a new contact plug. Each car-set of American Brakeblok Brake Lining, for use on these brakes, contains four new contact plugs for use in the self-adjusting mechanisms on each of the forward shoes. Insert the pressure spring in the contact plug, and slip the contact plug into place making sure that the contact plug is on the correct side of the shoe.

Step 2: Replace the wedge guide.

Step 3: Place the wedge into position so that it clears the lever pin hole in the shoe.

Step 4: Replace the adjusting lever while depressing the contact plug. Make sure the wedge is flat against the shoe between the adjusting lever and the wedge guide.

Step 5: Fully advance the wedge, and replace the wedge tension spring. To avoid damaging the wedge tension spring, use a hook to stretch the spring from wedge to lever.

Step 6: Complete the reassembly of the self-adjusting device by turning the shoe over and installing the hairpin cotters.

D. Completely retract the adjusting wedge while pressing the contact plug. Clamp the shoe in a vise so that the jaws of the vise are directly beneath and bearing against the adjusting lever to prevent movement of the contact plug. Then file the contact plug to within .005" of the lining surface.

INSPECTION OF SELF-ADJUSTING DEVICE

A. For the self-adjusting device to function properly, the end of the contact plug must either be level with or extend not more than .005" above the lining surface.

B. To test the wedge action, press the end of the contact plug while completely retracting the wedge. Release the contact plug, and then the wedge. Manually push the contact plug inward, at the same time noting whether the wedge advances. Repeat test.

C. To test contact plug pressure spring, depress contact plug, fully retract wedge, and hold it in fully retracted position while pressing and releasing contact plug.

Both tests B & C should reveal positive spring action. Worn, or defective parts should be replaced when there is failure of either the contact plug pressure spring or the wedge tension spring to function properly.

BRAKE ASSEMBLY AND INITIAL ADJUSTMENT

Do not lubricate any part of the brake. Before mounting the shoes upon the backing plate, fully retract the adjusting wedge while pressing on the contact plug. Then mount the shoes. Remove wheel cylinder clamps. Rotate shoe adjusting eccentric cams to the released position. Approximately centralize the shoes.

The initial adjustment is made by manually setting the forward and reverse shoe eccentric cams (Figure 7B). Caution—Parking brake must be in released position during adjustment. Adjust lining clearance by rotating the eccentric cam adjustment away from the wheel cylinder with the wrench handle pointed outward. (Figure 7B) *Use screw driver if cam eccentric adjustment has slot instead of hex type head.*

To centralize the brake shoes, the drums must be rotated forward while adjusting the forward shoes and must be rotated backwards while adjusting the reverse shoes. Bring each shoe into contact with the drum, noted by a decided drag, then back off until the drum turns freely.

PARKING BRAKE ADJUSTMENT

On all rear wheel brakes equipped with mechanical linkage to operate the brake shoes for parking, the cables should be adjusted whenever new or relined shoes are installed. The hydraulic brake adjustment should be made first in accordance with the adjustment procedure recommended. Never attempt

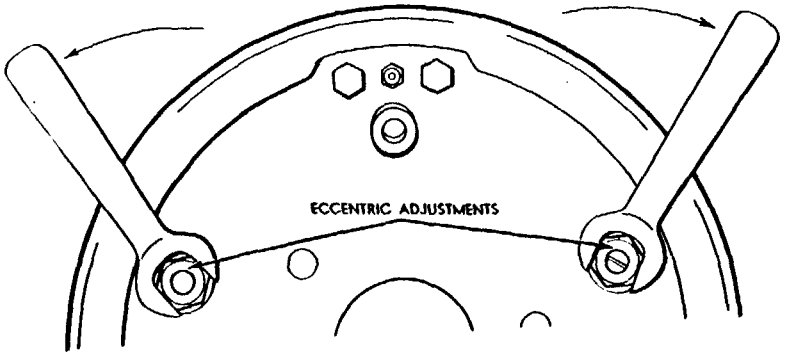

Figure 7B
Method of adjusting eccentric cams on Lockheed Self-adjusting Brakes