

Midland Steeldraulic Brake (Continued)

A slight film of fibre grease on backing plate where shoe is held to plate insures free action.

Do not try to obtain a high pedal, a high pedal usually results in a hard pedal.

Putting lining on in two pieces insures tighter fit, especially where brake clamps are not available, and assures flexibility of the band.

Cables must be free in conduit. Be sure cable is not frayed inside conduit, as it prevents complete brake action, although you may have apparent freedom. Don't take chances. If in doubt replace cable.

When reassembling brake, be sure the toggles are placed over the clevis pins before return spring is hooked.

The commonest cause of hard pedal is improper adjustment. Be sure you can get the 1/16" clearance between the anchor pin and the flexible shoe. If you cannot, it means that the cables have stretched and must be renewed.

Half of a 1/8" cotter pin makes a good 1/16" feeler gauge for setting clearance at anchor.

Shoes should be centered vertically so that a clearance of .020" is obtained at the bottom. This is done by filing out anchor pin openings in shoes or by hammering down lips over anchor pin.

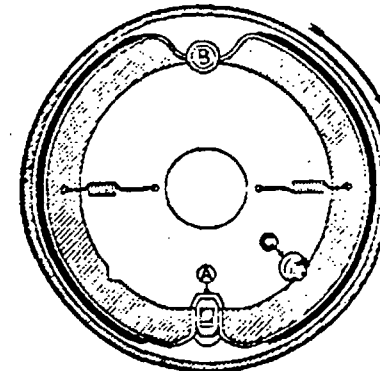
Shoe return spring on flexible end should hook over clevis pin inside of shoe next to backing plate. This eliminates squeal, as it prevents twisting of flexible side of shoe.

To increase the pedal travel on 1929 Pontiacs, release the jam-nut on the pedal stop screw and loosen the stop screw. Adjustment of this stop screw will increase pedal travel from 4" to 6". Care must be taken, however, to set the pedal so that there will be shoe clearance between the pedal and the floorboard to avoid rattles. After making this adjustment, the stop light switch spring should be stretched so as not to retard the return of the pedal to normal release position. It has also been found on 1929 Pontiacs that the push-pull rods between the pedal and the cross-shaft must be adjusted so that when the pedal is fully depressed there is no twisting action on the cross-shaft, nor any strain on the rods. These push and pull rods must be adjusted by "cut and try" methods until the clevis pins at the ends of both rods line up with the holes at the cross-shaft lever both in released and depressed position of the pedal.

On the 1935 Hupmobile Steeldraulic brakes pliers are not required to make adjustments. The knurled pin C is operated by an adjusting screw located so as to be easily reached from the outside of the backing plate.

Some of the 1935 Hupmobile models have vacuum power boosters operating the Steeldraulic brakes. Models D and O have Hydraulic brakes.

STEWART WARNER POWER BRAKE



RIGHT FRONT
BRAKE

THE Stewart-Warner power braking system used on all 1933-35 Pierce-Arrow cars comprises a mechanical power unit at the rear of the transmission and Stewart-Warner mechanical wheel brakes.

The treadle-type brake pedal is connected to the power unit, and depressing the pedal brings a pressure plate into contact with the rotating friction disc which is mounted on two threaded members or actuators on the transmission shaft. Pressure applied to the disc momentarily retards its speed in relation to the speed of the shaft and causes one of the actuators to screw out against a yoke shaft and operate the distributor lever to which the front and rear brake cables are attached. The outer actuator screws out to apply the brakes when the car is going forward; and the inner actuator, when the car is moving backward. A dense Rigid Moulded lining of medium friction is required for this brake to give suitable performance. Specific Multibestos TAILORED Sets are made for this brake mechanism.

Adjustment

Power Unit Adjustment

(The power unit adjustment consists of a single turnbuckle on the rod connecting the brake pedal to the power unit.)

1. Jack up rear wheels and run engine with transmission in high gear.
2. Release lock nuts and tighten turnbuckle until distributor shaft moves forward a slight amount. Then back off turnbuckle just enough to permit distributor lever to return to the "off" position.
3. Back off turnbuckle additional half-turn and tighten lock nuts.

Cable Adjustment

1. With wheels jacked up, and cable adjustments backed off to provide slack in cable, tighten wheel brake adjusting nuts (B) until wheels lock when turned by hand.
2. Back off each wheel brake adjusting nut (B) two notches.

3. Tighten cables until wheels again lock when turned by hand.
4. Tighten lock cable lock nuts.

Wheel Brake Adjustment

1. With wheels jacked up, tighten adjusting nuts (B) so that wheels lock when turned by hand.
2. Back off front wheel adjusting nuts (B) 10 notches each and rear wheel adjusting nuts (B) 12 notches each.
3. If it is necessary to centralize brake shoes, screw centralizer screw (C) in until brake drags slightly, then back off centralizer screw until wheel is free (approximately 6 notches).

To Check Wheel Brake Adjustment drive car at approximately 25 m.p.h. on clean asphalt street and apply brakes gradually, increasing pressure sufficiently to cause wheels to lock. Should there be any variation shown by the markings on the road surface, back off the adjusting nut on the wheels showing the heavy braking until braking is uniform on all four wheels.