

Brake adjustment is based on the relation of the brake linings to the brake drums.

The fact that the car is fitted with 2 leading-shoe (2 LS) brakes at the front and single leading shoe brakes at the rear makes no difference to the method of adjustment. When bleeding the braking system however, care should be taken that both wheel brake cylinders on the "Duplex" brakes are bled. The floating mounting of the shoes are self-centering in action when the brakes are operated, so that the pressures of the individual shoes on the drums are equalized.

#### Taking up the brake linings (Figs. 1 and 2): -

First loosen both eccentrics until the wheel turns freely. Then tighten up one eccentric until the lining just bears upon the drum. Then slacken off the eccentric once more until the wheel just turns freely.

Repeat the procedure with the other eccentric. To take-up the brake shoes, turn eccentric in the direction of wheel rotation.

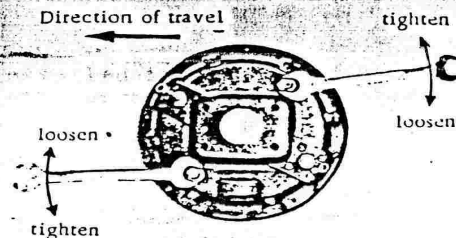
The brakes on all four wheels are adjusted in the same manner.

#### Adjusting the play between the brake-master-cylinder piston and piston actuating rod: -

Loosen lock-nut and turn actuating rod until a clearance of .039" (1 m/m) is obtained. This will equal about approx: 1/4" (6 m/m) measured at the footbrake pedal. After setting the correct clearance, re-lock the lock-nut on the actuating rod (Fig. 3).

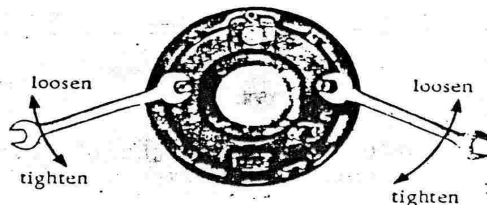
#### Handbrake Adjustment: -

Adjustment of the handbrake is carried out from underneath the vehicle, with the car over an inspection pit or upon a lift. The handbrake is correctly adjusted if a movement of from approx: 1 5/8 - 2" (4 - 5 cm) by the handbrake lever brings the brake linings into contact with the brake drums, so that the wheel can be turned with difficulty. To adjust, loosen lock-nut on actuating rod turnbuckle and turn turnbuckle with a lever. When the handbrake is correctly adjusted, lock turnbuckle with lock-nut (Fig. 4).



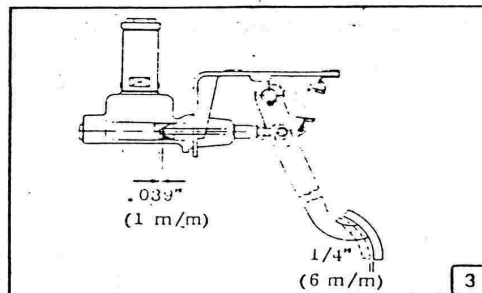
Front Brake (right)

1

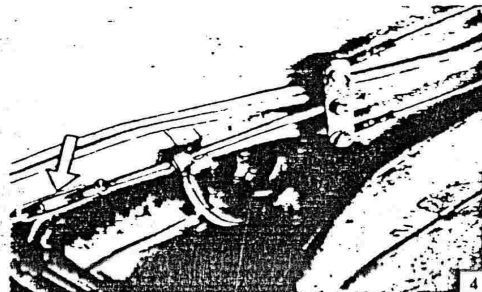


Rear Brake

2



3



4