

4.4 Remove the brake drum retaining screws...



4.5 ...and withdraw the drum

and then undo and remove the two brake drum retaining screws (photo).

5 Remove the brake drum from the wheel hub (photo). If the drum is tight, gently tap its circumference with a soft-faced mallet.

6 Using a clean dry paint brush and lint-free cloth, brush and wipe away all traces of asbestos dust from the brake shoes, wheel cylinders and backplate, and also from the inner circumference of the brake drum. **Note:** *Asbestos dust can be harmful if inhaled. Wipe away the dust carefully in a well-ventilated area if possible. Do not use compressed air and do not inhale the dust.*

7 A careful inspection of the brake shoes and brake components can now be carried out. Inspect the friction material and renew the brake shoes if they have worn down to less than the specified minimum thickness.

8 The brake shoes must also be renewed if there is any sign of hydraulic fluid contamination of the linings due to a leaking brake wheel cylinder. If this is the case, the cause of the leak must be traced and rectified before fitting new brake shoes.

9 Brake shoes should always be renewed as complete front or rear sets (four shoes to a set), otherwise uneven braking and pulling to one side may occur.

10 It is advisable to check that the brake wheel cylinders are operating correctly before proceeding further. To do this hold the brake shoes in position using two screwdrivers while an assistant very slowly

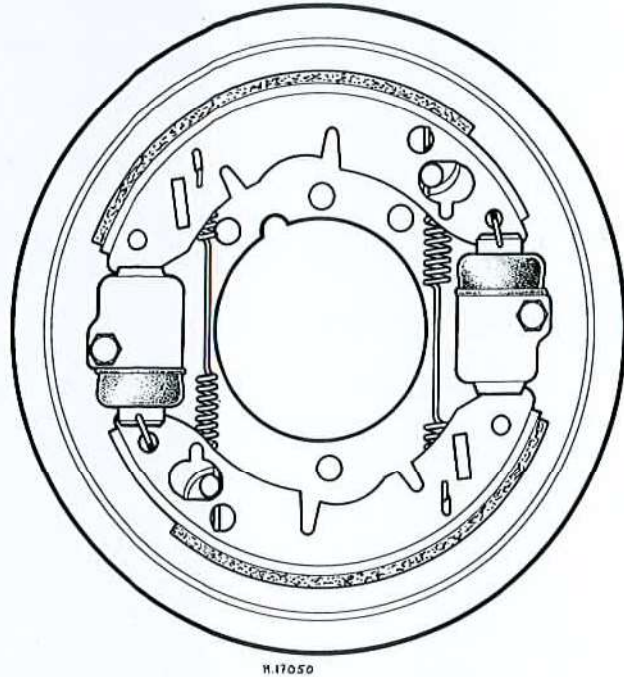


Fig. 9.7 Correct fitting of front brake shoes and return springs – left-hand side shown (Sec 4)

depresses the brake pedal slightly. Check that the wheel cylinder pistons move out as the pedal is depressed, and return when the pedal is released. If this is not the case, it is quite likely that one of the wheel cylinder pistons is seized and the cylinder should therefore be renewed as described in Section 5.

11 Also check the condition of the brake drum. If it is deeply scored on its inner circumference it must be skimmed at your local machine shop, or preferably renewed.

12 Before removing the brake shoes, make a note of the positions of the shoes and the return springs and then remove the brake shoes as follows.

Front brakes

13 First release the small hook springs (where fitted) securing the brake shoes to the wheel cylinder pistons. Now lift the end of each shoe off the pivot side of each wheel cylinder, and then the other end off the wheel cylinder pistons. Detach the return springs and withdraw the shoes (photos).

Rear brakes

14 Lift the top of both shoes off the brake adjuster pivots and detach the top brake shoe return spring. Now lift the bottom of the front shoe off the wheel cylinder piston and disengage the handbrake operating lever (photos). Repeat this for the rear shoe and lift away both shoes and lower return spring.

15 Refitting the brake shoes is the reverse sequence to removal, bearing in mind the following points:

- Before refitting the shoes, smear a trace of high melting point brake grease to the pivot areas of the wheel cylinder, brake adjuster and backplate (photos)
- Do not allow any grease or hydraulic fluid to come into contact with the brake shoe linings
- Ensure that the shoes are refitted correctly and the return springs are in their correct holes (photo). Ensure that the lower rear return spring does not rub on the wheel hub when refitted
- With the brake shoes assembled and drum refitted, adjust the brakes as described in Section 2