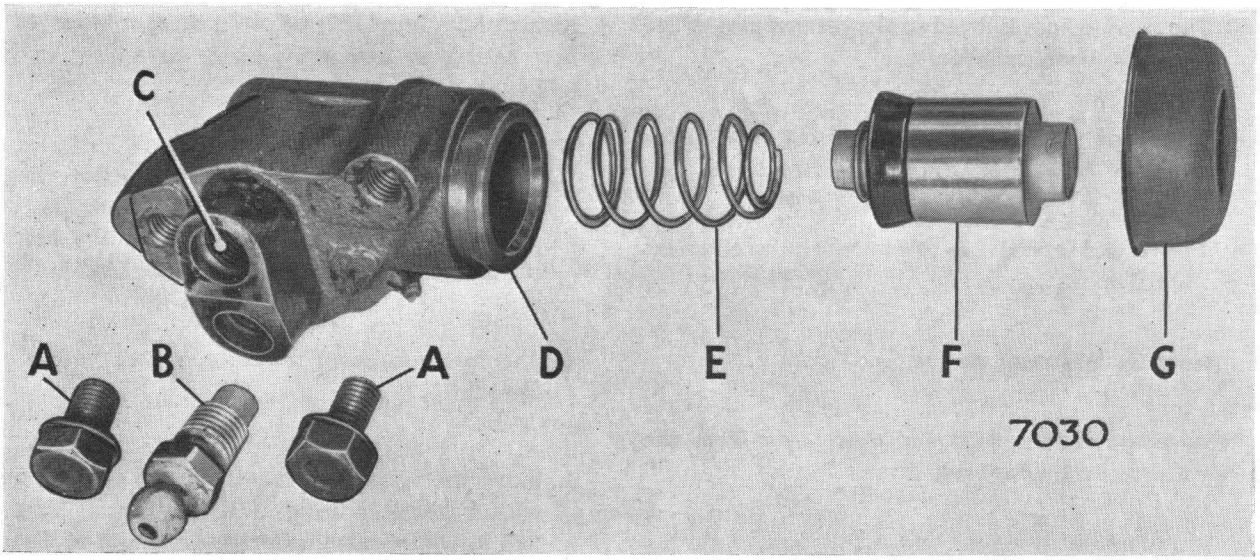

Fig. 6. *Exploded view of front wheel cylinder.*

A. BOLT AND WASHER
B. BLEED SCREW
C. BRIDGE PIPE PORT
D. WHEEL CYLINDER BODY
E. PISTON SPRING
F. PISTON AND SEAL
G. DUST COVER

FRONT WHEEL CYLINDERS (See Fig. 6)

The front wheel cylinder consists of an alloy body housing, a spring, seal and piston. The piston end is protected by a rubber dust cover. The body is slotted and the slot angled to accommodate the heel end of the second brake shoe, but the head of the piston is plain.

A return spring is fitted under the piston to ensure it is kept in contact with the toe end of the brake shoe, when the brakes are off.

The wheel cylinders are mounted rigidly on the back plate, fore and aft of the stub axle and connected to one another by a bridge pipe. The rearmost wheel cylinder is connected to the pressure side of the master cylinder and the bleed screw is fitted to the foremost wheel cylinder.

To remove and refit

1. Remove the brake shoes from the back plate, see under "FRONT BRAKE SHOES—To remove and refit".
2. Remove the foremost wheel cylinder from the back plate by releasing the union nut of the bridge pipe, trapping any escaping fluid in a drip tray and removing the two bolts and washers.
3. Remove the rearmost wheel cylinder from the back plate by releasing the union nut of the bridge pipe, detaching the flexible hose, see under "FLEXIBLE HOSE—To remove and refit—Front", trapping any escaping fluid in a drip tray and removing two bolts and washers.
4. Refitting is the reverse of the removal sequence, but particular attention must be given to the following:—

   i. Ensure the lower end of the inclined abutment slot in the wheel cylinder body is towards the centre of the back plate.

   ii. The bridge pipe is fitted between the inner tappings of the two wheel cylinders and the bleed screw is fitted to the front tapping of the foremost wheel cylinder.