

REAR BRAKES

DESCRIPTION (See Fig. 7)

The rear brakes incorporate leading and trailing brake shoes operated by a single wheel cylinder which is able to slide in the back plate. Adjustment for lining wear is effected by a screw type adjuster situated diametrically opposite the wheel cylinder at the top of the back plate.

The brake shoes are supported by platforms pressed into the back plate and spring loaded steady posts keep the shoes at right angles to the brake drum. The brake shoes are linked together by two pull off springs attached to the brake shoe webs on the side nearest the back plate.

As hydraulic pressure is applied, the wheel cylinder piston moves the leading brake shoe outward to the brake drum. As the brake shoe contacts the drum further movement of the piston causes the wheel cylinder body to slide in the back plate and moves the trailing brake shoes into contact with the brake drum. When the hydraulic pressure is released, the pull off springs return the brake shoes and the wheel cylinder pistons to rest position when the rotation of the brake drum will centralise the brake shoes and wheel cylinder in the back plate.

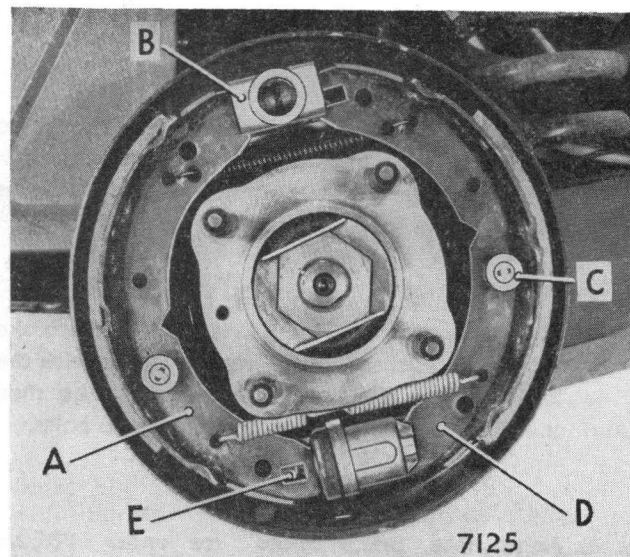


Fig. 7. Right-hand rear brake assembly

- A. LEADING BRAKE SHOE
- B. BRAKE SHOE ADJUSTER
- C. SLOTTED WASHER OF STEADY POST
- D. TRAILING BRAKE SHOE
- E. TIP OF HANDBRAKE LEVER

REAR BRAKE SHOES

Always fit factory lined replacement brake shoes and new pull off springs. The brake shoes have the correct type of lining which is ground accurately to size, thus ensuring an easy and quick bed-in to the brake drums.

To remove and refit (See Fig. 7)

1. Chock the front wheels, release the handbrake, jack up the rear of the car and remove the rear wheel.
2. Remove the brake drum from the hub by slackening off the brake shoe adjuster and withdrawing a countersunk screw.
3. Remove the slotted washer, coil spring and steady post from the brake shoe by holding the head of the post on the outside of the back plate, depressing and rotating the slotted washer 90° against the pressure of the coil spring; repeat with the steady post of the second brake shoe.
4. Identify the ends of the pull off springs to the holes in the brake shoe webs and remove the heel end of the leading (rearmost) brake shoe from the slot in the adjuster and remove the toe end from the lever of the wheel cylinder just above the piston.
5. The tension of the pull off springs is now released and the trailing (foremost) brake shoe can be removed from the slots in the brake adjuster and wheel cylinder body.
6. Apply a rubber band to the wheel cylinder to retain the piston within the wheel cylinder body.
7. Refitting is the reverse of the removal sequence but particular attention must be given to the following:—
 - i. Lightly smear the tip of the handbrake lever, the steady post platforms and the slots in the wheel cylinder and adjuster links with "Girling White Brake Grease".