

- ii. When fitting new brake shoes also fit new pull-off springs; fit the springs according to the identification marks.

The single coil spring is fitted inside the brake shoe webs adjacent to the brake shoe adjuster using the inner of the two holes and so the tips of the springs locate in the outer holes.

The double coiled spring is fitted outside the brake shoe webs adjacent to the wheel cylinder with the longer coil hooked onto the trailing brake shoe and both ends using the outer of the two holes.

- iii. Adjust the brake shoes, see under "REAR BRAKE SHOE ADJUSTMENT", but when new replacement brake shoes have been fitted, slacken off the adjuster one more click to allow for lining expansion and revert to normal adjustment after a short mileage.

BRAKE SHOE ADJUSTER (See Fig. 7)

The brake shoe adjuster has a light alloy body which is bolted rigidly to the back plate and houses two sliding links. The outer end of the links is slotted to accommodate the tail end of the brake shoes and the inner ends are inclined to mate with the four flats on the conical head of the hardened steel wedge, the axis of which is set at right angles to the two links.

The shank of the wedge is threaded and the end which protrudes through the back plate has a squared head. By rotating the squared head of the wedge in a clockwise direction, the two links are forced apart and the fulcrum point of both brake shoes expanded thus bringing the lining surface nearer to the brake drum.

To remove and refit (See Figs. 2 and 7)

1. Remove the brake shoes from the back plate, see under "BRAKE SHOES—To remove and refit".

2. Identify and withdraw the two links from the adjuster and remove the adjuster body from the back plate by removing two nuts and washers.

3. The wedge can be removed from the body by rotating it clockwise so the squared head passes through the body.

4. Refitting is the reverse of the removal sequence but particular attention must be given to the following:—

- i. The two links are returned to the original positions.
- ii. The inclined faces and the slots of the links are lightly smeared with Girling White Grease.

REAR BRAKE BACK PLATE

The rear brake back plate is a steel pressing suitably shaped to support the brake shoe adjuster, steady posts, sliding wheel cylinder and the brake shoes. The back plate is mounted on the rear bearing housing by four nuts and bolts but it cannot be removed unless the hydraulic system is disconnected at the wheel cylinder.

To remove and refit

1. Chock the front wheels, release the handbrake, jack up the rear of the car and remove the roadwheel.
2. Remove the brake drum from the hub by slackening off the brake shoe adjuster and withdrawing a counter-sunk screw.
3. Detach the handbrake cable from the wheel cylinder lever by discarding the split pin, removing the plain and spring washers and withdrawing the clevis pin from the fork end.
4. Disconnect the hydraulic pressure pipe from the wheel cylinder by releasing the union nut and trapping any escaping fluid in a drip tray.