

## HANDBRAKE



Fig. 12. Location of handbrake lever

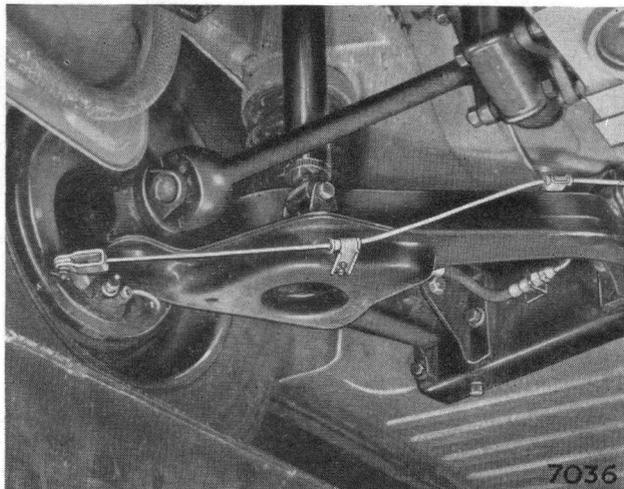


Fig. 13. The handbrake cable run on the left-hand rear suspension arm, the right-hand side is symmetrically opposite

### DESCRIPTION (See Figs. 12 and 13)

The handbrake operates on the rear wheels only and consists of a hand lever, situated between the two front seats, two cables and two levers incorporated, one in each wheel cylinder. The cables, which run through slides incorporated in the main cross-beam and attached to the two arms of the rear suspension, connect the hand lever with the levers pivoting in each wheel cylinder where the tip of the lever locates the nose end of the leading brake shoe of each brake (See Fig. 7).

Application of the handbrake tensions the cables and the wheel cylinder levers move the leading brake shoes outward to the brake drums; further movement of the wheel cylinder levers causes the wheel cylinder bodies to slide in the back plates and move the trailing brake shoes into contact with the brake drums.

When the handbrake is released the pull off springs return the brake shoes to the rest position and when the car moves off the rotation of the brake drums centralises the brake shoes and wheel cylinders within the brake drums and back plate respectively.

### HANDBRAKE CABLES (See Fig. 13)

#### To remove and refit

1. Chock the front wheels and release the handbrake.
2. Remove the rear end of one cable from the wheel cylinder lever, by discarding the split pin, removing the plain and spring washers and withdrawing the clevis pin; repeat with the second cable as necessary.
3. Detach the cable and brackets from the rear suspension arm by withdrawing two bolts each or by drilling out the hollow rivets and cutting the tack weld as necessary. In the instance of riveted brackets, it is advantageous to remove the rear suspension arm from the car. Repeat with the second cable as necessary.
4. Remove the plate from the centre of the floor assembly beneath the car by withdrawing eight bolts and washers.

**Note**—Later vehicles have large guide tubes which allow the threaded-end fitting of the cable to pass through when removing and refitting.