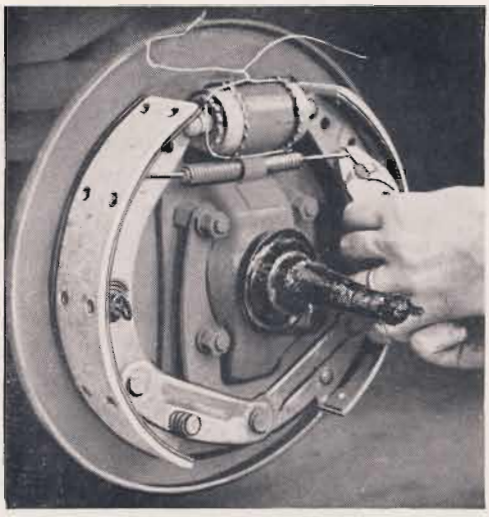
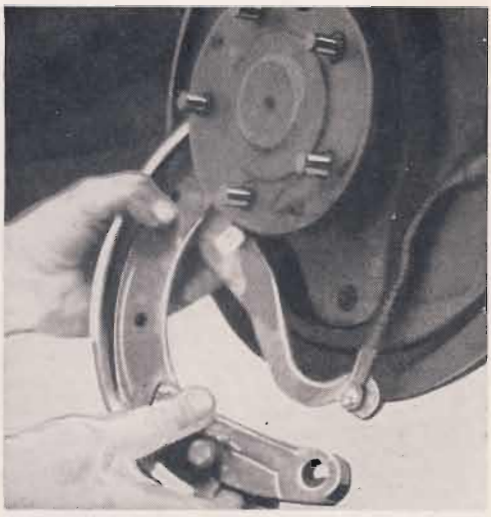
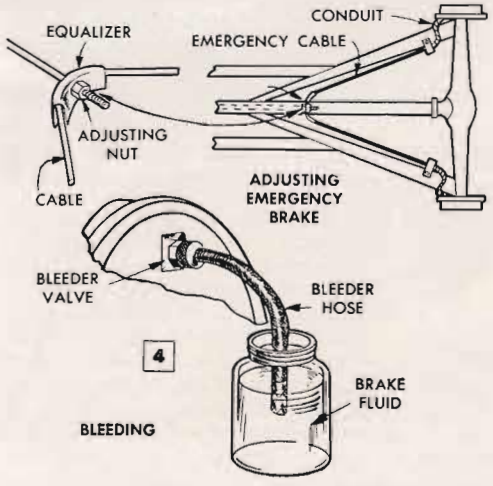


After relining the shoes, replace them in the same order as they were removed. Replace the retracting springs and don't forget to remove wire from cylinder



Cable-operated emergency brakes should be checked for free movement of the cables before relined shoes are replaced. Note point of linkage on backing plate



Adjust the emergency brake and check brake-pedal action to see whether air has to be bled from system

nuts, cotter pins, grease caps and the wheels and hub caps. If grease has been wiped off the wheel spindles it will be necessary to replenish the lubricant, using the type specified by the manufacturer of the car. Adjust the relined brakes by turning each adjusting star wheel until both shoes drag uniformly. This can be determined by turning the road wheel in opposite directions. Then back off the adjustment until the shoes just release the wheel and permit it to turn freely. Relined brakes should always be adjusted a second time after a short period of use.

Now, block the front wheels and jack up the rear axle so that the wheels clear. Remove the wheels and then take off the drums with a puller. Then remove the brake shoes and wire the wheel cylinder, if necessary. If your car has a cable-operated emergency brake, disconnect the cable from the rear shoes, as shown in the upper right-hand photo. Reline the shoes in the same manner as the front shoes but, before reassembling them, have a helper tighten the emergency-brake lever. If both cables move uniformly, the linkage is probably in good working order.

After reassembling the shoes, drums and wheels, adjust the road brakes as before. Then adjust the emergency brakes, tightening the adjustment until the shoes drag, and backing off the adjustment until the wheels turn freely, as shown in illustration at left. After all adjustments have been made, try the brake pedal. It should take up firmly after passing the clearance point of free movement. If the pedal feels soft, or spongy, it will be necessary to bleed the air out of the system. Bleeding is done on each brake unit, shown in the illustration. First, fill the master cylinder with brake fluid, attach the bleeder hose to the bleeder valve at the top of the backing plate and insert the other end of the hose in a glass jar half filled with brake fluid. Then open the bleeder valve about ½ turn. Have a helper pump the brake pedal several times, until bubbles no longer appear on the surface of the fluid in the jar. Then close the valve and remove the hose. Repeat on the other three brake units.

On cars having Bendix or Lockheed brake units, it is necessary to use a special shock-type puller to remove drums.