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Fig. M.2. Rear brake backplate exploded.

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| 1. Rubber seal. | 8. Nut and spring washer. | 15. Cylinder body. |
| 2. Wheel cylinder locking plate. | 9. Adjuster body. | 16. Piston. |
| 3. Handbrake lever. | 10. Adjuster tappets. | 17. Dust cover. |
| 4. Wheel cylinder locking plate. | 11. Adjuster wedge. | 18. Bleed nipple dust cover. |
| 5. Backplate. | 12. Dust cover clip. | 19. Bleed nipple. |
| 6. Steady post. | 13. Shoe return spring. | 20. Bleed valve ball. |
| 7. Brake shoe. | 14. Pipe orifice. | |

Adjustment for lining wear is made by the brake shoe adjuster. This has a steel housing which is spigotted and bolted firmly to the inside of the backplate. The housing carries two opposed steel links, the outer end slotted to carry the shoes, and the inclined inner faces bearing on inclined faces of the hardened steel wedge.

The wedge has a threaded spindle with a square end which projects on the outside of the backplate, enabling a spanner to be used for adjustment purposes, by rotating the wedge in a clockwise direction, the links are forced apart and the fulcrum of the brake shoes expanded.

When the brake is applied, the piston under the influence of the hydraulic pressure, moves the leading shoe and the body reacts by sliding on the backplate to operate the trailing shoe.

The handbrake lever is pivoted in the cylinder body, and when operated the lever tip expands the leading shoe,

and the pivot moves the cylinder body and with it the trailing shoe.

Handbrake

The handbrake operates on the rear wheels only and is applied by a pull-up type of lever situated on the propeller shaft tunnel. The cable from the control is attached to the compensator mounted on the rear axle. From compensator to the brake levers are transverse rods which are non-adjustable.

The handbrake linkage is set when leaving the works and should not require any attention. Only when a complete overhaul is necessary should the handbrake linkage require re-setting.

When this is correct the rear shoes should be locked to the drums, the handbrake control just slightly applied, and the cable slackness just removed, by means of adjusting the sleeve nut at the front end of the longitudinal cable.