| Pedal free movement | | ••• | ••• | | ••• | • • • | • • • | | | • • • • | 8-m. (3.1 3 mm.) |
|--------------------------|-------|-------|-------|-------|---------|-------|-------|-------|-------|---------|---------------------------------|
| Handbrake | | | | | | | • • • | | | Mech | nanical, rear wheels only |
| Drum diameter | | | | | | | | | | | 11-in. (28 cm.) |
| Total frictional area | | | | | | | | | | | 142 sq. in. (916 sq. cm.) |
| Shoe lining width | | | | | | | | | | | $1\frac{3}{4}$ -in. (44.45 mm.) |
| Shoe lining length: | | | | | | | | | | | |
| | | | | | | | | | | | $10\frac{3}{4}$ -in. (27.3 cm.) |
| Front | • • • | • • • | • • • | ••• | • • • | ••• | • • • | • • • | • • • | • • • | |
| Rear leading shoe | | | • • • | | ••• | | ••• | • • • | | | $10\frac{3}{4}$ -in. (27.3 cm.) |
| Rear trailing shoe | | | | | • • • • | | | | | | $9\frac{5}{8}$ -in. (24.45 cm.) |
| Shoe lining thickness | | | | | | | | | | | $\frac{3}{16}$ -in. (4.76 mm.) |
| bilde illing tillekiless | | • • • | • • • | • • • | | | | | | | 10 , |

Description

The brakes on all four wheels are hydraulically operated by a foot pedal coupled to a master cylinder in which the hydraulic pressure of the brake operating fluid is originated. A supply tank provides a reservoir by which the fluid is replenished, and a pipe line consisting of tube, flexible hose and unions, interconnect the supply tank, master cylinder and the wheel cylinders.

The pressure generated in the master cylinder by application of the foot pedal is transmitted with equal and undiminished force to all wheel cylinders simultaneously. This moves the pistons outwards, which in turn expand the brake shoes, thus producing automatic equalization and efficiency in direct proportion to the effort applied at the pedal.

When the pedal is released the brake shoe springs return the wheel cylinder pistons, and therefore, the fluid back into the system.

An independent mechanical linkage actuated by a handbrake of pull-up type, operates the rear wheels by mechanical expanders attached to the rear wheel cylinder bodies.

The front brakes are of the two leading shoe type, with sliding shoes ensuring automatic centralization of the brake shoes in operation.

The rear brakes are of the non servo type, with sliding shoes, and incorporate the handbrake mechanism.

Front Brakes

The front brake shoes are operated by two wheel cylinders situated diametrically opposite each other on the inside of the backplate and interconnected by a bridge pipe on the outside.

Each wheel cylinder consists of a light alloy body containing a spring, seal support, seal, steel piston, and a rubber dust cover. The inclined abutment (28 deg.) at the base of the body has a steel lined slot to avoid wear.

Each brake shoe is located in the slot in the base of one wheel cylinder and expanded by the piston of the other, with the leading edges of both shoes making initial contact with the drum. The shoes are allowed to slide and centralize during the actual braking operation

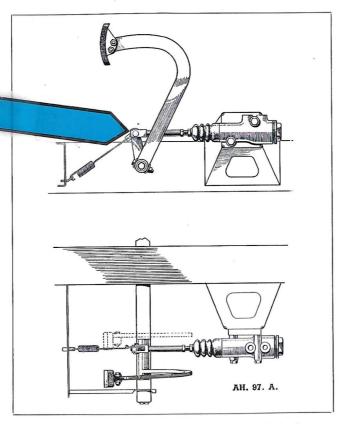


Fig. 1. Showing the brake pedal and master cylinder layout for right-hand drive models.