tank. Close bleeder valve, remove tubing, replace dustscrew. Bleed other wheels in same manner.

ADJUSTMENT:—Before adjusting, jack up all four wheels, remove one front wheel and inspect lining (to determine if new linings required), re-install wheel. Check front wheel bearing adjustment, spring shackles, shock absorber links, and radius rod mountings, tighten steering connections. Place hand lever in released position. Adjust each wheel as follows:

MINOR (WORN LINING) ADJUSTMENT

Minor Adjustment (For Wear):—Install wrench on eccentric adjusting cam on backing plate with wrench handle upward, turn cam by moving wrench handle out toward wheel rim until shoe is tight in drum, then turn cam back until wheel just turns freely without drag (do not turn cam back more than enough to free wheel, desired setting is with least possible amount of clearance). After adjusting forward shoe, repeat adjustment on rear shoe, then adjust all other wheels in same manner. Check pedal reserve, if reserve less than half total travel, repeat adjustment (if pedal is 'spongy', bleed lines). Check brake pedal clearance and adjust hand brake

►*CAUTION—Clearance between shoes and drum should be least amount possible without drag (no specific clearance specified).*

MAJOR (NEW LINING) ADJUSTMENT

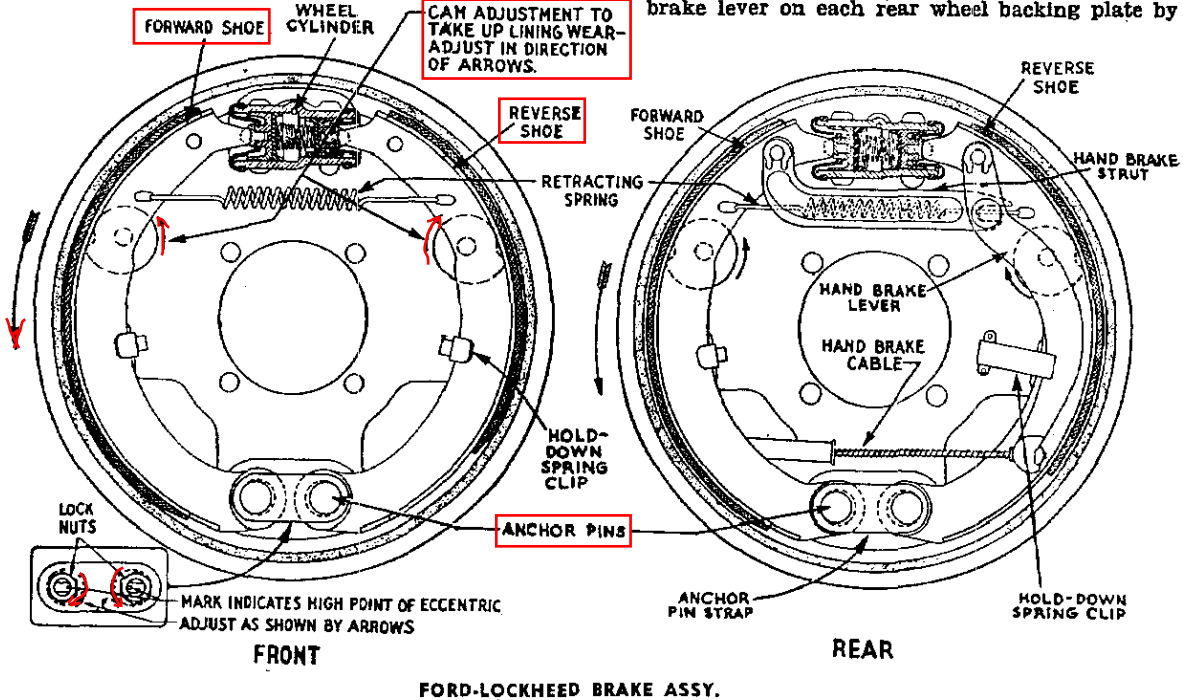
Major Adjustment (For relined brakes, etc.):—NOTE This adjustment not required on 1946-48 Pass. Cars and Light Trucks with "self-centering" type brakes Before installing brake drums, loosen eccentric anchor pin locknuts and turn each anchor pin so that marks on flatted ends of pins are together (marks indicate 'high' side of eccentric and in this minimum position will allow drums to be installed over new linings), turn eccentric adjusting cam for each shoe to minimum position. With drums installed, turn eccentric anchor pin toward adjacent anchor pin (wrench handle upward) until brake shoe is tight against drum, then back anchor pin off slightly until wheel turns freely without any drag. Hold anchor pin from turning and tighten locknut securely. Then adjust eccentric adjusting cam (see Minor Adjustment above) for correct toe clearance of the brake shoe. Adjust both shoes in each wheel in this manner, then adjust hand brake.

Brake Pedal Adjustment:—Brake pedal must have ¼" free movement (measured at pedal pad), to insure master cylinder piston being against its stop for correct compensating action when brakes released. To adjust, loosen locknut on pedal rod, turn rear section of rod (integral with large adjusting nut—not necessary to disconnect clevis pins), tighten locknut.

HAND BRAKE ADJUSTMENT

Passenger Cars (& 1939 1 Ton)—Place hand lever in fully released position. Depress the brake pedal until rear brake shoes applied firmly against drums, leave pedal in this position while adjustment being made. Pull forward on cables to remove all slack, adjust clevis on end of hand brake cable so that, with foot brake applied as above, end of hand lever has ½" travel before slack in cables is taken up. Release foot brake pedal. With hand lever in released position, check that rear wheels are free of any brake drag.

Trucks (1939)—Hand lever linked to cross-shaft by non-adjustable rod, cross-shaft linked to hand brake lever on each rear wheel backing plate by



FORD-LOCKHEED BRAKE ASSY.