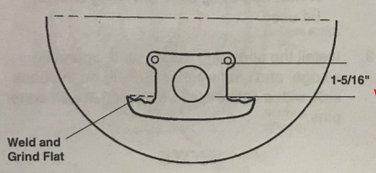
6. Re-tap the adjusting wedge threads (5/8-18).
7. Clean all parts thoroughly. (Backing plate, adjusting wedge, wedge stud, operating pin, and shoes.)
8. The roller tracks on the backing plate must be built up (welded) and filed or ground flat. The top edge of the track should be 1-5/16" from the spring stud/rivet. (New replacement roller tracks are available from parts suppliers.)

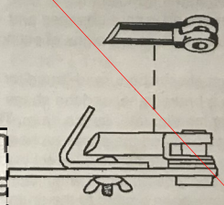


9. Remove the roller pins, brake shoe rollers, and brake adjusting shaft from the brake shoes. Inspect the rollers and roller pins for wear. Roller pins and rollers should be replaced if flat

10. The brake adjusting shafts should be checked and reworked as a pair. The length of the shaft is not critical, but both shafts on the shoe must be the same length and have the same bevel. Use a brake adjusting shaft fixture to set the length and bevel of the shafts. See below. Using this fixture, both shafts can be ground to the same length and bevel. Place each shaft in the fixture to check length and bevel.

NOTE

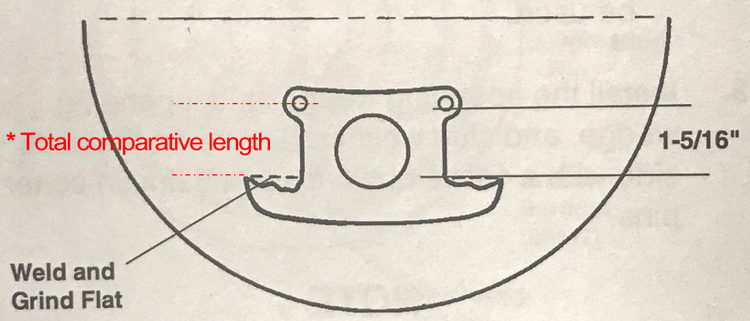
Do not reassemble the pins and rollers on the shoes until the drums have been reworked and the brake shoes arched to the drum diameter.



Brake Adjusting Shaft Fixture

1-5/16"
OR
1.3125"

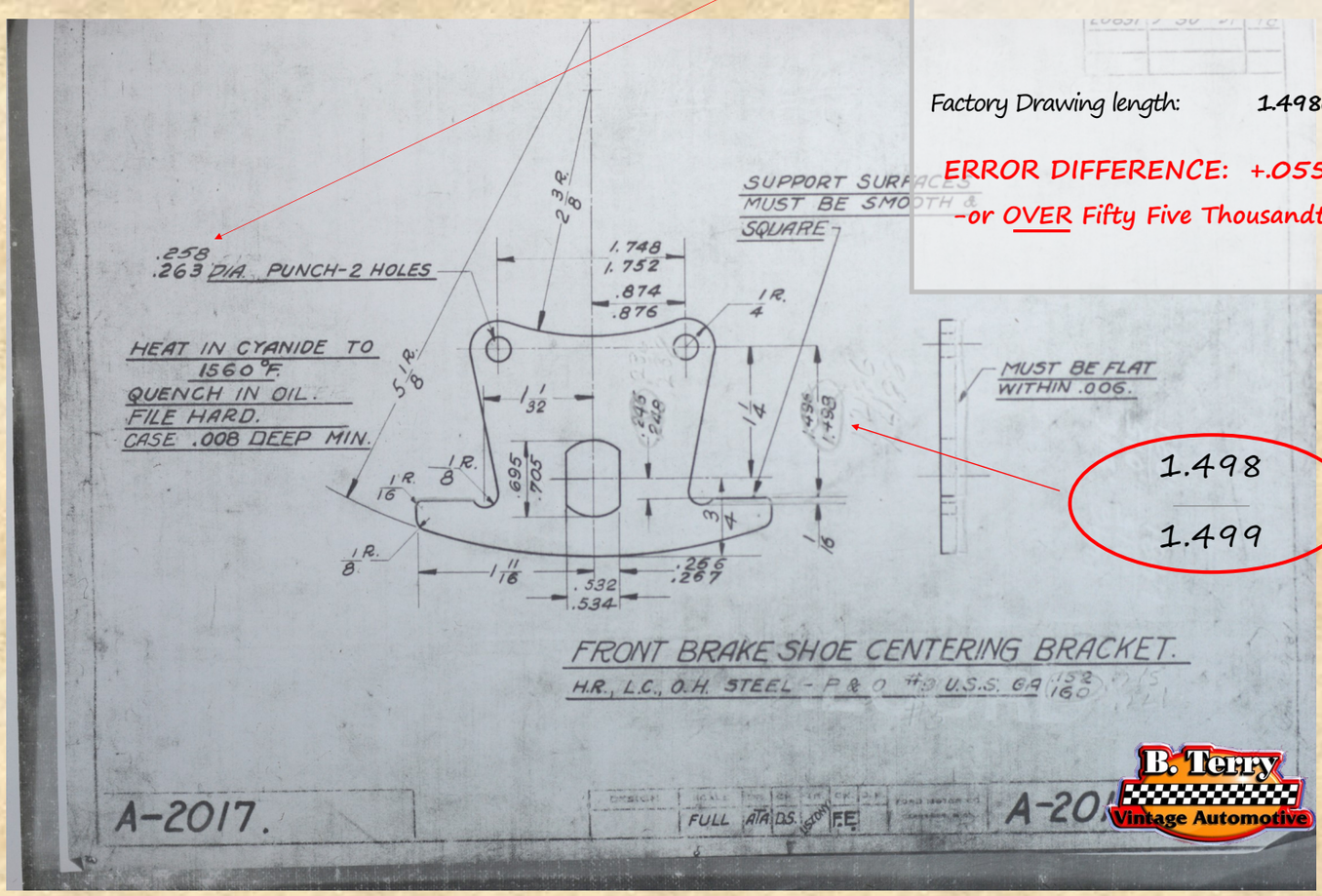
the spring stud/rivet. (New replacement roller tracks are available from parts suppliers.)



- Les' book dimension: 1.3125
- ½ of 0.260" rivet hole: + 0.1300
- * Total comparative length: 1.4425

Factory Drawing length: 1.4980

ERROR DIFFERENCE: +.0550"
-or OVER Fifty Five Thousandths



1.498
1.499