

Single Anchor and Equal Action

Adjustment Procedure

The single anchor equal action type differs from the double anchor, and some of the earlier single anchor models in that shoe application is by means of an "equal action" (lift) cam which floats on the anchor. The cam lever pivots on the anchor, and contacts the lug "L" on the cam to apply the brakes through the medium of the cable "C." Fig. N29F.

Some of the single anchor models are provided with an eccentric type anchor and others use the sliding type. A few are provided with a stop for the lower shoe as shown in Figs. N29B and N29C page 58.

Minor Adjustment

1. Jack up all four wheels. Disconnect all four pull cables at their cross shaft levers. Make sure that service pedal, hand brake lever and cross-shaft are in fully released position. Loosen eccentric adjustment locknut "A," Fig. N29A.
- 1a. If brakes are equipped with shoe stop as in Fig. N29C, Page 58, loosen the locknut and move each stop upwards in its elongated hole and temporarily tighten the locknut. This will eliminate interference during shoe adjustment.
2. Remove inspection hole cover from each brake drum and adjusting hole cover "C" Fig. N29A from each backing plate. Insert a .010 in. feeler blade at adjusting screw end of that shoe which bears against the eccentric as shown in Fig. N29F. Now turn eccentric adjustment screw "A" (towards front of car) until .010 in. feeler is just gripped. Do the same to the other three brakes, then tighten eccentric lock nuts.

3. Expand shoes by means of adjuster "D" Fig. N29F at each wheel until wheels can just be turned with both hands. Now adjust each pull cable length so that clevis pin will just enter with cable pulled tightly. Insert clevis pins, then back off "D" Fig. N29F until each wheel is just free. Using hand brake lever or pedal jack, apply medium pressure to brake pedal and if brake drag is not alike at all four road wheels, back off the notched screw "D" Fig. N29F on tight brake.
4. Try car on testing machine or road and make final equalizing adjustments by backing off notched wheel "D" Fig. N29F at the tight brake.

Major Adjustment

Disconnect all four pull cables at their cross-shaft levers. Make sure that cross shaft, pedal and hand brake lever are in fully released position and operate freely.

5. Jack up all four wheels. Insert a .010 in. feeler at the adjusting screw end of that shoe which bears against the eccentric and adjust eccentric "A," Fig. N29A, until feeler is just gripped. Tighten locknut just enough to hold position.
6. The next step is to adjust anchor to get proper heel clearance.

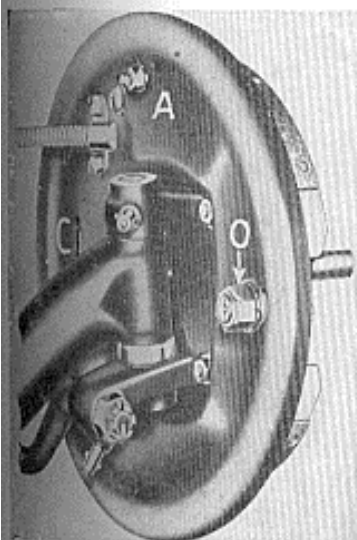


Fig. N29A

Fig. N29A—Models with Double Anchor Springs (left front)

A—Eccentric, controls adjuster end of shoe

C—Cover plate for clearance adjuster

O—Anchor, controls anchored (heel) end of shoe

Fig. N29F (Right)

C—Cable

L—Lug

D—Adjusting Screw

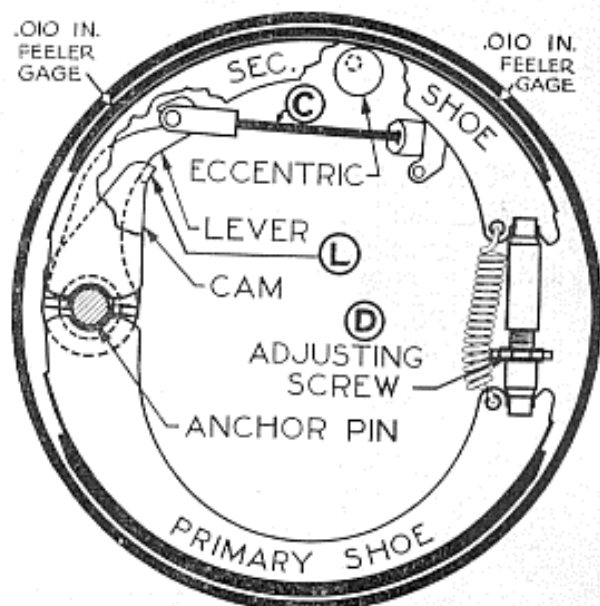


Fig. N29F

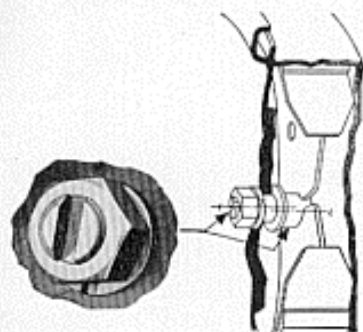


Fig. N29B—A screwdriver slot identifies the eccentric type anchor pin

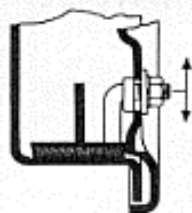


Fig. N29C—If a shoe stop is used it will be at lower end of backing plate as shown above

There are two types of anchor now in use. The plain sliding type is identified by reference to "O" in Fig. N29A. The eccentric type may be identified by the screwdriver slot in its end as in Fig. N29B.

Sliding Type Anchor

If you are working on a plain sliding type anchor, loosen the anchor locknut at "O" Fig. N29A one turn; then insert a .010 in. feeler blade between lining and drum at anchored end of eccentric controlled shoe as shown in Fig. N29F and tap the anchor pin lightly in desired direction until .010 in. feeler is just **gripped**. Holding this position, tighten anchor locknut as tightly as possible with a 16-in. wrench. Also tighten the locknut on eccentric adjustment. Do the same on other 3 brakes.

Eccentric Type Anchor

6a. If you are working on a job with eccentric type anchors, as in Fig. N29B, loosen the anchor locknut sufficiently to allow you to turn anchor with a screwdriver; then insert a .010 in. feeler at anchored end of eccentric controlled shoe as outlined in paragraph above. Now turn anchor until .010 in. feeler is just gripped. Recheck adjusting screw end of the shoe with .010 in. feeler and, if necessary, slightly **readjust** eccentric and anchor at same time so that .010 in. feeler is a snug fit at both ends. Holding this position, **tighten** eccentric adjustment and anchor locknuts, using full leverage of a 16 in. wrench on the latter. Do the same on other three brakes.

7. Expand shoes by means of the clearance adjuster "D" Fig. N29F until all four road

wheels can just be turned with both hands. Now adjust each pull cable length so that clevis pin will just enter with cable pulling tightly. Now **back off** on "D" until each wheel is just free.

8. Apply brakes by hand lever or pedal jack and if drag is not uniform loosen notched wheel adjuster "D" at tight brake.
9. With brakes released move each shoe stop down until it just contacts shoe as shown in Fig. N29C, then **tighten** stop locknut. Do this at all four wheels.
10. Try car on testing machine or road and make final equalizing adjustment by **backing off** notched wheel adjuster at the **tight** brake.

Note 1: Whenever shoes are removed lubricate cables with graphite grease and backing plates at points where shoe rub. Too much tension on shoe steady rest springs, "II", Fig. N29D, may produce sluggish action. Weak springs cause noise.

Note 2: Willys cars of the series 66D, 96A, 97D, 90 and 95 were built with flat sided non-adjustable anchor pins. Shoes used are stamped "18307" and differ from regular models in that anchor ends are formed to allow a floating fit on anchor. Adjustment procedure is same as for adjustable anchor models except omit paragraphs 6 and 6a.

The shoe to anchor spring is always hooked to shoe that "hides" operating lever.

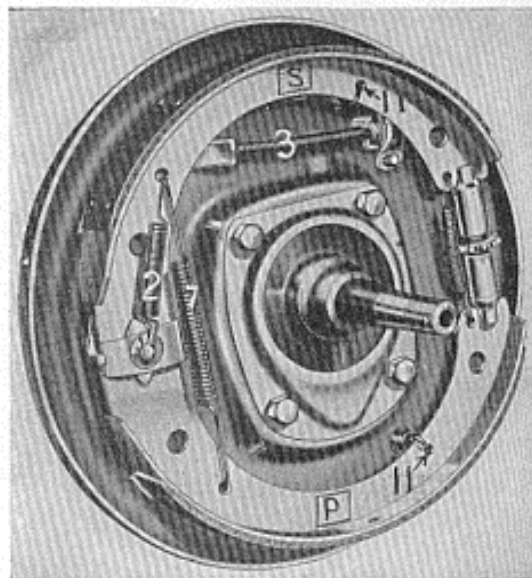


Fig. N29D—Left front brake. Special model used on some Willys cars. The anchor has flat sides and is non-adjustable. Note the single shoe to anchor spring (2) is connected to secondary shoe.