Willys-Knight 66 and 66A

Brake equipment on the models 66 and 66A Willys-Knight cars is similar in design to that used on the smaller models 70 and 70A except that the 66A and 66 cars have the hand brake mounted on the rear wheels.

Adjustment of Rear Brakes

1. Before adjusting clearances **disconnect** both **rear pull rods** (38 and 39) so that rear brake **camshaft levers** (42 Fig. 2) may take their natural position due to adjustment. Adjust clearance at **anchor** (51, Fig. 1) to .010 to .015 in.
2. Adjust clearance at **lower** half of band by means of **adjusting nut** (49) then at **upper** half by means of nut (48) (Fig. 1). Top and bottom of band should have .025-.030 in. lining-to-drum clearance. Do the same to the **other** rear brake.
3. Band Operating Levers — Adjust camshaft **outer lever set screw** (44) so that **eye** of **band operating lever** stands 5/32 in. **back** of center line (X-Y) of band adjuster **bolt** (47). Lock set screw and make sure that end of set screw rests against clamped collar. Do the same to the **other** rear brake lever. (Figs. 1 and 2.)
4. Adjust clevises of both **rear pull rods** (38 and 39); insert pins without moving levers at either end.

Adjusting Front Brake Clearance

5. Adjust clearance front brake lining by turning main adjusting **screw** (1) Fig. 3 **counter clockwise** until wheel is almost **locked**, then **back off** until wheel spins **freely**. Do the same to the **other front** brake. Try on testing machine or road.

Front Major Adjustment by Centering

IMPORTANT

6. Whenever front shoe assemblies are removed or when **ordinary** adjustment **fails to give satisfactory results, recenter** the shoes. This can be done through the drum ports but preferably by using a cut away drum or ring gage with adapter mounted on spindle.

The shoes may be moved **up and down** by the **adjusting screws** "A." **After** making adjustment at these screws turn the **nuts** "B" **up or down** to get .060 in. clearance **under their heads.** If found necessary to move shoes **fore and aft** so as to get centralization do so at the **centralizer stamping** "C" which is mounted in **elongated holes** in the backing plate. See Fig. 5.

Adjustment of Rods, Levers and Equalizers

If brakes do not operate satisfactorily after making adjustments outlined in paragraphs 1, 2, 3, 4, 5, and 6 proceed to check linkage as follows:

7. Brake Pedal—Adjust brake **pedal stop** so that it stands approximately 7/8 in. farther **back** than the clutch pedal pad. Pedal should have not more than 1½ in. of **free** travel.
8. Equalizer Yoke and Forward Rods — Disconnect the **front** brake pull rod (21) and **pedal rod** (27). Move **pedal equalizer yoke** (26) so that the **bell crank** (52) at **lower** end of pedal is **in line** with pedal arm. With yoke in this position adjust **clevis** of **pedal rod** (27) so that **front pin** can be inserted without moving pedal. With rod (27) adjusted to proper length the **clevis pin** at its **rear** end will be 1/8 in. from rear end of slot (Fig. 1.)

8A. **It is important that the slot in pedal, as shown in Fig. 4, be deep enough to permit bell crank** (top bell crank) to **move to the position indicated by the dotted lines.** If movement is not sufficient, file out slot to clear.

Note: Some Willys-Knight service stations install the stop plate shown at Fig. 6 on 66A cars in order to prevent the bell crank from moving past the dead center position. This plate is installed on the LEFT side of pedal (viewed while sitting in car) and is held in place by replacing the two clevis pins with two 5/16 inch bolts equipped with nuts and lock nuts.

9. Adjust clevis of the **front** pull rod (21, Fig. 3) so that **pins** can be inserted without moving pedal yoke, or front brake equalizer lever.
10. Front Brake Equalizer — The **front** end of **front** brake equalizer lever should stand **5/16** in. forward of the center line **of front axle.** See Fig. 3. If it does **not** stand as shown, adjust clevises of both front brake **cross operating rods** to get proper position. Be sure that block remains centered after changing lengths of rods A and B.

Note—Brake layout on the model 66 is fundamentally the same as the 66A, the only difference being at the intermediate shaft levers. The same adjustment instructions apply. On the opposite page is shown the layout of the Model 66A brakes

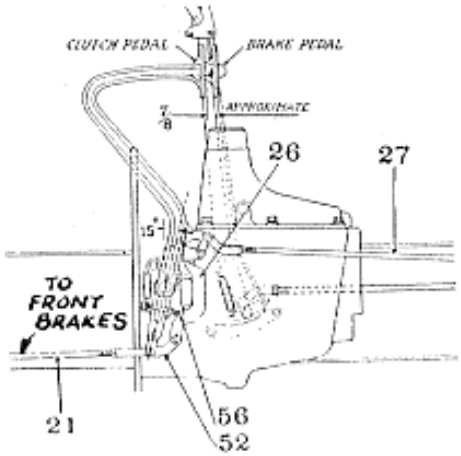
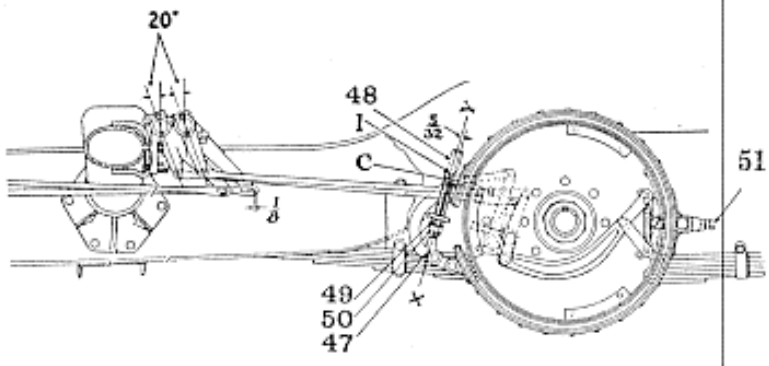


Fig. 1—Side view pedal and rear linkage



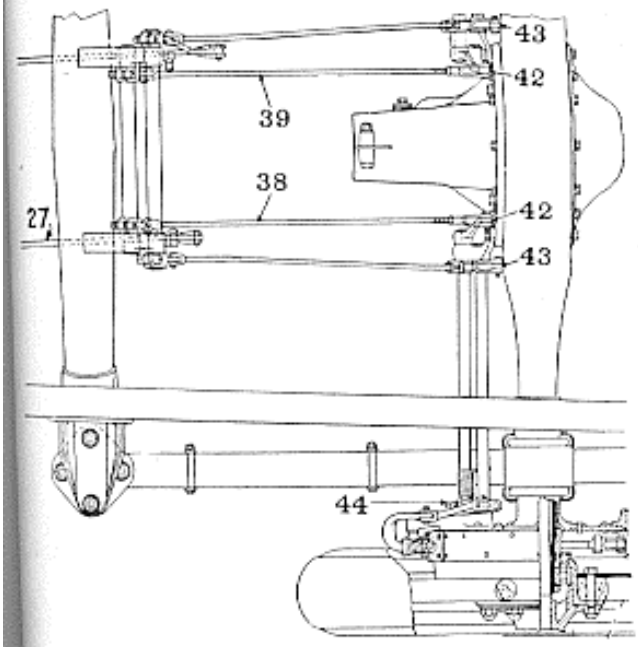


Fig. 2 (left)—Top view rear rods and levers layout

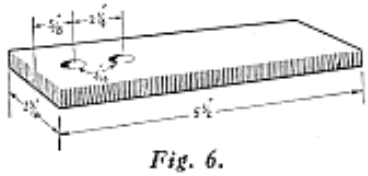


Fig. 6.

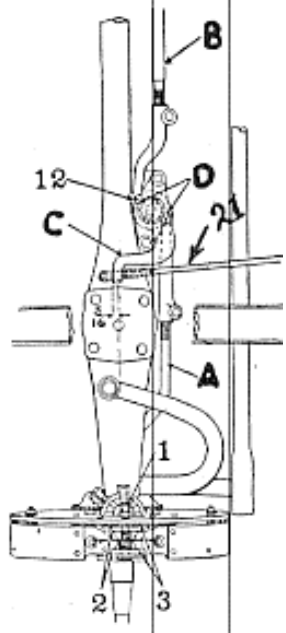
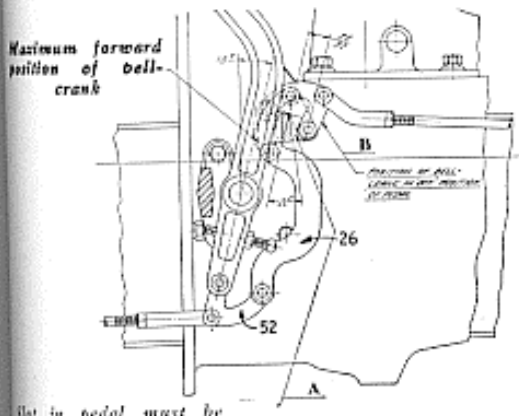


Fig. 3 (right)—Top view front equalizer and operating rods



Slot in pedal must be long enough to permit bell crank to move to position shown by dotted lines. If not, file slot to clear

Fig. 4

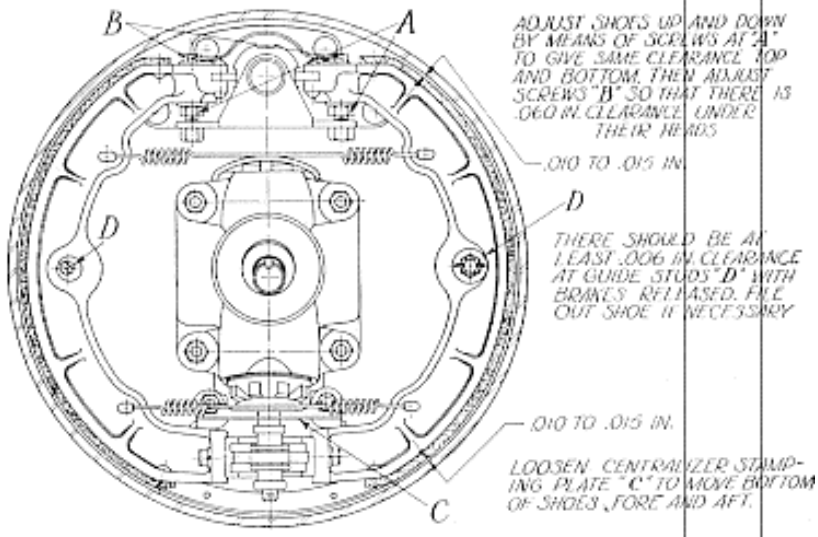


Fig. 5—Front brake assembly showing the two centering adjustments and clearances