

20. Locate the shoes in the wheel cylinder piston slots and lever the opposite ends into the pivot block.
21. Operate the snail cams to check that the shoes respond.
22. Connect the brake fluid pipe to the wheel cylinder.
23. Fit the brake drum and secure with the single screw.
24. Adjust each brake shoe independently as follows: turn one adjuster until the shoe is locked against the drum. Back off approximately two serrations of the snail cam so that the drum revolves freely.
25. Repeat instruction 24 on the second shoe and carry out the same procedure for the opposite brake.
26. Bleed the brakes.
27. Fit the road wheels, remove the axle stands and finally tighten the road wheel nuts to the correct torque.

2. Disconnect the propeller shaft from the output flange.
3. Remove the two screws and withdraw the brake drum. Skim if excessively scored or oval.
4. Remove the split pin and clevis pin connecting the drawlink to the actuating lever.
5. Remove the brake shoes complete with pull-off springs. Note position of springs in relation to the shoes.
6. Remove the four bolts securing back-plate to transfer box and withdraw the back-plate complete with oil catcher.

KEY TO TRANSMISSION BRAKE

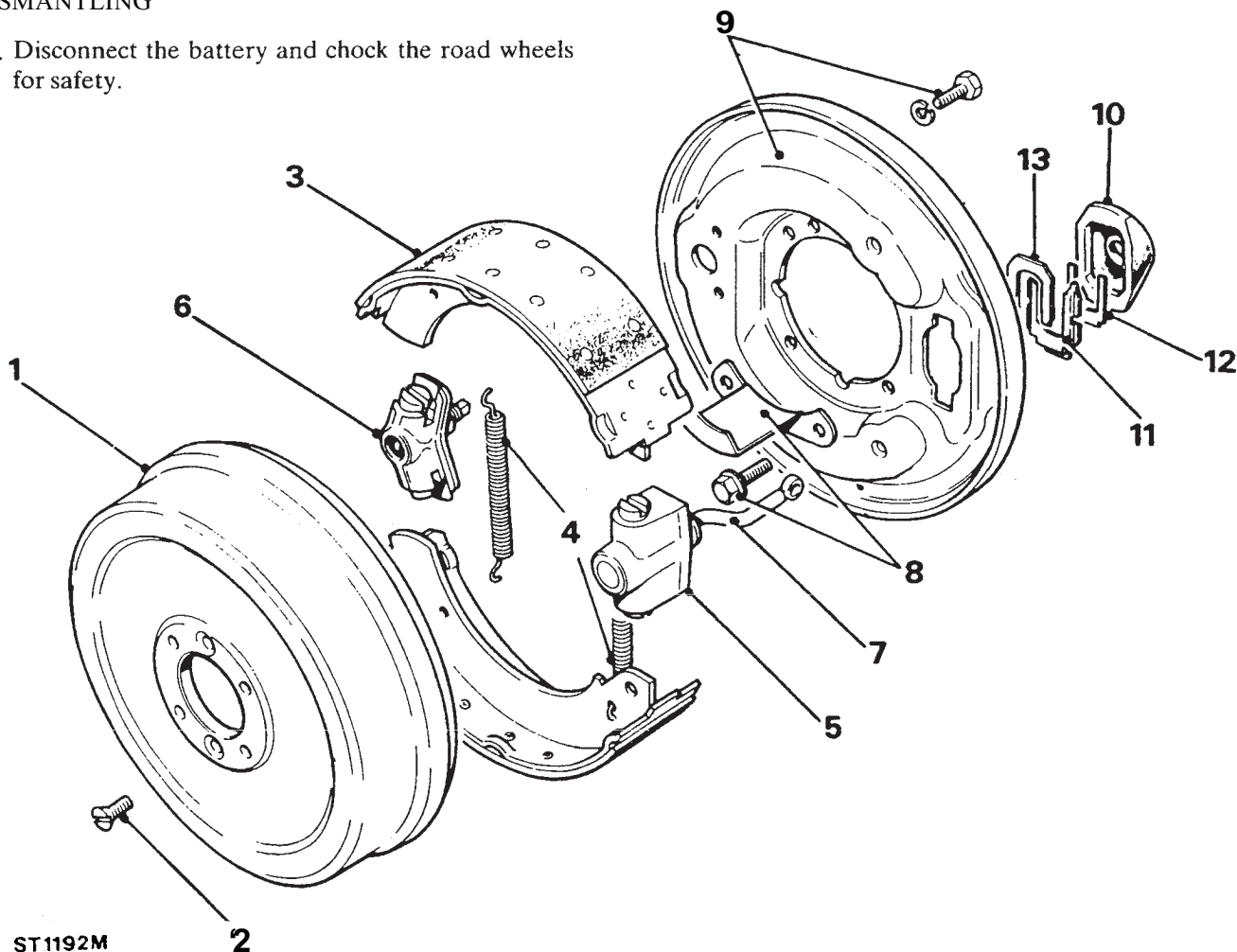
1. Brakedrum.
2. Brake drum retaining screws.
3. Brake shoes.
4. Brake shoes pull-off springs.
5. Expander assembly.
6. Adjuster assembly.
7. Drawlink.
8. Oil catcher.
9. Back plate and retaining bolts.
10. Dust cover.
11. Locking plate.
12. Packing plate.
13. Spring plate.

OVERHAUL TRANSMISSION BRAKE

WARNING: Do not use an air line to remove dust from the brake assembly. Asbestos dust from the brake linings can be a serious health risk, if inhaled.

DISMANTLING

1. Disconnect the battery and chock the road wheels for safety.



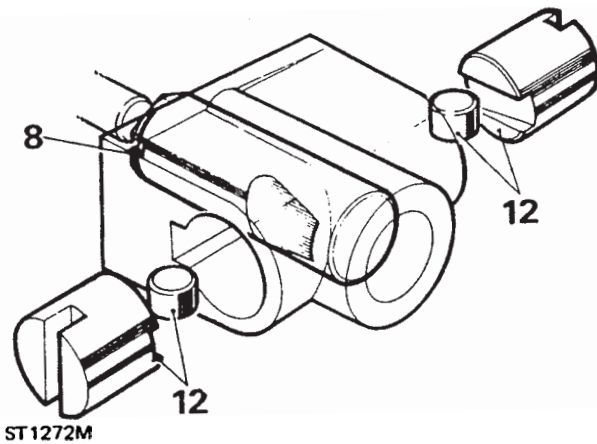
ST1192M

Remove and overhaul expander assembly

7. Remove the rubber dust cover.
8. Remove the expander and draw link.
9. Remove the retainer spring plate.
10. Remove the locking plate.
11. Remove the packing plate and withdraw the expander assembly from the back-plate.
12. Remove the two plungers and rollers.
13. Clean all parts in Girling cleaning fluid and allow to dry. Examine the components for wear and discard if unsatisfactory.

Assemble expander assembly

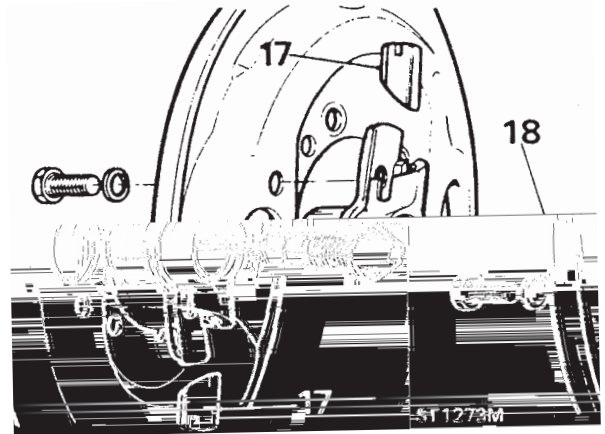
14. Grease and fit the expander and drawlink.
15. Grease and fit the plungers and rollers noting that the highest end of the ramp on the plungers is fitted towards the back-plate. Secure the assembly with a rubber band to prevent the plungers falling out and place to one side for assembly to back-plate.

**Remove and overhaul adjuster assembly**

16. Remove the two bolts and withdraw the adjuster assembly from the back-plate.
17. Remove the plungers.
18. Screw the adjuster cone inwards to remove from the housing.
19. Clean the parts in Girling cleaning fluid and discard any unsatisfactory components.

Assemble adjuster assembly

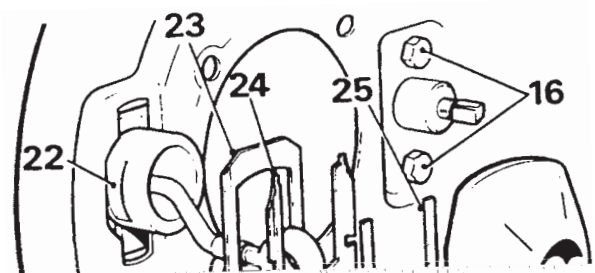
20. Grease and screw in the adjuster cone.
21. Grease and fit the adjuster plungers and align the chamfered ends with the adjuster cone. Note that the two plungers are identical and can be fitted to either bore. Secure the assembly with a rubber band to prevent the plungers falling out.

**ASSEMBLE**

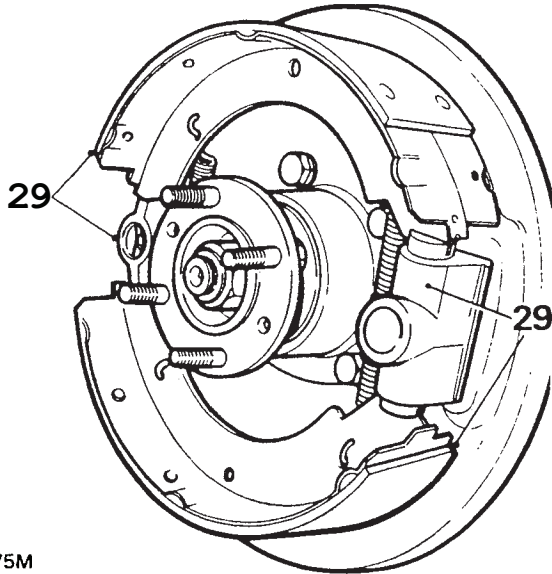
NOTE: If the brake linings are oil-soaked check and if necessary renew the output shaft oil seal.

22. Position the expander assembly on the inside of the back-plate and secure with the following plates at the rear of the back-plate.
23. Packing piece.
24. Locking plate.
25. Retainer spring.
26. Fit the rubber dust cover.

continued

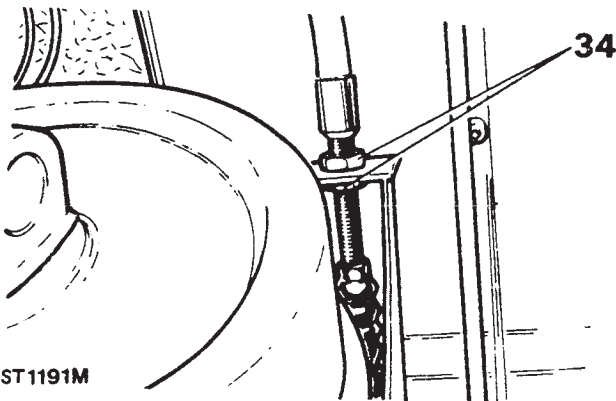


27. Fit the adjuster assembly to the back-plate with the two bolts but do not fully tighten at this stage.
28. Fit the back-plate assembly and mud shield to the transfer box with the four bolts and tighten to the correct torque.
29. Fit new pull-off springs to relined brake shoes and fit to the back-plate. Note that the fully lined end of the lower shoe must be toward the expander assembly and the fully lined end of the upper shoe towards the adjuster assembly.



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30. Fit the brake drum and secure with the two screws.
31. Connect the expander drawlink to the actuating lever with a new clevis pin, washer and split pin.
32. Turn the adjuster cone fully in and tighten the two retaining bolts left slack in instruction 27.
33. Slacken off the adjuster two 'clicks' and firmly apply the hand lever to centralise the shoes. The drum should then rotate freely.
34. Adjust the handbrake cable to give the pawl two 'clicks' free movement on the ratchet before the third 'click' fully expands the shoes against the drum.
35. Connect the propeller shaft and evenly tighten the retaining nuts to the correct torque.
36. Remove chocks from wheels and connect the battery.



ST1191M

BLEEDING THE BRAKES

Primed System

Bleed the front brakes first starting with the wheel nearest to the master cylinder.

1. Attach a rubber tube to the bleed screw and immerse the other end in a glass jar containing a quantity of clean, new recommended brake fluid.
2. Check that the fluid reservoir is full to the maximum mark.
3. Unscrew the bleed screw approximately half-a-turn, enough to allow fluid to be pumped out. Do not open the screw too far or air will be drawn back into the system around the threads.
4. Smartly depress the foot pedal, pause and then allow the pedal to rapidly return, pause again before repeating the procedure.
5. Continue with the above sequence until all air bubbles cease whilst ensuring that the reservoir is kept topped-up.
6. Close the bleed screw immediately after the last down stroke, whilst the pedal is depressed.

Unprimed System

To bleed a replacement master cylinder or a fully drained system.

7. Top up the fluid reservoir to the maximum mark.
8. Open a bleed screw in both circuits and allow fluid to prime both circuits of the master cylinder by gravity for approximately five minutes, then bleed as for a primed system.