1929 HUDD AND ESSEX CARS

The shoes of the new Bendix two-shoe internal mechanical brake are identical in every respect and are therefore interchangeable. They are linked together at the bottom by a right and left hand screw, the left-hand retaining pin securing the brake shoes to the brake drum. The right-hand pin is the same as the anchor pin for braking in the forward position and the other as an anchor when braking in the reverse direction. The shoes are expanded against the drum by means of a balanced coil spring which does not change its angularity during the life of the brake lining. Two tension bolts bear on the curved ends of the anchor pin and provide compensation for movement of the brake shoes and for unequal wear.

In the forward rotation of the wheel, the forward shoe assumes the position of the primary shoe and the other shoe becomes the secondary shoe. In the reverse direction the rear shoe becomes the primary shoe and the forward shoe the secondary. This arrangement provides "serve" action in both directions.

Before adjusting Bendix two-shoe internal mechanical brakes, all linkage must be lubricated and all parts of the brake housing must be cleaned and all brake pads securely attached to the shoes. All spring clips must be tight.

The anchor pin of a Bendix shoe is rounded off in its roller bearing, and should be taken in at the distributor to prevent it from being free of play.

The correct extension of the shoe lever should be 1/4 to 5/10 in. of the center of the king pin, or when the brake drum is in the extended position. The shoe lever is a very slight amount of play between the two shoes. There should be a similar amount of play in both shoes.

Never change the setting of the nut on the end of the pull rod, as changing the setting will cause the shoe to attempt to adjust for wear. Inaccuracies in pull rod length will affect the shoe setting. To adjust the shoe setting, make the setting and the correct location of the drum and the cam lever, may be corrected only after the shoes have been properly adjusted with the nutched wheel of the adjusting screw and the cam lever by changing the bearings of the pull rod. Shoes clearance may be checked with feeler gages between the brake drums are provided with feeler gages in the inspection slot or with a dummy drum. With correct adjustment in place and other adjustments the feeler gages should show approximately twice as much clearance between the drum and the brake lining at the screw adjusting end of the shoe as at the anchor end.

Shoe clearance may be checked with feeler gages between the brake drums. The feeler gages should be inserted between the drum and the brake lining at the screw adjusting end of the shoe, and should show approximately twice as much clearance between the two shoes and the drum in the extended position as at the anchor end.

Adjustment for Wear

1. Jack up all four wheels.
2. Relieve the spring tension.
3. Turn the eccentric in direction which rotates the shoes.
4. Retard the drum to a slight amount of drag.
5. Make this adjustment on all four wheels.
6. Jack up the car.
7. Make this adjustment on all four wheels.
8. Adjust the clearance of the shoes by turning the eccentric in the direction which it was turned in, until only a slight drag remains when turning the wheel.
9. Make this adjustment on all four wheels, taking care that the adjustment is the same in each wheel.
10. Adjust the clearance of the shoes by turning the eccentric in the direction which it was turned in, until only a slight drag remains when turning the wheel.
11. Make this adjustment on all four wheels, taking care that the adjustment is the same in each wheel.
12. Adjust the eccentric in the opposite direction to which the wheel revolves when the car is moving forward, until the wheel is free of brake drag.
13. Make this adjustment on all four wheels, taking care that the adjustment is the same in each wheel.
14. Depress brake pedal a few times with a pedal depressor.
15. If brake tester is not available, try the holding effect by pulling the brakes of the rear wheels over by hand. The two front wheels should be alike and the two rear wheels should be alike.
16. Replace notched adjusting screw cover plate on all four wheels.
17. Replace notched adjusting screw cover plate on all four wheels.
18. Remove pedal depressor.
19. Remove jacks.
20. Remove jacks.
21. Remove pedal depressor.
22. Remove jacks.

Major Adjustment

The following procedure should be used only after fitting new lined shoes, when anchor pins are found loose or when the adjustment given under "Adjustment for wear" fail to give satisfactory results.

1. Jack up all four wheels.
2. With car jacked up at all four wheels, check to see if the brake drums are free of drag.
3. Relieve the spring tension and turn to one of the wheels.
4. Turn the eccentric in the direction which rotates the shoes.
5. Make this adjustment on all four wheels, taking care that the adjustment is the same in each wheel.
6. Adjust the clearance of the shoes by turning the eccentric in the direction which it was turned in, until only a slight drag remains when turning the wheel.
7. Make this adjustment on all four wheels, taking care that the adjustment is the same in each wheel.
8. Adjust the eccentric in the opposite direction to which the wheel revolves when the car is moving forward, until the wheel is free of brake drag.
9. Depress brake pedal a few times with a pedal depressor.
10. If brake tester is not available, try the holding effect by pulling the brakes of the rear wheels over by hand. The two front wheels should be alike and the two rear wheels should be alike.
11. Replace notched adjusting screw cover plate on all four wheels.
12. Replace notched adjusting screw cover plate on all four wheels.
13. Remove pedal depressor.
14. Remove jacks.