

1935 Hudson and Terraplane Brake Adjustment

The brakes are of the single anchor Duo Servo construction and are equally effective in both forward and reverse directions. This construction also brings all of the lining into equal action, giving greater braking action per square inch of surface than other types. This equal pressure of the lining around almost the entire circumference of the brake drums reduces the tendency for distortion of the drum and prevents localized high lining pressures which cause rapid wear, scoring and squeaking.

The brake pedal is located in the conventional position, while the hand brake lever is pivoted to a bracket on the dash and extends down below the instrument panel to the left of the driver.

Both the brake pedal and lever are connected to operate a short, sturdy equalizer, pivoted to the underside of the frame "X" member. The motion of the equalizer is transmitted to the brake shoes through cables.

The operation of the brakes through pre-stretched cables and equalized action cam levers insures equal braking effort at each wheel and long life between brake adjustments.



It is necessary to have the brakes adjusted to offset normal wear when the brake pedal can be depressed within 1½" of the floor. This adjustment is made as follows:

Jack up all four wheels clear of the ground. Remove wheels from hubs. Remove inspection hole cover on drums. Place a .010" feeler gauge through the brake drum inspection hole between the lining of the upper shoe and the drum. Loosen the eccentric lock nut (A), Figure 14, and turn the eccentric (B) in the direction of forward wheel rotation until the feeler is held snug. Tighten lock nut (A). The clearance around the lining of the upper shoe should not vary more than .003". If a greater variation exists, a major adjustment should be made by an Authorized Terraplane and Hudson Service Station. Turn the star wheel with a screwdriver inserted through the -adjusting hole (C), moving the handle toward the rim of wheel. Continue turning until a drag is felt when the brake drum is turned. Then turn star wheel in the reverse direction just until the drum turns free. Replace the inspection hole cover and wheels.

After performing these operations on all four wheels, pull the hand brake lever up one or two notches until a firm drag is felt when turning the wheels by hand. If more drag is felt on one wheel than on the others, back off on the star wheel adjustment until equal drag is felt on all wheels.

Proper brake adjustments cannot be obtained if wheel bearings are not adjusted properly. Correct brake adjustment will not insure equal braking action if tires are worn unevenly or unevenly inflated, spring clips or shackles are loose, or if the front wheel alignment is incorrect. Have your Terraplane and Hudson Dealer check these adjustments regularly.