




PARK BRAKE ADJUSTMENT

-  1. Raise and support the vehicle. Ensure that the park brake is fully released.

-  2. Remove the rear wheel.


-  3. Remove the caliper mounting bolts and unhook the caliper from the disc. *(Note: Do not allow the caliper to hang from the hose.)*


-  4. Disconnect the cable from the Park Brake lever.

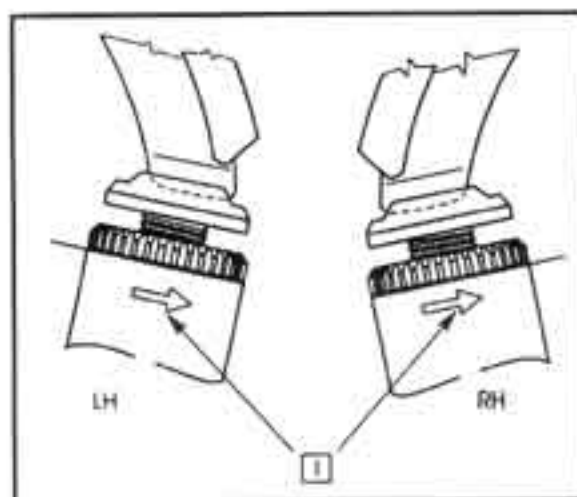
-  5. Remove rotor from the axle. If the rotor is difficult to remove, ease it off by gently rotating it as it is pulled. Do not attempt to force the rotor off, or the shoe lining and hold down clip may be damaged.



Note: Never operate Park Brake by Cabin Lever while the Rotor is removed!

-  6. Measure the brake shoe across the shoe lining diameter. This should be done at a position as close as possible to the centerline parallel to the actuator. The shoe should measure 189.6 to 189.8 mm across.

-  7. If the shoe is out of specification, adjust the shoe diameter by turning the adjuster nut with a screwdriver, in the direction shown on Figure 2. The shoe should never be adjusted to the point where the gap between the adjuster nut and screw is greater than 5mm (see Figure 3). If the gap is set to this distance, and the shoe diameter is still below the specified dimension, the shoe must be replaced.




 Rotate Adjuster Wheel in this direction to increase shoe diameter

Figure 2

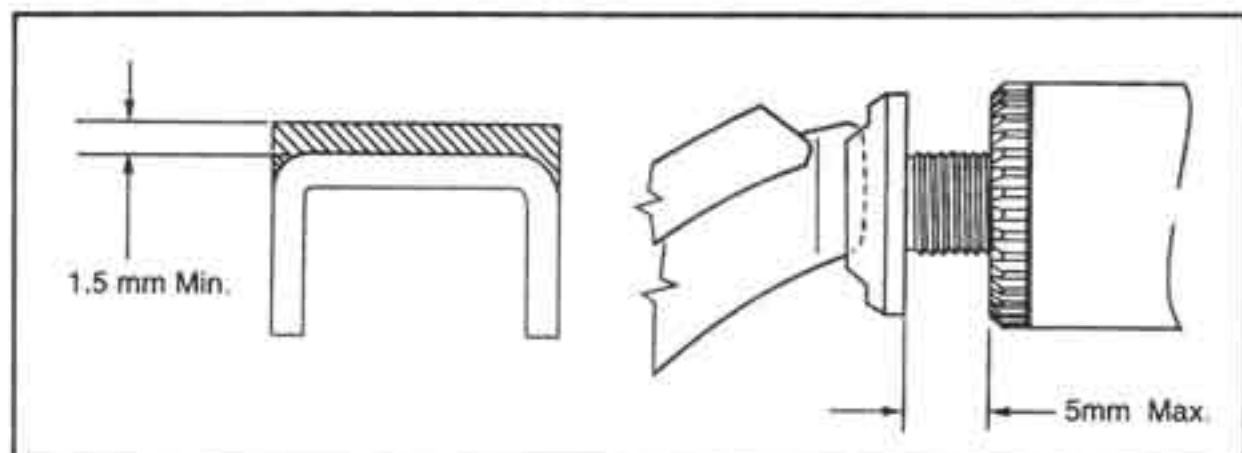







Figure 3


- 


8. Check that the drum inner diameter is to specification. If the drum is too large then replace.
- 


9. Centralise the shoe.
- 

10. Replace rotor. Do not attempt to force the rotor back on, or damage to the backplate or shoe lining assembly may result.
- 

11. Spin rotor to ensure that there is no drag. If there is drag, apply and release the lever, then re-test. If drag persists, remove the rotor, check the shoe diameter and condition. Centralise the shoe, replace the rotor and try again.
- 











12. Re-attach the cable to the lever and adjust the cable until there is a maximum of one millimetre of free play between the cable end and the lever.
- 

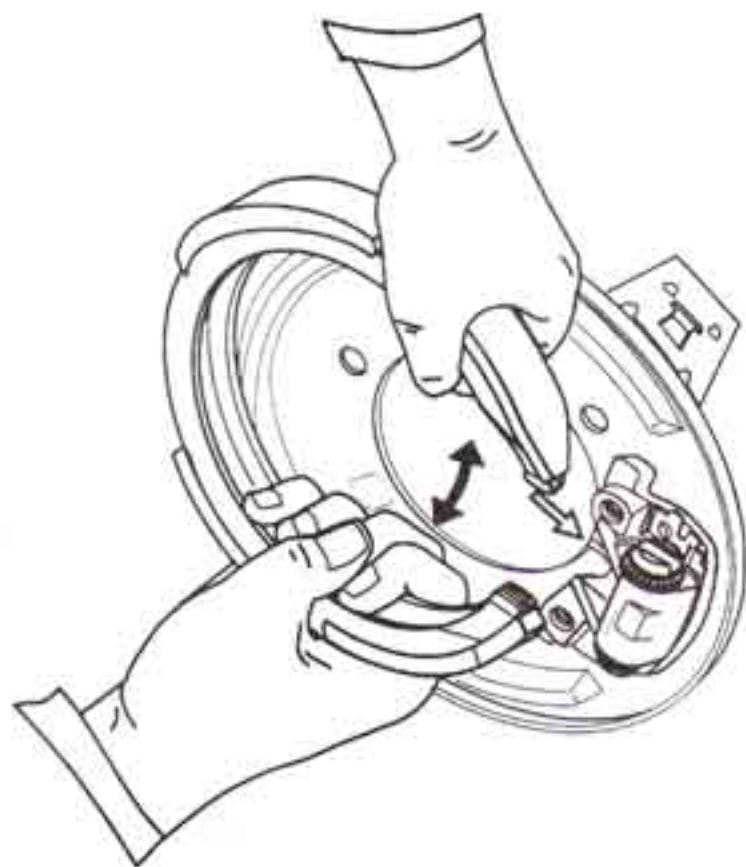
13. Re-check the brake for drag, adjusting the cable if necessary.
- 

14. Replace caliper and tighten bolts to specification.
- 

15. Replace wheel, lower vehicle and tighten wheel nuts to specification.

PARK BRAKE SHOE REPLACEMENT

-  1. Raise and support the vehicle. Ensure that the park brake is fully released.
-  2. Remove the rear wheel.
-  3. Remove the caliper mounting bolts and unhook the caliper from the disc. *(Note: Do not allow the caliper to hang from the hose.)*
-  4. Disconnect the cable from the Park Brake lever.
 *Note: Never try to remove the shoe while the cable is connected!*
-  5. Remove rotor from the axle. If the rotor is difficult to remove, ease it off by gently rotating it as it is pulled. Do not attempt to force the rotor off, or the shoe lining and hold down clip may be damaged.
-  6. Remove the hold down spring by pushing the wire spring out from under the retaining hooks.
-  7. Hold the nut and tappet while removing the old shoe. This will prevent the actuation mechanism from dislodging.
-  8. Reset the gap between the adjuster nut and screw to Approx. 1.5mm.
-  9. Install the new shoe, as shown in Figure 4. The "Do Not Reline" marking must face outwards. Be careful not to yield the shoe when installing it.

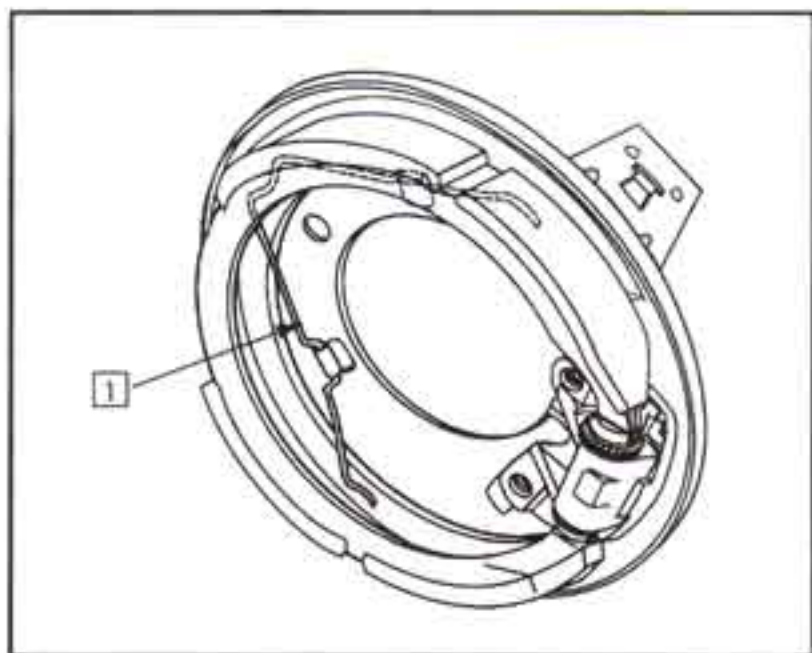


Assemble Shoe
onto the Backplate

Figure 4



10. Re-assemble the hold down spring as shown in Figure 5.



1 Hold Down Spring

Correct location of
Hold Down Spring

Figure 5



11. Adjust the shoe to the correct diameter and re-assemble wheel, as in Steps 6 to 15 of "Park Brake Adjustment".

PARK BRAKE ASSEMBLY

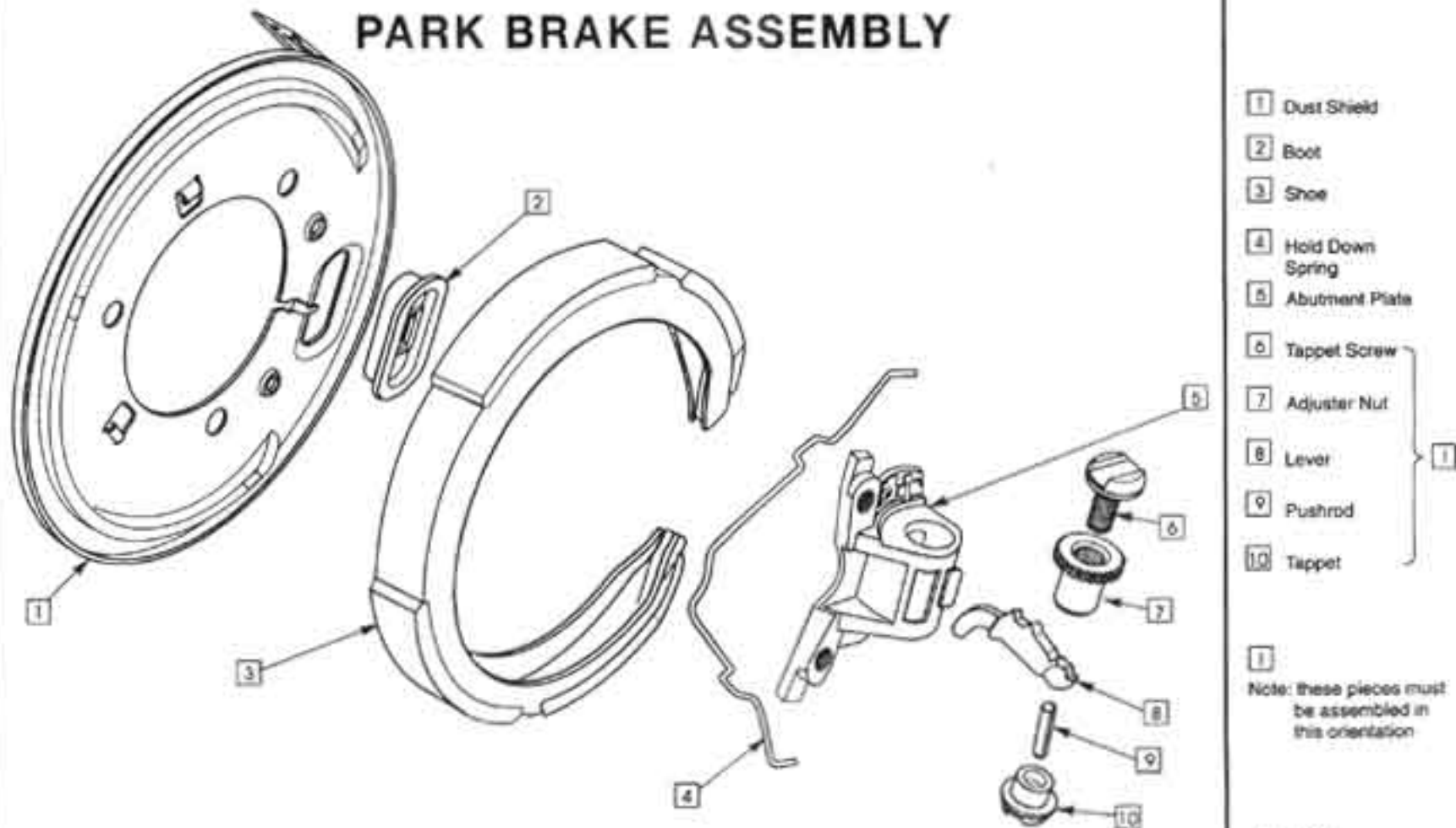


Figure 1