¾-TON 4 x 4 TRUCK (DODGE)

A major brake adjustment may be required when the brake shoe and lining assemblies are replaced or when the brake drums are resurfaced or replaced. Before attempting to make a major adjustment, make certain the master cylinder piston rod is properly adjusted (subpar. c (3) below) and that the wheel bearings have no play.

CAUTION: *While making a brake adjustment, do not apply the brakes as the resulting distortion of the various parts will make it impossible to accomplish an accurate adjustment.*

(1) REMOVE WHEEL AND TIRE ASSEMBLY (par. 163). Install two of the wheel stud nuts and tighten with wheel wrench so that brake drums will be held in proper alinement.

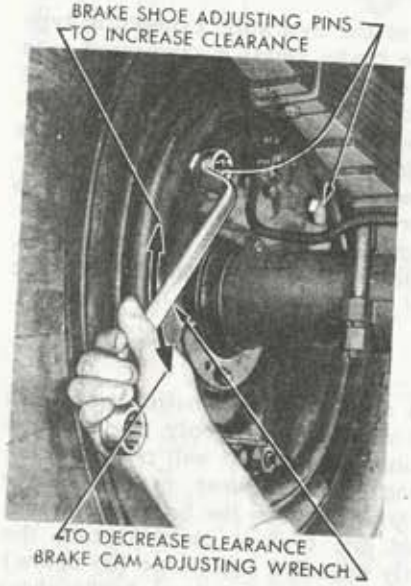


Figure 168—Adjusting Brake Shoe Cam

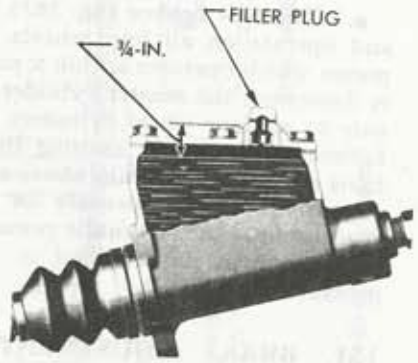
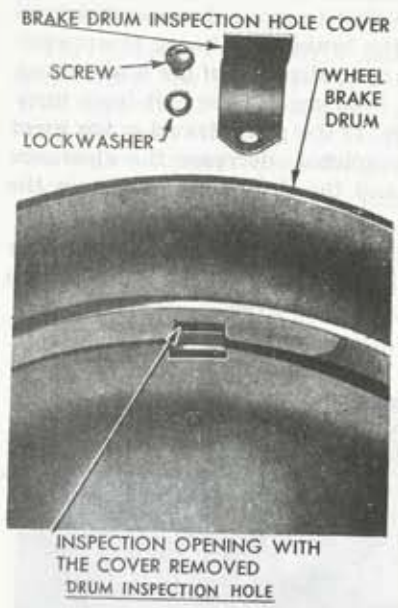


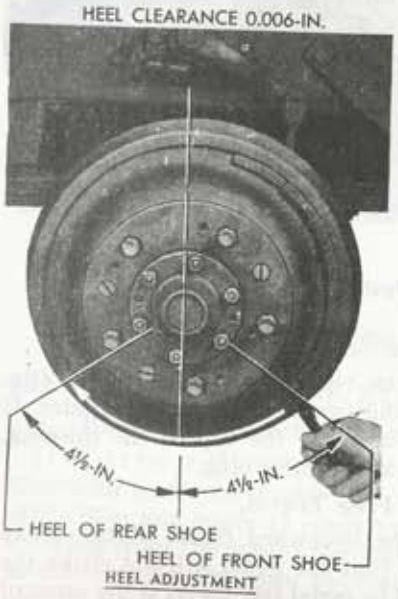
Figure 169—Master Cylinder Fluid Level

(2) POSITION ANCHOR BOLTS (fig. 170). Loosen anchor bolt lock nuts. Turn anchor bolts to the fully released position so that the dots on any pair of anchor bolts face toward each other and the flats of the anchor bolts are in the same horizontal plane. This can best be determined by placing a straightedge across the flats of the anchor bolts.

(3) ADJUST BRAKE SHOE CAMS (fig. 170). Turn the brake shoe adjusting cams so that a 0.006-inch feeler gage will be a snug fit between the toe of the brake shoe lining and drum.

(4) ADJUST ANCHOR BOLTS (fig. 170). Turn the anchor bolts in the direction indicated by the arrows in figure 170, to decrease the





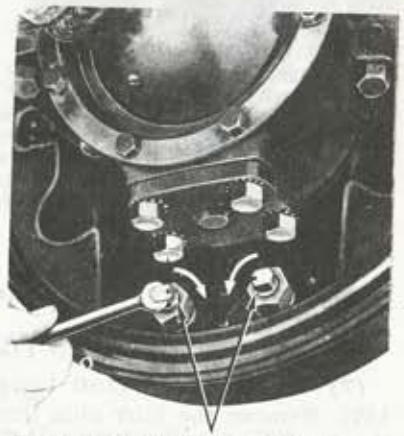


Figure 170—Brake Shoe Adjustments