

4. Lift the brake shoe from the slot in the wheel cylinder body and disconnect the pull off spring from the back plate.
5. Repeat the previous two operations with the second brake shoe and apply rubber bands to each wheel cylinder to retain the piston within the wheel cylinder body.
6. Refitting is the reverse of the removal sequence but particular attention must be given to the following:—

- i. Lightly smear the steady post platform and the slot in the wheel cylinder body with Girling White Brake Grease.

- ii. The pull off springs are fitted behind the brake shoe web using the holes adjacent to the steady posts. The open ends of the steady post leaf springs are fitted towards the end of the pull off springs. When fitting new replacement brake shoes always fit new pull off springs.

- iii. Adjust the brake shoes, see under "FRONT BRAKE SHOE ADJUSTMENT", but when new replacement brake shoes have been fitted slacken off the adjusters one more click each to allow for lining expansion and revert to normal adjustment after a short mileage.

FRONT BRAKE BACK PLATE

The front brake back plate is a steel pressing suitably shaped to support the wheel cylinders, steady posts and brake shoes. The back plate is mounted on the stub axle by three nuts and bolts. When necessary it can be detached without disconnecting the hydraulic system, movement being permitted by the flexible hose attached to the wheel cylinder situated behind the stub axle.

To remove and refit (See Fig. 5)

1. Apply the handbrake, jack up the front of the car and remove the roadwheel.
2. Remove the brake drum from the hub by slackening off both brake shoe adjusters and withdrawing a countersunk screw.
3. Remove the front hub from the stub axle, see under "FRONT SUSPENSION, SECTION F".
4. Detach the back plate complete with brake shoes and wheel cylinders from the stub axle by withdrawing three bolts, nuts and washers; suspend nearby without straining the flexible hose.

When it is necessary to remove the back plate from the car, disconnect the flexible hose at the wheel arch bracket, see under "FLEXIBLE HOSE—To remove and refit—Front".

5. Refitting is the reverse of the removal sequence, but particular attention must be given to the following:—

- i. The endfloat of the front hub is set, see under "FRONT SUSPENSION—SECTION F".

- ii. The brake shoes are adjusted, see under "FRONT BRAKE SHOE ADJUSTMENT".

- iii. When the back plate has been removed from the car, bleed the brake system of air, see under "BLEEDING THE HYDRAULIC SYSTEM".