



Fig. 8. Exploded view of rear brake cylinder

A. METAL CLIP
 B. DUST COVER
 C. HANDBRAKE LEVER

D. PISTON AND SEAL
 E. WHEEL CYLINDER BODY
 F. BLEED SCREW

5. Withdraw the hub from the drive shaft by releasing the tabwasher and removing the nut.
6. Remove the back plate from the bearing housing by withdrawing four bolts, nuts and washers.
7. Refitting is the reverse of the removal sequence, but particular attention must be given to the following:—
 - i. The hydraulic system is bled of air, see under "BLEEDING THE HYDRAULIC SYSTEM".
 - ii. The brake shoes are adjusted, see under "REAR BRAKE SHOE ADJUSTMENT".

The body adjacent to the head of the piston is built up to form a pivot for the lever of the handbrake. The longer and outer end of the lever is attached to the brake cable while the short end locates an aperture in the toe end of the brake shoe.

The wheel cylinder is freely mounted in the back plate thus facilitating the centring of the brake shoes and held in its slot by spring and retaining plates fitted onto the neck of the wheel cylinder as it protrudes through the back plate.

To remove and refit

REAR WHEEL CYLINDERS (See Fig. 8)

The rear wheel cylinder consists of an alloy body housing, a seal, piston and protected by a rubber dust cover which is retained by a metal clip. The body is slotted to accommodate the heel end of the trailing brake shoe but the head of the piston is plain.

1. Remove the brake shoes from the back plate, see under "BRAKE SHOES—To remove and refit".
2. Detach the handbrake cable from the lever by discarding the split pin, removing the plain and spring washers and withdrawing the clevis pin.