

Group 4 PARKING BRAKE

CONTENTS

	Paragraph	Page
Parking Brake	5	4
Disassembly		
Assembly		
Adjustment		
Parking Brake Cable	6	5
Removal		
Installation		
Service Diagnosis	1	2

DATA AND SPECIFICATIONS

TYPE	Internal Expanding
LOCATION	Propeller Shaft at Rear of Transmission
DRUM DIAMETER	7 inches
LINING TYPE	Internal—Moulded Asbestos
WIDTH	2 inches
THICKNESS	5/32 inches
CLEARANCE015 to .020 inches

SPECIAL TOOLS

Tool Number	Tool Name
C-452.....	Puller—Parking Brake Drum
C-3015.....	Installer—Parking Brake Cable
C-3281.....	Wrench—Brake Drum Holding
C-3723.....	Wrench—Brake Adjusting Nut Spanner

TIGHTENING REFERENCE

	Foot-Pounds	Inch-Pounds
Parking Brake Cable Bracket Clamp Bolt	20	
Parking Brake Lever to Instrument Panel	20	
Parking Brake Adjusting Bolt Cover Bolt		130
Transmission Shaft Flange Bolt Nut 5/16.....		95
3/8.....	35	
7/16.....	50	

SERVICE DIAGNOSIS

1. DRAGGING BRAKE

- a. Improper brake or cable adjustment.
- b. Bent or distorted brake drum.
- c. Broken brake shoe.
- d. Broken brake support grease shield spring.
- e. Broken or misaligned operating link spring.
- f. Hard spots on brake drum.

2. OVERHEATING BRAKE

- a. Improper brake or cable adjustment.
- b. Foreign material imbedded in lining.
- c. Broken brake return spring.
- d. Bent brake anchor pin.

3. BRAKE GRABBING

- a. Improper brake or cable adjustment.
- b. Oil on lining.
- c. Loose brake drum.
- d. Broken anchor pin.
- e. Warped or bent brake drum.
- f. Scored or cracked brake drum.

4. BRAKE CHATTERING

- a. Improper brake or cable adjustment.
- b. Worn lining.
- c. Scored or cracked drum.
- d. Loose anchor pin.

Group 4 PARKING BRAKE

All De Soto cars equipped with PowerFlite or Torque-Flite Transmissions, and all Chrysler and Imperial cars equipped with TorqueFlite Transmissions have a 7 inch internal expanding two shoe parking brake mounted on the rear of the transmission, which

operates independently of the service brakes.

The parking brake is fully enclosed to keep out dirt and oil and requires very little servicing. The adjustments, when needed, are easy to make for both the steel control cable and the brake shoes.

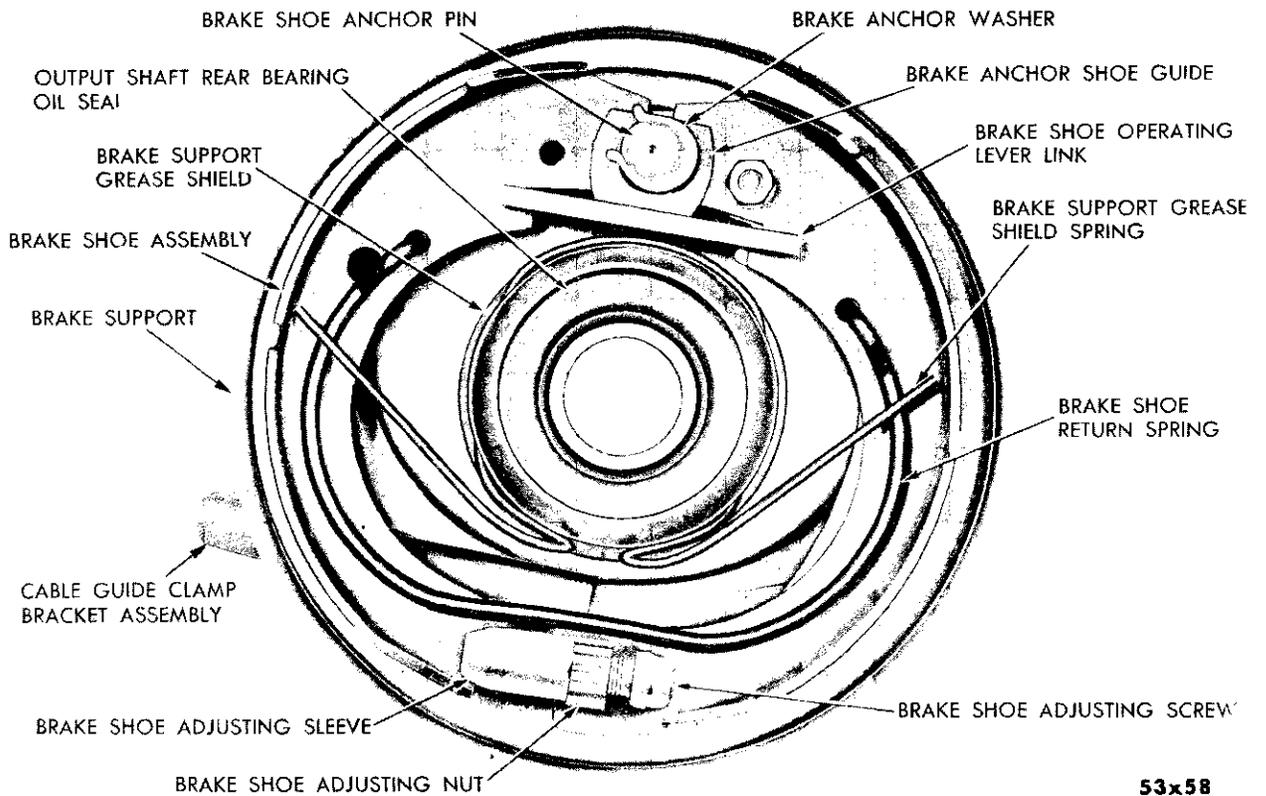


Fig. 1—Parking Brake (Internal Expanding Type) (Assembled View)

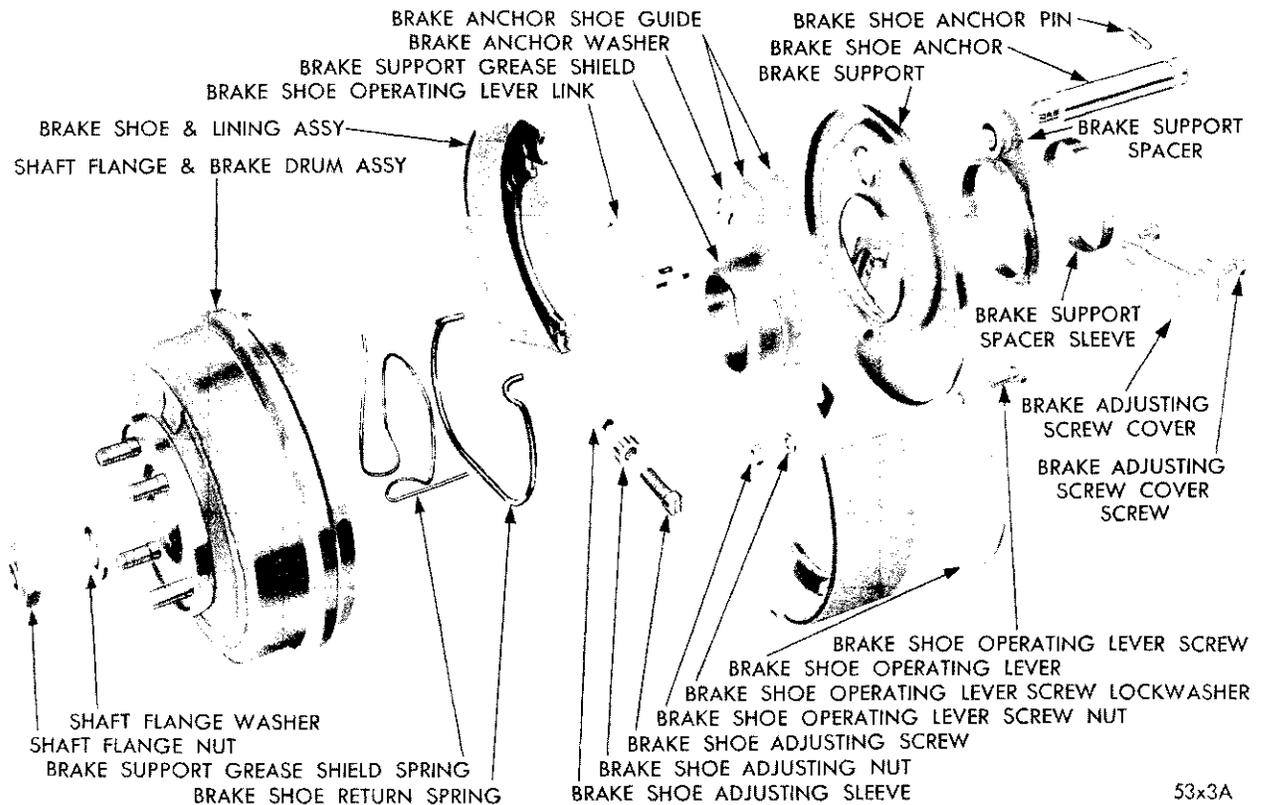


Fig. 2—Parking Brake (Internal Expanding Type) (Exploded View)

SERVICE PROCEDURES

5. PARKING BRAKE (Internal Expanding Type) (Figs. 1 and 2)

a. Disassembly

(1) Disconnect the propeller shaft at the transmission.

(2) Engage the holding Tool C-3281 with the companion flange, loosen and remove the companion flange nut, lockwasher and flatwasher.

(3) Install the puller Tool C-452 on the companion flange, removing flange and brake drum.

(4) Disengage the ball end of cable from the operating lever (Fig. 3).

(5) Separate the shoes at the bottom, allowing the brake shoe adjusting nut, screw and sleeve to drop out, then release the shoes.

(6) Pry the brake shoe return spring up and over the right brake shoe pin, then work the spring out of the assembly.

(7) Pry out the brake shoe retaining washer and remove outer guide.

(8) Slide each shoe out from under the guide spring. (As the shoes are removed, the operating lever strut will drop out of place.)

(9) Separate the operating lever from the right brake shoe by removing nut, lockwasher and bolt.

The brake has now been disassembled as far as necessary for replacement of worn or damaged parts.

b. Assembly (Figure 1)

(1) Assemble the operating lever to the right brake shoe.

(2) Slide the right and left hand brake shoes under the guide spring and up on top of the inner anchor guide.

(3) Spread the shoes and insert the operating lever strut with the wide slot toward the operating lever, and stamped "top" facing up.

(4) Work the shoe return spring under the grease shield spring and secure ends in proper holes in webs of shoes, as shown in Figure 3.

(5) Spread the bottom of both shoes apart and install the brake shoe adjusting nut screw and sleeve.

NOTE: Install the adjusting nut, screw and sleeve in the proper position, as shown in Figure 1. If installed in the reverse position, adjustment would be difficult.

(6) Place the outer anchor guide over the anchor, then attach the shoes with the retaining washer.

(7) Turn the brake shoe adjusting nut until the shoes are in the fully released position, then install the brake drum.

NOTE: Be sure the brake shoes are centered on the backing plate and are free to move.

(8) Adjust the brake shoes and control cable as outlined below.

c. Adjustment

(1) Remove the adjusting screw cover plate.

(2) Turn the brake shoe adjusting nut, as shown in Figure 3, to decrease shoe-to-drum clearance until a slight drag is felt on the drum. Back off the adjusting nut at least one full notch (using spanner wrench Tool C-3723) or until brake drum is free. **Be sure the two raised shoulders on the adjusting nut are seated in the grooves on the adjusting sleeve.**

(3) Test the parking brake lever for travel. When properly adjusted, there should not be more than 3½ inches of parking brake pedal travel. **Never substitute a brake shoe adjustment by adjusting the cable.**

(4) Install the adjusting screw cover plate.

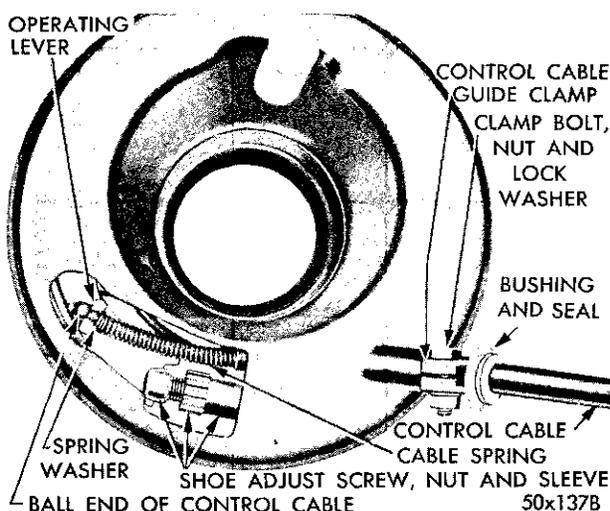


Fig. 3—Rear View of Parking Brake (Typical)

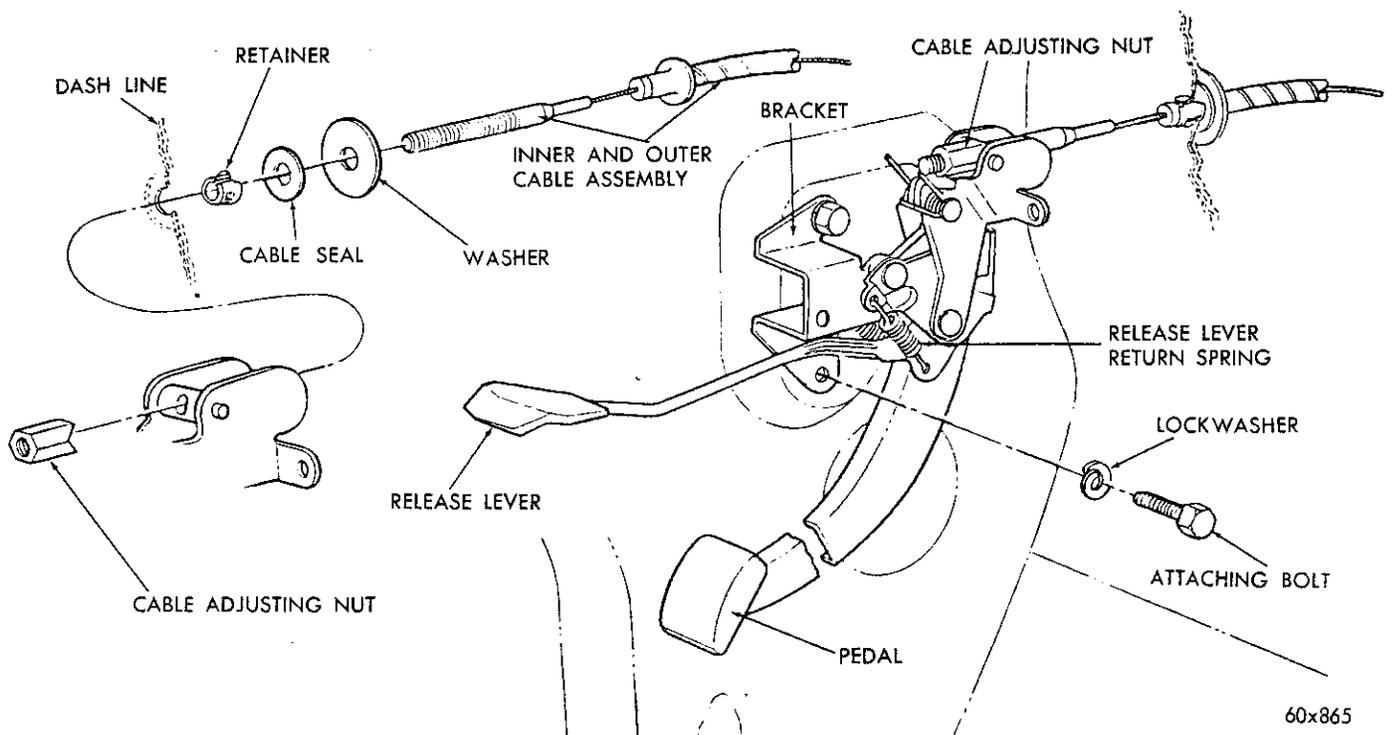


Fig. 4—Parking Brake and Cable Assembly (Exploded View)

6. PARKING BRAKE CABLE

a. Removal (Fig. 4)

- (1) Release the parking brake.
- (2) Remove the cable adjusting nut from the end of the cable at the upper end of parking brake lever.
- (3) From the engine compartment, remove the upper end of cable from the dash panel.
- (4) Loosen the guide clamping bolt at the brake support, as shown in Figure 3, then remove the adjusting screw cover plate.
- (5) Pry the ball end of the cable up and out of the operating lever slot with a screwdriver.
- (6) Remove the control cable from the guide clamp bracket.

b. Installation

- (1) Slide the cable into the guide clamp bracket at the brake support. Insert Tool C-3015 between the spring retainer washer and the ball on the end of cable.
- (2) Hook the cable into the slot in the operating lever, with the lever between the ball and the washer, as shown in Figure 4. The cable must be installed so that the cable conduit is not pulled taut between any of the fastening points. To provide free cable operation, care must be used to prevent kinking of

the housing, also, all bends must have a radius of 6 inches or more.

- (3) Route cable from transmission up the front of dash panel.
- (4) Install the plastic sealer washer on the cable (Fig. 4) and insert the cable through dash panel opening.
- (5) Install the housing retainer.
- (6) Insert the threaded end of the cable in the pedal trunnion, depress the foot pedal to do so, return foot pedal to released position, and install the cable adjusting nut.
- (7) Tighten the cable adjusting nut so that the nut is seated on the trunnion without pulling any additional cable through the dash panel.

(8) After the adjustment has been completed, apply and release the foot pedal several times. Then, when fully released, check to insure that the cable adjusting nut is seated on the trunnion. Readjust if necessary.

(9) To check for correct adjustment, apply approximately 60 pounds-foot pressure on the pad and measure pedal travel. The travel at the pad should not be more than $3\frac{1}{2}$ inches. With the foot pedal fully released, the parking brake must release and the propeller shaft revolve freely.