

## IHC SINGLE-SERVO MANUAL ADJUSTER

International Harvester  
C900  
1300A, B, C  
1100A 4x4  
M1200

### DESCRIPTION

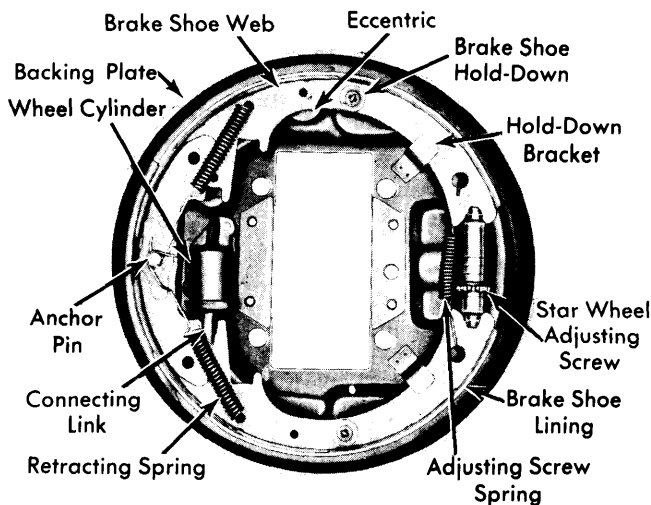
Manually adjusted brakes are two-shoe type with single brake shoe anchor at rear, opposite fore-mounted, single action wheel cylinder. Unit is used on front wheel only.

### ADJUSTMENT & SERVICING

#### BRAKE SHOE ADJUSTMENT

1) Fully release parking brake, jack up vehicle until wheels are free of ground, and remove adjusting hole covers. Loosen eccentric lock nut and turn eccentric adjustment in direction of forward wheel rotation until upper secondary brake shoe drags. Then turn eccentric in opposite direction until upper brake shoe is just free of drag. Hold eccentric and tighten lock nut.

2) Insert screwdriver or special adjusting tool in slot of backing plate to engage star wheel adjusting screw. Move outer end of screwdriver or special tool toward axle, expanding brake shoes to point where wheel can just be turned by hand. Back off star wheel adjusting screw 12 to 14 notches and check to see that brake drum turns freely. Replace hole covers and remove jacks.



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BRAKE ASSEMBLY (TYPICAL)

#### ANCHOR PIN ADJUSTMENT

1) To determine if anchor pin needs adjustment, brake shoes must first be adjusted according to previous procedure. Then check lining-to-drum clearance at both ends of upper (secondary) shoe. Clearance at both ends of upper shoe should be .010". If clearance at anchor end of shoe is greater than clearance at adjustment end by .003" or more, it will then be necessary to adjust anchor pin.

2) To adjust anchor pin loosen lock nut  $\frac{1}{4}$  to  $\frac{1}{2}$  turn and tap anchor pin toward front or rear of vehicle to provide correct clearance. When desired lining to drum clearance is obtained, tighten anchor pin lock nut with at 16" wrench and recheck clearance. *NOTE* — If anchor pin lock nut is loosened too much when making adjustment, then anchor pin may shift when tightening lock nut.

3) Expand brake shoes by tightening star wheel adjusting screw to point where wheel can just be turned by hand and then back off star wheel adjuster 12 to 14 notches. Replace adjusting hole covers.

### REMOVAL & INSTALLATION

#### BRAKE SHOES

**Removal** — 1) Place parking brake lever in fully released position and jack up vehicle until wheels are free from floor. Remove wheels, hubs, drums, and adjusting hole covers. Remove brake shoes and inspect linings for excessive wear, grease, loose rivets, or other damage.

2) Inspect brake drums for scores, run-out or cracks. If scores are not too deep or run-out does not exceed .010", drums may be machined. If drums are badly scored or cracked, they should be replaced.

**Installation** — Reverse removal procedure noting the following: When installing new brake shoes, lay the shoes out in pairs according to their position on vehicle. The upper shoe is one with longer lining. Always assemble pivot nut on right hand shoe as viewed from adjusting screw end of shoes regardless of whether brake shoes are for left or right side of vehicle.

#### WHEEL CYLINDER

**Removal & Installation** — To remove front wheel cylinder, carefully disconnect flexible brake line at frame. Remove bolts securing wheel cylinder to brake backing plate and remove cylinder. To install, reverse removal procedure. Make sure that hydraulic lines are not twisted or kinked and that there is no sign of deterioration of flexible lines.

### OVERHAUL

#### WHEEL CYLINDER

**Disassembly & Reassembly** — 1) Remove dust caps and shake pistons, cups, and spring loose. *NOTE* — Use caution when removing piston. Do not force them causing scoring of cylinder bore. Clean cylinder in any commercial product so long as it is rinsed with denatured alcohol or clean brake fluid. Do not wash rubber parts with mineral base solvents such as gasoline, kerosene, carbon tetrachloride, etc.

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2) After cleaning cylinder, hold it up to a strong light and sight through bore. Check for pitting, scratches and visible wear patterns. Use crocus cloth or jeweler's rouge to smooth cylinder bore. A hone may also be used provided it does not materially increase size of bore.

3) Piston fit in bore is gauged with a narrow ( $\frac{1}{8}$ " to  $\frac{1}{4}$ " ) .005" feeler gauge. If feeler can be inserted between piston and bore, cylinder should be replaced. If cylinder is usable, wet bore with brake fluid and dip new pistons and cups in brake fluid. Reassemble cylinder and install on brake backing plate.

BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
1965 C900	11"	$1\frac{1}{8}$ "	.....	1"
1965-72 M1200	12" or $12\frac{1}{8}$ "	$1\frac{1}{8}$ "	.....	1"
1966 1100 4x4	11"	$1\frac{1}{8}$ "	.....	1"
1966-68 1300A, B, C	12"	$1"$ Ⓢ	.....	$1\frac{1}{8}$ "

Ⓢ — In 1968,  $1\frac{1}{8}$ ".