

Brake Systems

IHC DUO-SERVO MANUAL ADJUSTER

International Harvester

C-Series

D-Series

1100A; 1200A, B, C; 1300A, B, C

Scout 80

Scout 800

M1200

DESCRIPTION

Manual adjusting brakes are two-shoe type with single brake shoe anchor at upper end of shoes, above wheel cylinder. Single cylinder is double acting. Unit is used on front wheel only.

ADJUSTMENTS & SERVICING

BRAKE SHOE ADJUSTMENT

Place parking brake lever in fully released position. Jack up vehicle until wheels are free from floor and remove adjusting hole covers from brake backing plates. Insert screwdriver or special adjusting tool in slot of backing plate to engage star wheel adjusting screw. Turn star wheel until brake shoes have expanded into drum to point that drum can just be turned by hand. Back star wheel off 12 to 14 notches and check to see that brake drum turns freely. It may be necessary to tap backing plate lightly to permit brake shoes to take a central position. Replace adjusting hole covers and remove vehicle from jack.

BLEEDING SYSTEM

See *Hydraulic Brake Bleeding* in this Section.

ANCHOR PIN ADJUSTMENT

See *Anchor Pin Adjustment in IHC Cable Type Automatic Adjuster* in this Section.

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 scoring is 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 shoes out in pairs according to their position on vehicle. The rear shoe is one with longer lining. Always assemble pivot nut on right shoe regardless of position of shoes on 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.

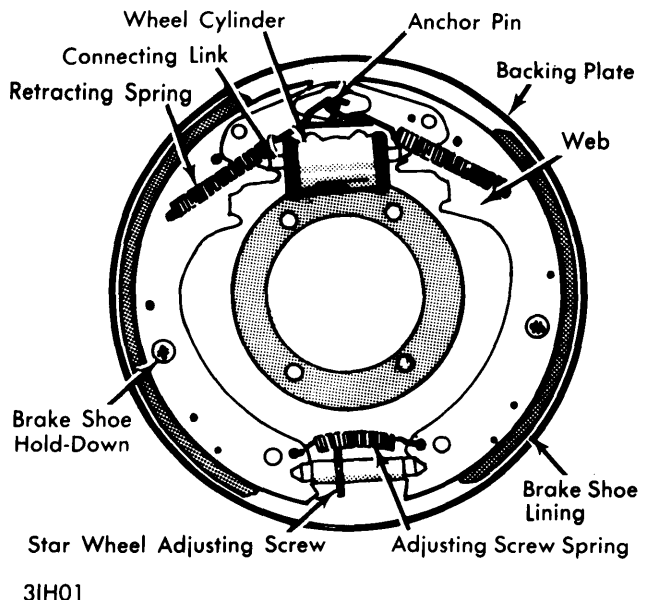
OVERHAUL

WHEEL CYLINDER

Disassembly & Reassembly - 1) Remove dust caps and shake pistons, cups, and spring loose. **NOTE** - Use caution when removing pistons; to force them might cause 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.

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 ASSEMBLY (TYPICAL)