

IHC WAGNER LINK TYPE AUTOMATIC ADJUSTER

International Harvester

Scout (1969-71)
1100D (1969-70)
1110 (1971-73)

DESCRIPTION

These automatic adjuster brakes are two-shoe, self-centering type with brake shoe anchor at upper end of shoes above wheel cylinder. Single cylinder is double acting. Automatic adjustment is accomplished by link and bell crank operated lever. Brakes are used on front wheels only.

ADJUSTMENT & SERVICING

BRAKE SHOE ADJUSTMENT

Brake shoes adjust when vehicle is traveling in reverse and brakes are applied. No other adjustment is necessary. During overhaul it is sometimes necessary to back off shoes to remove wheels. This is done with a star wheel accessible through hole in brake backing plate. A thin screwdriver or similar device must be used to disengage automatic adjuster lever while making manual adjustment.

PARKING BRAKE ADJUSTMENT

See *Parking Brake Adjustment in IHC Cable Type Automatic Adjuster in this Section.*

BLEEDING SYSTEM

See *Hydraulic Brake Bleeding in this Section.*

REMOVAL & INSTALLATION

BRAKE SHOES

Removal — 1) Secure wheel cylinder pistons with a cylinder clamp. Lift adjusting lever to disengage adjusting screw, at same time unhook lower control rod from hole in adjusting lever. Release spring pressure on adjusting lever, then disconnect lower control rod from bell crank. Remove upper control rod from anchor pin, then disengage from crank pin.

2) Using spring pliers, unhook shoe return spring at anchor pin. Remove brake shoe guides from pins on each shoe, then spread shoes and lift from backing plate. Disassemble brake shoe assembly. Remove anchor plate guide and anchor block from anchor pin. Remove adjusting lever from secondary shoe. Remove attaching screw, then remove screw and lever assembly from secondary shoe.

Installation — 1) Install anchor block with arrow toward forward rotation of drum. Install screw and lever assembly on secondary shoe. Be sure to position bell crank so that both holes are toward lining. Position adjusting lever on secondary shoe. Place sockets on ends of adjusting screw and install between brake shoe ends. Be certain that adjusting screw star wheel is accessible through hole in backing plate.

2) Position hooked end of brake shoe adjusting spring completely into holes nearest end of shoes. Position shoe assembly on backing plate and insert shoe guide pins through backing plate and into shoes. Install guides on pins.

3) Install anchor plate guide on anchor pin and install brake shoe return springs with spring pliers. Remove wheel cylinder clamp. Assemble short, then long control rods onto bell crank. Check action of automatic adjuster by inserting a screw driver between secondary brake shoe and anchor pin mounting and prying shoe out far enough to lift adjuster lever past next tooth on adjusting screw star wheel. When shoe is released, adjuster lever should return to original position and turn adjusting screw one tooth.

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. Remove rear wheel cylinder in a similar manner except that brake line is disconnected at cylinder, not at frame. 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 — 1) Remove dust caps and shake pistons, cups and spring loose. *NOTE* — Use caution when removing pistons. 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, kerosine, carbon tetrachloride, etc.

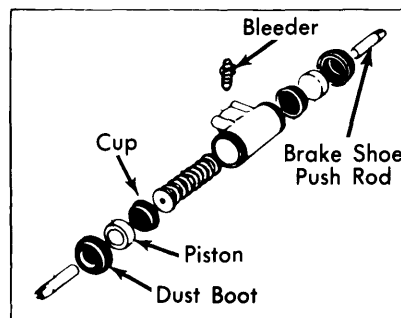
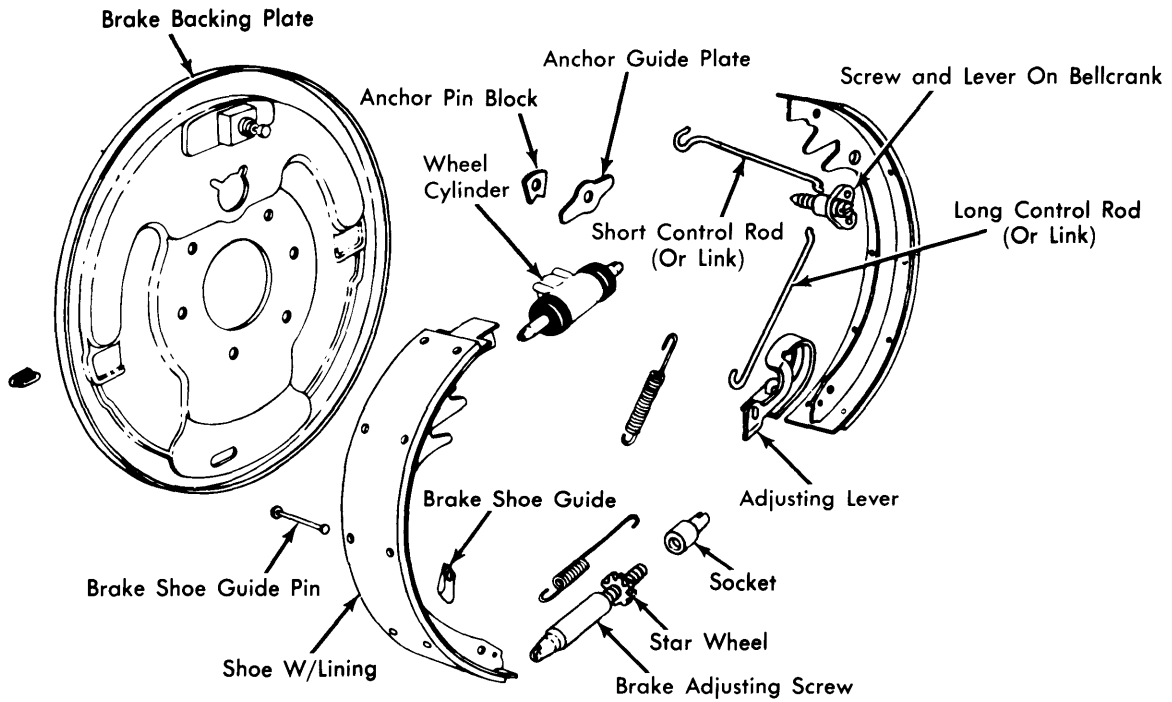
2) After cleaning cylinder, hold it up to a strong light and sight through bore. Check for pitting, scratches and visible wear patterns. Use crocus cloth or jeweler's rouge to smooth cylinder bore. A hone may also be used provided it does not materially increase size of bore.

Reassembly — 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 Systems

IHC WAGNER LINK TYPE AUTOMATIC ADJUSTER (Cont.)

BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
1969-71 Scout	9" or 10"	1"	...	1"
1969-70 1000D	11"	1 1/8"	...	1"
1971-73 1110	11"	1 1/8"	...	1"



3IH01

BRAKE ASSEMBLY (TYPICAL)