

Brake Systems

JEEP CABLE TYPE AUTOMATIC ADJUSTER

Commando (1965-73)
Jeepster (1965-71)
J-Series (1965-73)
Wagoneer (1972-73)
CJ-Series (1972-74)
DJ-Series (1973)

DESCRIPTION

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. Rear units contain linkage for cable operated parking brake. Automatic adjustment device is cable operated.

ADJUSTMENT & SERVICING

BRAKE SHOE ADJUSTMENT

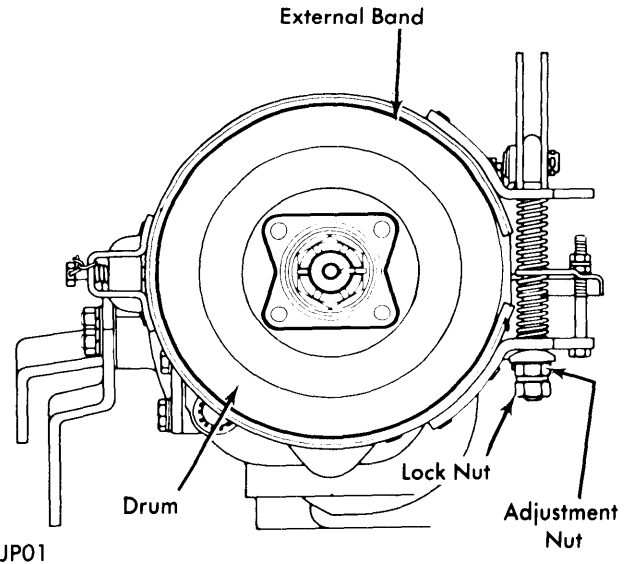
Brake shoes adjust when vehicle is traveling in reverse and brakes are applied. No other adjustment is necessary. During overhaul it is sometimes necessary to back off shoes to remove drums. This is done with a star wheel which is accessible through a hole in brake backing plate. A thin screwdriver or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

PARKING BRAKE ADJUSTMENT

Rear Wheel Integral — Adjustment is not necessary in normal service; automatic service brake adjustments also adjust parking brake. In case of brake overhaul or to compensate for stretched cables, adjust as follows: Check first for binds, kinks, or any frayed condition of cables. Check to see brake shoes are in proper adjustment before proceeding. Release parking brake. Loosen lock nuts at equalizer under vehicle. Tighten cables until wheels, when rotated by hand, have a slight drag from shoes. Loosen cables until wheels rotate freely and no drag is felt. Tighten lock nut and check operation of parking brake.

Trans. Mounted, Internal Expanding — Release brake handle and check cable for kinks or binding. Rotate brake drum until one pair of three sets of holes are over shoe adjusting screw star wheels inside drum. Use edge of holes in brake drum as a fulcrum for suitable adjusting tool or screwdriver and rotate each notched adjusting screw by moving handle of tool away from center of drive shaft until shoes are snug in drum. Back off seven notches on each star wheel and check that shoes do not drag.

Trans. Mounted, External Contracting — Place transmission in Neutral and release brake control completely. Raise rear wheels off ground and check that brake cable and linkage are not binding. Loosen lock nut that holds adjustment nut in position. Rotate propeller shaft by hand while tightening adjustment nut until band introduces a slight drag. Loosen adjustment nut two full turns and secure with lock nut.



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TRANSMISSION MOUNTED EXTERNAL CONTRACTING PARKING BRAKE

BLEEDING SYSTEM

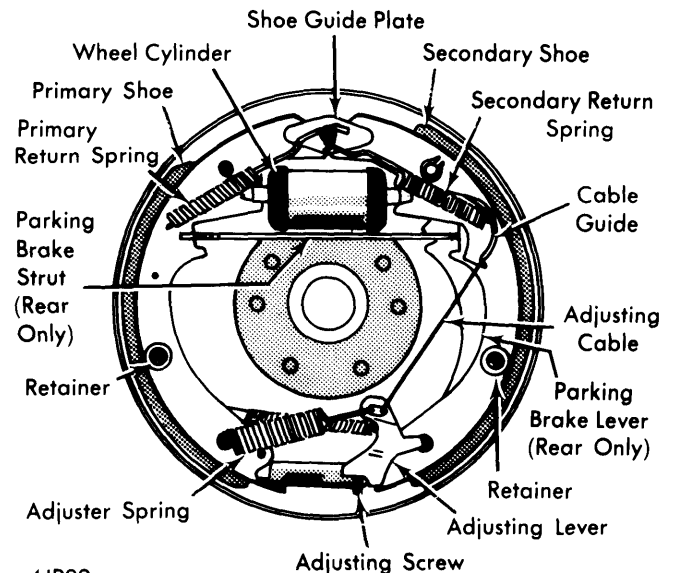
See *Hydraulic Brake Bleeding in this Section.*

REMOVAL & INSTALLATION

BRAKE SHOES

Removal — 1) Raise and support vehicle and remove wheels and drums. Grasp adjusting lever with pliers and remove tang from hole in secondary shoe. Place clamping device over wheel cylinder to retain pistons during further disassembly.

2) Remove secondary return spring, adjuster cable, primary return spring, cable guide, adjuster lever, and adjuster springs. Remove holddown springs and brake shoes. On rear brakes, disengage parking brake cable from parking brake lever.



4JP02

BRAKE ASSEMBLY (TYPICAL)

JEEP CABLE TYPE AUTOMATIC ADJUSTER (Cont.)

Installation — 1) Lubricate backing plate ledges, anchor pin, self-adjusting cable guide, adjuster screw threads, and pivot with molydisulphide grease or NLGI No. 2 chassis lubricant. Lubricate parking brake cable lever located on rear wheel secondary shoes. Position brake shoes on brake support plate and install holddown springs.

2) Place adjuster cable eyelet on anchor pin and install primary return spring. Position cable guide and install secondary return spring. Install adjuster screw assembly, then place small hooked end of adjuster spring in large hole in primary shoe and place large hooked end of adjuster spring in adjuster lever. Place hooked end of adjuster cable over cable guide. Grasp adjuster lever with pliers and hook adjuster lever tang in large hole in bottom of secondary shoe.

3) Initially adjust brakes so that approximately 3/8" of threads are exposed between star wheel and star wheel nut. Install drums and, if brake lines were disconnected, bleed system. Install wheels, lower vehicle, and, driving in forward and reverse, make 10-15 brake applications to adjust and balance brake system. Road test vehicle.

WHEEL CYLINDER

Removal & Installation — Disconnect brake line but do not bend it away from cylinder. When cylinder is moved away from backing plate, line will separate easily. Remove cylinder mounting bolts and remove cylinder. To install, reverse removal procedure.

OVERHAUL

WHEEL CYLINDER

NOTE — Vehicle manufacturer recommends that cylinders NOT be honed.

Disassembly & Reassembly — Remove dust caps and push pistons, cups, and spring out of cylinder bore. Clean all metal parts with brake fluid. Light discoloration may be polished with crocus cloth only. Do not use cloth in lengthwise motion in and out of cylinder; polish with circular motions with cloth wrapped around end of finger. Lubricate bore of cylinder with clean brake fluid and reassemble.

TIGHTENING SPECIFICATIONS

Application	Inch Lbs.
Bleeder Screw 1/4 -28	30-90
Bleeder Screw 5/16 -24	40-140
Brake Line	120-200

Application	Ft. Lbs.
Front Brake Backing Plate	
CJ-, DJ-Series	35-55
All Others	20-30
Rear Brake Backing Plate	
J-20 8000 GVW	45-55
All Others	35-55

BRAKE SPECIFICATIONS

Drum Radial Runout005"
Drum Lateral Runout035"
Maximum Oversize	
11"	11.060"
12"	12.060"

BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
1965-71 Jeepster J-Series	11"	1 1/8"	1"	1"
1972-74 J-20 6000 & 7000 GVW	12"	1 1/8"	15/16"	1"
J-20 8000 GVW All Others	12 1/8" 11"	1 1/8" 1 1/8"	13/16" 15/16"	1" 1"