

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER

**American Motors (1965-73) ①**  
**Chrysler Corp. (1965-73)**  
**Ford Motor Co. (1965-73)**  
**Jeep (1971-73)**

① — Some six cylinder models use "Wagner Automatic Adjuster (Secondary Shoe Actuation)".

### ► CHANGES, CAUTIONS, CORRECTIONS

- **1965 CHRYSLER, DODGE, PLYMOUTH BRAKE NOISE & SQUEAK CORRECTION:** Mid-range noise and squeaks can be corrected by installing Wave Washer No. 2534914 between adjuster screw star wheel and adjuster socket to replace the regular flat washer.
- **1965 IMPERIAL HISSING OR NON-LATCHING PARKING BRAKE VACUUM RELEASE CORRECTION:** If vacuum leak "hiss" noted in Drive or Reverse, or if parking pawl will not latch in park shift or neutral shift positions with engine running, see *Parking Brake Vacuum Release Adjustment* under **ADJUSTMENTS**.
- **1965 MERCURY LOW PEDAL HEIGHT & INSUFFICIENT PEDAL TRAVEL CORRECTION:** If not caused by incorrect brake shoe adjustment or air in brake system, check for incorrect spacers between brake pedal support bracket and firewall. Correct spacers, No. C5AZ-2849-B, are .88" long (longer 1" spacers will cause above condition).
- **1965 RAMBLER BRAKE SQUEAL CORRECTION:** Install heavier front brake support plate hold down springs (Part No. 3201956), and one drum spring (Part No. 3202262), around outside diameter of each front brake drum.
- **1965 DODGE WHEEL INSTALLATION & BOLT TIGHTENING CAUTION:** Incorrect tightening sequence and torque may distort brake drums, causing pedal pulsation, chatter, squeak, and fade. To correct, install wheel and tighten nuts to 25-30 ft. lbs. in criss-cross sequence, then tighten again to 55 ft. lbs. for Dart and Valiant, and 65 ft. lbs. for all others.
- **1965 RAMBLER AMERICAN BRAKE SQUEAL CORRECTION (Cars with 196" Engine & Bendix Duo-Servo Brakes):** Front brake squeal may be corrected by installation of Noise Damper Kit, Part No. 3207107, containing four shoe hold down springs, damper clips, and flat washers, and two wave washers. Remove shoe hold-down springs and adjusting screw assemblies. Install new spring through damper clip and shoe web, and hook to spring retaining tab. Screw starwheel into pivot nut, and remove socket (adjacent to starwheel), and install flat washer, wave washer, another flat washer, and socket on pilot end of starwheel. Install starwheel assembly under adjusting lever.
- **1965 FORD MOTOR CO. DISC BRAKE HUB BOLT REPLACEMENT NOTE:** Only one rotor hub bolt can be used as replacement on any one hub and rotor assembly. If more than one bolt needs replacement, entire rotor and hub assembly must be replaced.
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- **1965 FORD & MERCURY REAR BRAKE DRAG OR EARLY LINING WEAR CORRECTION:** May be caused by rear wheel primary shoe not returning properly. To correct, install shoe and lining assembly, Part No. C5AZ-2200-D (Station Wagons), C5AZ-2200-C (All Others), which have 8 rivets; and heavier red primary return spring, Part No. C3SZ-2035-A. Install secondary spring first. New lining and red return spring must always be used together. New parts used in cars built after 4/9/65.
- **1966 FORD MOTOR CO. FRONT BRAKE DRUM & HUB ASSEMBLIES NOTE:** Two types of hub and drum assemblies are available and used in production. Some cars use a 2½" hub and drum, others use a 3" hub and drum. The 2½" drum has three grooves around the circumference, and the 3" drum has four grooves. DO NOT intermix the 2½" and 3" assemblies or brake pull may result.
- **1965-67 LINCOLN BRAKE PEDAL TRAVEL NOTE:** There must be a minimum of ½" between bottom of pedal and floor carpet, with foot pressing on pedal. If there is less than ½" clearance, air may be in system.
- **1969 CHRYSLER CORP. AUTOMATIC ADJUSTER NOTE:** Beginning in 1969, a new automatic adjuster is used on all models. Adjuster screw thread is opposite that of other models, therefore adjuster moves star wheel upward when brakes are applied. A cage and spring on adjuster cable absorbs secondary shoe movement except when wear results in enough movement to call for rotation of star wheel. This feature reduces possibility of over-adjustment.
- **LINCOLN & MERCURY BRAKE WARNING LIGHT COMES ON WITHOUT APPARENT BRAKE FAILURE** — Condition may be caused by low fluid level, air in system, or piston bottomed out in dual master cylinder. To correct, add fluid or bleed brakes. Loosen front bleeder screw and apply pedal pressure until light goes out. If light stays on, loosen rear bleeder screw and apply pressure until light goes out.
- **1970 FAIRLANE, MUSTANG, MAVERICK VIBRATION DURING BRAKING** — Condition may result from defective lower suspension strut rubbers and washers. Replace these parts with Insulator Kit number DOOZ-3A187-B (two required). Adjust caster after installation.
- **1970 LINCOLN SCRAPING NOISE IN AREA OF REAR WHEELS** — Condition may be caused by right hand parking brake cable assembly contacting flared edge of right rear brake drum. To correct this condition, loosen cable retaining bracket and move cable until white locating stripe is in front of bracket. Retighten bracket and ensure there is at least 3/8" clearance between cable and edge of drum.

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

► **1971 AMERICAN MOTORS IMPROVED BRAKE LINING** — A new riveted brake shoe and lining assembly is now in production. Although previous bonded lining was adequate, new lining provides improved high speed braking and is more resistant to fade, glazing, heat cracks, and noise. New lining assemblies may be used (in complete sets) on previous year models vehicles with 9" or 10" Bendix drum brakes. **NOTE** — *Rear drum brakes on 1970 and earlier models with front disc brakes must be serviced with original equipment in order to maintain proper front-to-rear braking balance.*

► **JEEP (7300) WAGONEER BRAKE WARNING LIGHT STAYS ON:** Condition may be due to improper bleeding in production or defective pressure differential switch plunger. Disconnect electrical wire from differential switch (below master cylinder), and remove plunger. It may be necessary to relieve hydraulic pressure from front or rear system (top end of plunger will be tipped toward system to be relieved). If plunger is damaged, install repair kit 947078. If lamp still lights, hydraulic system requires repair and switch must be reset.

### DESCRIPTION

Unit consists of support plate, two brake shoes, return springs, self-adjusting components, and wheel cylinder. Automatic adjuster consists of a cable (with hook and anchor fitting), cable guide, adjusting lever, adjusting screw (star), pivot nut, socket, and spring.

### AUTOMATIC ADJUSTER

**Chrysler Corp.** — Adjuster screw thread is opposite that of other models; therefore, adjuster moves upward when brakes are applied. A cage and spring on adjuster cable absorbs secondary shoe movement, except when wear results in enough movement to cause adjuster to rotate. This feature reduces possibility of over-adjustment.

**Except Chrysler Corp.** — Adjuster uses movement of rear (secondary) shoe during reverse brake application to turn brake adjusting screw a small amount and maintain proper lining-to-drum clearance.

### ADJUSTMENT

#### BRAKE SHOE ADJUSTMENT

This adjustment is made only after brake lining replacement or if brake applications are insufficient to actuate automatic adjuster.

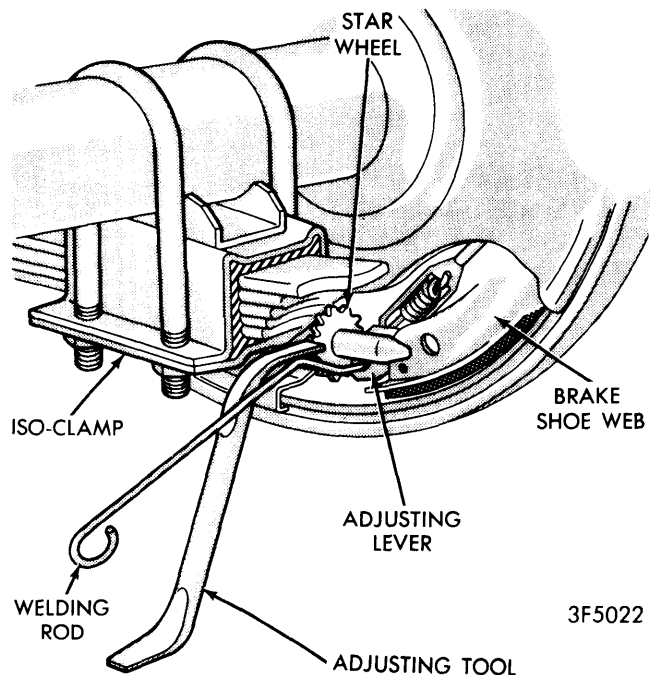
**American Motors (1965-69)** — Lengthen adjusting screw to expose 3/8" to 1/4" of adjusting screw threads, then install drum. Drive car cautiously in reverse, making 10 brake applications before road testing. Make sure pedal height is correct. To adjust brakes without removing drums, remove access hole cover on backing plate. Some models have a knock-out plug which can be punched out. Replace with rubber slot cover. Insert adjusting tool through slot and turn wheel until locked. Insert second tool (thin rod) to push adjusting lever off star wheel. Mark star wheel and back off one complete revolution.

**American Motors (1970-73)** — After wheel brake units have been disassembled for any reason, an initial adjustment **MUST** be made before drum installation. Use Brake Shoe to Drum Clearance Tool (J-21177) to pre-set brake shoe ad-

justment. Install adjuster screw assembly and place small hooked end of adjuster spring in large hole in primary shoe. Place large hooked end of adjuster spring in adjuster lever. Place hooked end of adjuster cable in adjuster lever and position adjuster cable over cable guide. Grasp adjuster lever with pliers and hook adjuster lever tang in large hole in bottom of secondary shoe. Drive car cautiously in reverse, making 10 to 15 "hard" brake applications before road testing. Make sure pedal height is correct. To adjust brakes without removing drums, See "American Motors (1965-69)".

**Chrysler Corp. Models (1965-69)** — Remove adjusting hole covers from backing plates. Insert an adjusting wrench (C-3784) into star wheel and tighten brake until wheel turns with a slight drag. Hold adjusting lever away from star wheel (ice pick or other suitable tool) and back off star wheel 12 notches (provides necessary .012" clearance). Wheel should turn without drag. *Adjustment must be equal on all wheels.*

**Chrysler Corp (1970-73)** — **NOTE** — *Adjust parking brake AFTER wheel brake adjustment.* Remove adjusting hole covers from backing plates. Insert a suitable adjusting wrench (C-3784) into star wheel and tighten brake by moving tool handle upward until wheel turns with a slight drag. Push adjusting lever away from star wheel (insert rod through access hole) and back off star wheel to ensure free wheel rotation with no brake shoe drag. **NOTE** — *On models with Iso-Clamp rear suspension, bend rod to match angle of adjusting tool, plus a three-quarters reverse bend at contact end (see illustration).* Adjustment should be equal on all wheels.



#### ADJUSTING REAR BRAKES (WITH ISO-CLAMP SUSPENSION)

**Ford Motor Co. (1965)** — Raise vehicle, disconnect parking brake cables, remove access hole cover plate from backing plate. Turn adjusting screw upward with suitable tool (2018) to expand shoes against drum until slight drag is felt. Remove brake drum. Hold adjusting lever away from adjusting screw, then back off screw three-quarters turn, with fingers. **NOTE** — *If screw cannot be turned with fingers, repair or replace as*

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

necessary. Install wheel and drum assembly. Back up vehicle, making five to six brake applications, to complete adjustment.

**Ford Motor Co. (1966-73)** — Using suitable measuring tool (HRE 8650), determine drum diameter and proper shoe diameter. Hold automatic adjusting lever out of engagement while rotating adjusting screw. Ensure screw rotates freely. Apply a small amount of lubricant at shoe-to-backing plate contact points. **CAUTION** — Do not allow lubricant to contact linings. Install drum and wheel, torquing to specifications. Complete adjustment by applying brakes several times while backing vehicle. Use minimum of 50 lbs. pressure application on non-power brakes, or 25 lbs. pressure on power brakes. **NOTE** — After each stop, vehicle must be moved forward.

**Jeep (1970-73)** — After wheel brake units have been disassembled for any reason, an initial adjustment **MUST** be made before drum installation. Initially adjust adjusting screw assembly to a point where approximately 3/8" of threads are exposed between star wheel and star wheel nut. Drive car cautiously in reverse, making 10-15 "hard" brake applications before road testing. Make sure pedal height is correct. To adjust brakes without removing drums, remove access hole cover on backing plate and using a brake adjusting tool, rotate star wheel until locked. Insert second tool (thin rod) to push adjusting lever off wheel and back off star wheel at least 15 to 20 notches (clicks).

### PARKING BRAKE ADJUSTMENT

**American Motors, Hand Operated (1965-69)** — Pull parking handle from fully released position to fifth notch, then tighten cable at equalizer until rear wheels are locked in forward rotation. Release handle and make sure wheels rotate without drag.

**American Motors, Pedal Operated (1965-69)** — Depress parking brake pedal to first notch from fully released position, then tighten cable at equalizer until rear wheels are locked in forward rotation. Release foot lever and make sure wheels rotate without drag.

**American Motors (1970-73)** — Prior to adjusting parking brake, service brakes must be correctly adjusted as outlined above. To assure correct cable adjustment, support car by axle contact. Fully apply and release foot operated parking brake pedal approximately 10 times. Depress pedal to first notch from fully released position. Install a torque wrench calibrated in INCH LBS. on adjustment gauge J-23462. Place cable adjustment gauge on front parking brake cable centered between cable housing ferrule and cable equalizer. Apply 50 INCH LBS. of torque and note indication on scale of cable adjustment gauge. Gauge indicator must fall within green band (first band from neutral position). Adjust parking brake cable at equalizer to obtain a satisfactory reading. While performing adjustment operation, front parking brake cable screw end must be held to prevent cable from turning. Release parking brake and check for brake drag.

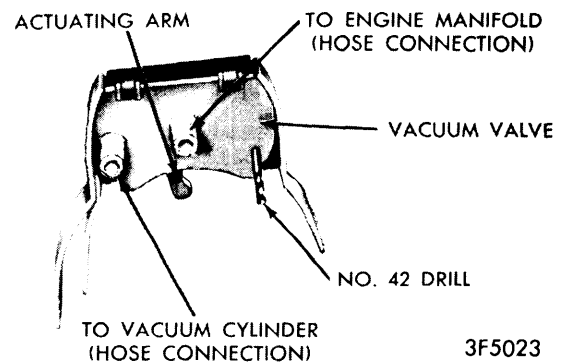
**Chrysler Corp. (1965-73)** — With parking brake lever fully released, loosen cable adjusting nut at rear wheel cable equalizer until cables are slack. **NOTE** — If cables are new, pull down firmly to seat cable fittings in brackets. With rear brakes properly adjusted, tighten cable adjusting nut until slight drag is noticed. Back off nut until rear wheels rotate freely, then back off an additional two full turns. Tighten lock nut and apply parking brake several times then release brake and check for rear wheel drag.

### Imperial Parking Brake Vacuum Release Adj. (1965-66)

— With engine running, parking brake should release when transmission shift lever is moved to "D" or "R" on transmission selector. Parking brake should stay on when "P" or "N" is selected. If adjustment is necessary, place gearshift lever in "N", loosen parking brake release valve mounting bracket retaining screws enough to permit movement of bracket in oversize mounting holes. Position bracket and valve assembly so that valve plunger is on high point of neutral cam and approximately one-half depressed (check visually). Tighten bracket retaining screws. **CAUTION** — Be sure valve assembly does not twist as screws are tightened. Check adjustment by shifting transmission through all positions. Valve plunger must be depressed on high points of cam, while in "N" or "P", and must not touch cam in "D" or "R". If parking brake must be released with engine not running, use manual release lever on left side of parking brake assembly.

### Imperial Parking Brake Vacuum Release Adj. (1967-73)

— Place transmission in "D", with engine off. Remove vacuum hoses from unit. Detach vacuum unit from steering column jacket. Move actuating arm on valve against spring to extreme position, or until locating holes line up. Insert a number 42 drill in hole, to position valve for installation. Move transmission selector to "P". Place valve in position on column jacket and install, but do not tighten, attaching screws. Rotate valve clockwise (as viewed from driver's position) until actuating arm contacts tab inside steering column jacket. Tighten retaining screws. Remove drill. Install vacuum hoses. Start engine and check that parking brake can be set in "N" and "P" and will release in "R" and "D".



**PARKING BRAKE VACUUM VALVE (IMPERIAL)**

**Comet, Fairlane, Falcon, Meteor (1965)** — Pull parking brake on three notches from released position. Loosen lock nut on forward face of equalizer and tighten adjusting nut on rear face of equalizer until moderate drag is felt on rear wheels. Tighten lock nut. Release parking brake handle and check that wheels are free of any drag.

**Ford Galaxie & Mercury Monterey (1965)** — Depress brake pedal one notch from released position. Turn adjusting nut at rear cable equalizer until moderate drag is felt at rear wheels. Release parking brake and ensure no drag is felt at rear wheels.

**Ford Motor Co., Exc. Lincoln & T-Bird (1966-68)** — Depress parking brake pedal one notch from released position (on Mustang, pull handle on three notches). Tighten adjustment at rear cable equalizer until moderate drag is felt at rear wheels. Ensure no drag is present when parking brake is released.

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**Lincoln (1965-69)** — Loosen nuts on equalizer rod and turn front nut forward several turns. Depress parking brake pedal 1 1/4", turn adjusting nut up against equalizer until moderate drag is felt on rear wheels, then tighten lock nut. Release parking brake and ensure no drag is present at rear wheels. Apply parking brake pedal 1 1/2". This application should hold vehicle. Release pedal and check for drag. Depress pedal 1/2"; brakes should not drag.

**Thunderbird (1965-69)** — With brake pedal fully released, adjust front cable adjusting nut at equalizer lever for distance of 9-9 1/4" from face of cable bracket on crossmember to adjusting nut seat on equalizer. Loosen adjusting nut on rear cable equalizer and turn lock nut several turns forward. Depress parking brake pedal 1 3/4", tighten adjusting nut at rear cable equalizer until moderate drag is felt at rear wheels. Tighten lock nut against equalizer. Release brake pedal and check rear wheels for freedom of rotation (no drag). Apply parking brake pedal 2"; this should hold vehicle. Release pedal, then depress 1/2"; brakes should not drag.

**Ford Motor Co., Exc. 1973 Vacuum Release Parking Brake (1970-73)** — Release parking brake fully. Place transmission in "N" and raise vehicle on axle type hoist. Tighten adjusting nut against cable equalizer or cable adjusting rod, until rear brakes drag. Loosen adjusting nut until brakes turn freely, without drag. Tighten lock nut to 7-10 ft. lbs. (if equipped). Lower vehicle and check operation.

**Continental, Mark IV, Mercury, T-Bird Vacuum Release Parking Brake (1973)** — Visually check operation of brake linkage as pedal is depressed. Then, Check operation of brake linkage when manual release lever is activated. During the following check, ensure a minimum of 10 in. vac. is available at all points where vacuum is applied. **CAUTION** — Under no circumstances should air pressure be applied to vacuum system as diaphragm in vacuum motor may be damaged. Perform check with engine at idle. Place transmission in "N" and depress parking brake lever. Shift transmission to "D" and observe that lever moves upward and parking brake releases. If it does not release, check for proper vacuum in system. Replace components, as necessary.

**Jeep (1970-73)** — Adjust parking brake only AFTER service brakes are correctly adjusted. Support vehicle by axles. Inspect cables and equalizer for freedom of movement and proper operation. Spin wheels and tighten adjusting nut until a slight drag is felt, then loosen nut until no drag is present. Relock nut.

### BRAKE PEDAL ADJUSTMENT

**American Motors (1965-69)** — Adjust eccentric bolt which links master cylinder push rod to pedal until clearance is obtained between pedal and pedal bumper (pedal released), on manual brakes, or for maximum pedal height, on power brakes. If not equipped with eccentric bolt, or adjustment will not give clearance, bend bumper bracket to obtain clearance.

**American Motors (1970-73)** — No adjustment required.

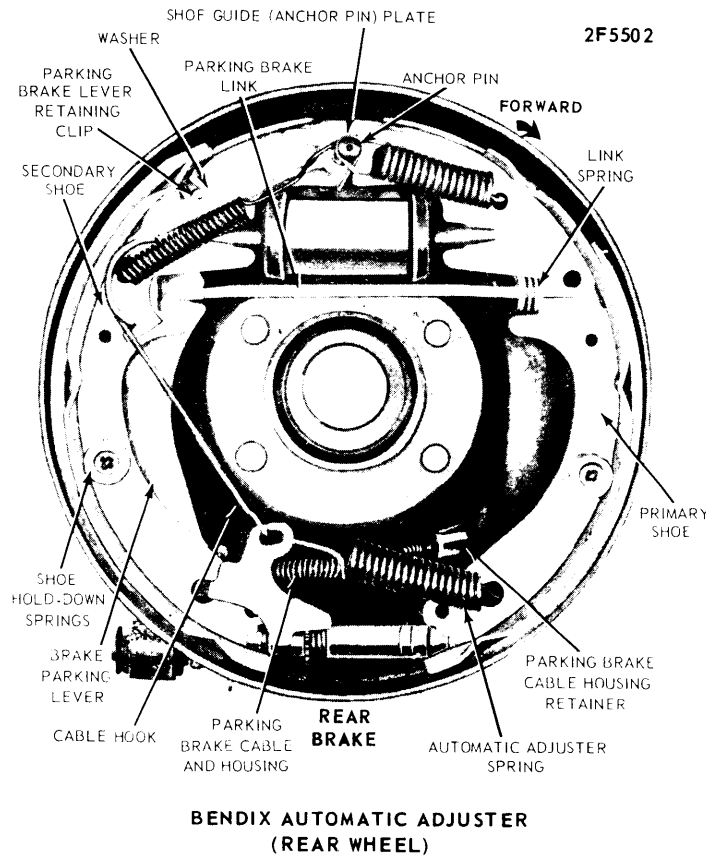
**Chrysler Corp. (1965-73)** — No adjustment. Pedal freeplay controlled by stop built into master cylinder.

**Ford Motor Co. (1965-73)** — No adjustment required.

**Jeep (1970-73)** — No adjustment required.

### FRONT WHEEL BEARING ADJUSTMENT

See *WHEEL BEARING ADJUSTMENT* in *Wheel Alignment Section*.



## SERVICING

### BLEEDING SYSTEM

See *HYDRAULIC BRAKE BLEEDING* in this Section.

### SHOE & LINING REPLACEMENT

Install brake shoes on backing plate with hold down spring pin, springs, and cups. Install parking brake link and spring. Connect parking brake cable. Install shoe guide plate on anchor pin. Place cable anchor over anchor pin, with crimped side toward backing plate. Install primary and secondary shoe to anchor springs. **CAUTION** — Be sure that cable end is not cocked or binding on anchor pin. Install cable guide on secondary shoe web with flanged hole fitted in hole in web. Thread

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

cable through guide groove, NOT between guide and shoe web. **CAUTION** — Adjusting screws are marked "L" and "R" and must be installed as marked. Install adjusting socket on screw, place assembly between shoe ends with adjusting screw nearest secondary shoe. Place cable hook into hole in adjusting lever from backing plate side. Place pivot hook into large hole in secondary shoe web. Place hooked end of adjuster spring into large hole in primary shoe web and loop end of spring to adjuster lever. **NOTE** — On Chrysler Corp. vehicles, install adjuster spring in primary shoe and hook other end in web of secondary shoe. Cable guide groove should be flat against web. Pivot hook surfaces should be square with body of lever. Adjusting screw must be seated in shoe web.

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Wheel Attaching Nuts	
American Motors .....	75
Chrysler Corp.	
Except Dart, Valiant .....	65
Dart, Valiant .....	55
Ford Motor Co. ....	70-115
Jeep .....	65-90

### 1965 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Chrysler	11"	1 1/8"	15/16"	1"	60	40
Comet 6 Cyl. V8	9"	1 1/16"	① 29/32"	② 1"		
	10"	1 1/8"	①③ 29/32"	② 1"		
Dodge 880 Dart Heavy Duty All Others	11"	1 1/8"	15/16"	1"	60	40
	9"	1"	13/16"	1"	60	40
	11"	1 1/8"	15/16"	1"	60	40
	10"	1 1/8"	15/16"	1"	60	40
Falcon 6 Cyl. V8	9"	1 1/16"	① 29/32"	② 1"		
	10"	1 1/8"	①③ 29/32"	② 1"		
Fairlane	11.03"	④ 1 3/32"	⑤ 31/32"	1"		
Ford	11.03"	④ 1 3/32"	⑤ 31/32"	1"		
Lincoln	11.09"	1 3/32"	15/16"	1"		
Mercury	11.03"	④ 1 3/32"	⑤ 31/32"	② 1"		
Mustang 6 Cyl. V8	9"	1 1/16"	① 29/32"	② 1"		
	10"	1 1/8"	① 29/32"	② 1"		
Plymouth Fury Belvedere Valiant Heavy Duty	11"	1 1/8"	15/16"	1"	60	40
	10"	1 1/8"	15/16"	1"	60	40
	9"	1"	13/16"	1"	60	40
	11"	1 1/8"	15/16"	1"	60	40
Rambler 6 Cyl. Ambassador V8 Classic V8	9"	1 1/8"	15/16"	1"	60.2	39.8
	10"	1 3/16"	15/16"	1"	62.4	37.6
	10"	1 1/8"	⑥ 15/16"	1"	62.4	37.6
Thunderbird	11.09"	1 3/32"	15/16"	15/16"		

① - 27/32" for sedans and hardtops. ② - 7/8" on some cars with power brakes. ③ - 15/16" for station wagons. ④ - 1 1/32" for station wagons. ⑤ - 7/8" for Taxi heavy duty. ⑥ - 7/8" for sedan.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1965 BRAKE LINING SPECIFICATIONS							
Application	Drum Dia.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Chrysler	11"	⊙3"	⊙2 1/2"	9.25"	12.125"	.1875"	.1875"
Comet 6 Cyl. V8	9"	2 1/4"	⊙1 1/2"	7.75"	10.00"		
	10"	2 1/4"	1 3/4"	8.35"	10.75"		
Dodge Dart Coronet All Others	9"	2 1/2"	2"	7.625"	9.625"	.1875"	.1875"
	10"	2 1/2"	2 1/2"	8.50"	11.00"	.1875"	.1875"
	11"	3"	⊙2 1/2"	9.25"	12.125"	.1875"	.1875"
Falcon 6 Cyl. V8	9"	2 1/4"	⊙2 1/2"	7.75"	10.00"		
	10"	2 1/4"	1 3/4"	8.35"	10.75"		
Fairlane Police, Taxi	11.03"	2 1/4"	1 3/4"	8.35"	10.75"		
	11.03"	2 1/2"	2	9.51"	10.70"		
Ford	11.03"	⊙2 1/2"	⊙2 1/4"	9.34"	12.12"		
Lincoln	11.09"		3"	9.39"	12.21"		
Mercury	11.03"	⊙2 1/2"	⊙2 1/4"	9.34"	12.12"		
Mustang 6 Cyl. V8	9"	2 1/4"	1 1/2"	7.75"	10.00"		
	10"	2 1/4"	1 3/4"	8.35"	10.75"		
Plymouth Fury Belvedere Police, Heavy Duty Valiant	11"	2 3/4"	2"	9.25"	12.125"	.1875"	.1875"
	10"	2 1/2"	2 1/2"	8.50"	11.00"	.1875"	.1875"
	11"	3"	3"	12.125"	12.125"	.1875"	.1875"
	9"	2 1/2"	2"	7.625"	9.625"	.1875"	.1875"
Rambler American Station Wagons Ambassador Classic	9"	2"	2"	7.62"	9.82"	.1875"	.1875"
	9"	⊙2 1/4"	2"	7.62"	⊙9.82"	.1875"	.1875"
	10"	2 1/2"	1 3/4"	8.90"	11.06"	.1875"	.1875"
	10"	⊙2 1/4"	2"	8.90"	11.06"	.1875"	.1875"
Thunderbird	11.03"		2 1/2"	9.39"	12.21"		

⊙ - Newport: 2 3/4" front; 2" rear. ⊙ - Sta. Wgn., convertible: 2 1/4". ⊙ - Sta. Wgn., police, heavy duty: 3". ⊙ - 240", 289", taxi, 6 cyl. police: 2 1/2". ⊙ - Secondary: 2 1/2". ⊙ - Rear: 9.97".

1966 BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
Chrysler Corp.	9"	1"	13/16"	1"
	10 & 11"	1 1/8"	⊙15/16"	1"
Falcon, Mustang	9"	1.062"	.844"	⊙1"
	10"	1.125"	.906"	⊙1"
Fairlane, Comet 200", 289" 390" Station Wagon	⊙	1.125"	.906"	1"
	10"	1.094"	.875"	1"
	⊙	1.094"	.938"	1"

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1966 BRAKE SYSTEM SPECIFICATIONS (Continued)						
Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Ford, Mercury Station Wagon	11.03"	1.062"	.969"	③ 1"		
Taxi	11.03"	1.094"	.875"	③ 1"		
All Others	11.03"	1.094"	.969"	③ 1"		
Lincoln	11.03"	15/16"	15/16"	1"		
Rambler, American	9"	1 1/8"	15/16"	④	60.2	39.8
All Others	⑤	1 3/16"	29/32"	1"	⑤ 62.4	37.6
Thunderbird	11.03"	15/16"	15/16"	15/16"		

① - 7'8" with disc brakes. ② - .875" with power brakes; .938" with disc brakes. ③ - .875" with power brakes. ④ - 1" with power brakes. Without power brakes, 1" front, 7'8" rear. ⑤ - With disc brakes, 65% front, 35% rear. ⑥ - 9" for 6 cylinder engines; 10" for V8 engines.

1966 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Chrysler Newport Station Wagons	11" 11" 11"	3" 2 3/4" 3"	① 3" 2 1/2" ① 3"	9.25" 9.25" 9.25"	12.12" 12.12" 12.12"	.1875" .1875" .1875"	.250" .250" .250"
Dodge Dart	9" 10"	② 2 1/4" ② 2 1/4"	③ 2 1/2" ③ 2 1/2"	7.625" 8.50"	9.625" 11.00"	.1875" .1875"	.250" .250"
Coronet	10" 11"	2 1/2" ④ 2 1/4"	1 3/4" 1 1/4"	8.50" 9.25"	11.00" 12.125"	.1875" .1875"	.250" .250"
Station Wagons All Others	10, 11" 11"	3" 2 3/4"	2 1/2" 2"	9.25" 9.25"	12.125" 12.125"	.1875" .1875"	.250" .250"
Falcon, Mustang Station Wagons	9" 9"	2 1/4" 2 1/4"	1 1/2" 2 1/4"	7.75" 8.25"	10.00" 10.75"		
Falcon, Mustang Station Wagons	10" 10"	2 1/4" 2 1/2"	1 3/4" 2"	8.25" 8.25"	10.75" 10.75"		
Fairlane, Comet Taxi All Others	④ ④	2 1/2" ⑤ 2 1/2"	2" ⑥ 2"	9.50" 8.25"	10.75" 10.75"		
Ford, Mercury	11.03"	⑦ 2 1/2"	⑦ 2 1/4"	9.25"	12.12"		
Lincoln	11.03"	3"	3"	9.375"	12.25"		
Plymouth Fury Belvedere	11" 9" 10"	2 3/4" 2 1/4" 2 1/2"	2" 1 3/4" 2 1/2"	9.25" 8.50" 8.50"	12.12" 11.00" 11.00"	.1875" .1875" .1875"	.250" .250" .250"
Valiant	11" 9" 10"	2 1/2" 2 1/4" 2 1/4"	2 1/2" 2" 1 3/4"	9.25" 7.625" 8.50"	12.12" 9.625" 11.00"	.1875" .1875" .1875"	.250" .250" .250"
Lincoln	11.03"	3"	3"	9.375"	12.25"		
Rambler 6 Cyl. V8	9" 10"	2" 2 1/2"	2" 1 3/4"	7.62" ⑧ 8.90"	9.82" ⑩ 8.46"	.1875" .1875"	.1875" .1875"
Thunderbird	11.03"	2 1/2"	2 1/2"	9.375"	12.25"		

① - 2 1/2" with disc brakes. ② - 2" for secondary. ③ - 1 3/4" for secondary. ④ - 9" for 6 cylinder engines, 10" for V8. ⑤ - 2 1/4" for 200", 289" engines. ⑥ - 1 3/4" for 200", 289" engines; 2 1/2" for 390" station wagons. ⑦ - 2 1/2" for taxi. ⑧ - 3" for police, 427" engine, taxi, 240", 289" station wagons. ⑨ - 11.06" for rear. ⑩ - 10.88" for rear.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1967 BRAKE SYSTEM SPECIFICATIONS						
Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Chrysler Except Imperial	11"	① 1 1/8"	1 5/16"	② 1"	60	40
Imperial	11"	①	1 5/16"	1 1/8"	60	40
Dodge Dart	9"	③ 1.00"	④ .9125"	1"	60	40
	10"	③ 1.125"	④ .9125"	1"	60	40
Coronet, Charger	⑩	⑤	.9375"	1"	60	40
Polara, Monaco	11"	1.125 ①	1.5625"	⑥ 1"	60	40
Plymouth Valiant V8 6 Cyl.	10"	③ 1.125"	.9375"	1"	60	40
	9"	③ 1.00"	.8125"	1"	60	40
Barracuda V8	10"	③ 1.125"	④ .9125"	1"	60	40
6 Cyl.	9"	1"	.9125"	1"	60	40
Fury & VIP	10"	① 1 1/8"	1 5/16"	② 1"	60	40
Ford Thunderbird	11.03"		.938"	1"		
Lincoln	11.09"		.938"	1"		
Ford & Mercury Taxi	11.03"	1.094"	.938"	② 1"		
Except Taxi	11.03"	② 1.094"	.938"	② 1"		
Ford Falcon	9"	⑬ 1.062"	⑭ .844"	② 1"		
Station Wagon	10"	1.094"	.938"	② 1"		
All Others	10"	1.125"	.906"	③ 1"		
Mustang, Cougar 6 Cyl.	9"	⑬ 1.062"	⑭ .844"	1"		
289" V8	10"	1.125"	.875"	1"		
390" V8	10"	1.094"	.813"	1"		
Comet, Fairlane 200", 289"	10"	1.125"	.906"	② 1"		
All Convertibles ⑦	10"	1.094"	.906"	② 1"		
All Station Wagons ⑧	10"	1.094"	.938"	② 1"		
All 390	10"	1.094"	.875"	② 1"		
Rambler American 290"	10"	1 3/16"	29/32"	1"	59	41
199", 232"	9"	1 1/8"	15/16"	1"	60.2	39.8
Rebel 6 Cyl.	9"	1 1/8"	15/16"	1"	59	41
All Others	10"	1 3/16"	15/16"	1"	65	35

① - For disc brakes; 2 3/8" each bore (4 bores for each wheel). ② - 1 1/8" with disc brakes. ③ - 1.638" with disc brakes.  
 ④ - .9325" with disc brakes. ⑤ - 2" with disc brakes, 1.125" with drum brakes. ⑥ - 1.125" with disc brakes. ⑦ - .9375"  
 with power brakes. ⑧ - 1.094" with disc brakes. ⑨ - .969" for 240" and 289" engines. ⑩ - 9" for 6 cyl., 10" for V8.  
 ⑪ - Except 390" engines. ⑫ - Manufacturer recommends NO honing of wheel cylinders.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1967 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Chrysler Newport	11"	2.75"	2.50"	9.31"	11.97"	.19"	.24"
300 & New Yorker	11"	2.75"	2.50"	9.31"	11.97"	.19"	.24"
Imperial	11"		3.00"	9.31"	11.97"	.19"	.24"
Dodge Dart	9"	2.25" ①	2.00"	7.66"	9.82"	.19"	.24"
	10"	2.25"	1.75"	8.47"	11.06"	.19"	.24"
Coronet, Charger 6 Cyl.	9"	2.50"	1.75"	8.47"	11.06"	.19"	.24"
426", 440"	10"	3.00"	2.50"	9.31"	11.97"	.19"	.24"
All Others	10"	2.50"	2.50"	8.47"	11.06"	.19"	.24"
Polara, Monaco	11"	2.75" ③	2.50"	9.31"	11.97"	.19"	.24"
Plymouth Valiant, Barracuda							
6 Cyl.	9"	①2.25"	2.00"	7.66"	9.82"	.19"	.24"
V8	10"	2.25"	1.75"	8.47"	11.06"	.19"	.24"
Fury & VIP	10"						
Ford Thunderbird	11.03"		2.25"	9.30"	11.92"	④	④
Lincoln Continental	11.09"		3.00"	9.39"	12.21"	④	④
Ford & Mercury Wagons	11.03"	3.00"	2.25"	9.34"	12.12"	④	④
427" Engine or Police	11.03"	3.00"	2.25"	9.34"	12.12"	④	④
240" & 289" Taxi	11.03"	3.00"	2.50"	9.34"	12.12"	④	④
All Others	11.03"	2.50"	2.25"	9.34"	12.12"	④	④
Falcon 6 Cyl. Wagon	9"	2.25"	1.50"	7.62"	9.77"	④	④
All Other 6 Cyl.	9"	2.50"	2.00"	8.43"	10.82"	④	④
V8 Wagons	10"	2.50"	2.50"	8.43"	10.82"	④	④
All Other V8	10"	2.25"	1.75"	8.43"	10.82"	④	④
Mustang & Cougar 6 Cyl.	9"	2.25"	1.50"	7.62"	9.77"	④	④
390" V8	10"	2.50"	1.75"	8.43"	10.82"	④	④
All Others	10"	2.25"	1.75"	8.43"	10.82"	④	④
Comet & Fairlane	10"						
200", 289" ⑤	10"	2.25"	1.75"	8.43"	10.82"	④	④
Heavy Duty Taxi	10"	2.50"	2.00"	9.18"	10.82"	④	④
All Others	10"	2.50"	2.00"	9.18"	10.82"	④	④
Rambler American 290"	10"	⑥2.25"	2.00"	7.62"	⑦9.82"	3/16"	3/16"
199", 232"	9"	2.50"	2.00"	7.69"	9.98"	3/16"	3/16"
Rebel ②	9"	⑥2.25"	2.00"	7.62"	⑦9.82"	3/16"	3/16"
All Others	10"	2.50"	1.75"	⑧8.90"	⑨11.06"	3/16"	3/16"

① - 2.50" for secondary. ② - Except Station Wagons. ③ - 3.00" for station wagons or 440" engine. ④ - Wear limit is 1/32" from top of rivets. ⑤ - Except convertible models. ⑥ - 2.50" for secondary. ⑦ - 9.97" for secondary. ⑧ - 8.46" on rear. ⑨ - 10.88" on rear.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1968 BRAKE SYSTEM SPECIFICATIONS						
Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Chrysler Except Imperial Imperial	11"	① 1 1/8"	1 5/16"	② 1"	60	40
	11"	①	1 5/16"	1 1/8"	60	40
Dodge Dart  Coronet, Charger Polara, Monaco	9"	③ 1.00"	④ .8125"	1"	60	40
	10"	③ 1.125"	④ .9375"	1"	60	40
	⑤	⑤	⑤ .9375"	1"	60	40
	11"	1.125 ①	.9375"	⑥ 1"	60	40
Plymouth Valiant V8 6 Cyl. Barracuda V8 6 Cyl. Fury & VIP	10"	③ 1.125"	.9375"	1"	60	40
	9"	③ 1.00"	.8125"	1"	60	40
	10"	③ 1.125"	④ .9375"	1"	60	40
	9"	1"	.9375"	1"	60	40
	10"	① 1 1/8"	.9375"	② 1"	60	40
Ford Thunderbird	11.03"		.938"	1"		
Lincoln	11.09"		.938"	1"		
Ford & Mercury Taxi Except Taxi	11.03"	1.094"	.938"	⑦ 1"		
	11.03"	⑧ 1.094"	.938"	⑦ 1"		
Ford Falcon Station Wagon All Others	9"	⑫ 1.062"	⑫ .844"	⑦ 1"		
	10"	1.094"	.938"	⑦ 1"		
	10"	1.125"	.906"	⑦ 1"		
Mustang, Cougar 6 Cyl. 289" V8 390" V8  Montego, Fairlane 200" 289" All Convertibles ① All Station Wagons ① All 390"	9"	⑫ 1.062"	⑫ .844"	1"		
	10"	1.125"	.875"	1"		
	10"	1.094"	.813"	1"		
	10"	1.125"	.906"	⑦ 1"		
	10"	1.094"	.906"	⑦ 1"		
	10"	1.094"	.938"	⑦ 1"		
	10"	1.094"	.875"	⑦ 1"		
Rambler American 290" 199", 232" Rebel 6 Cyl. All Others	10"	1 3/16"	29/32"	1"	59	41
	9"	1 1/8"	15/16"	1"	60.2	39.8
	9"	1 1/8"	15/16"	1"	59	41
	10"	1 3/16"	15/16"	1"	65	35

- ① - For disc brakes, 2 3/8" each bore (4 bores for each wheel). ② - 1 1/8" with disc brakes. ③ - 1.638" with disc brakes.  
 ④ - .9325" with disc brakes. ⑤ - 2" with disc brakes, 1.125" with drum brakes. ⑥ - 1.125" with disc brakes. ⑦ - .9375  
 with power brakes. ⑧ - 1.094" with disc brakes. ⑨ - .969" for 240" and 289" engines. ⑩ - 9" for 6 cyl., 10" for V8.  
 ⑪ - Except 390" engines. ⑫ - Manufacturer recommends NO honing of wheel cylinders.

# Brake Systems

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## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1968 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Chrysler Newport	11"	2.75"	2.50"	9.25"	12.125"	.19"	.24"
300 & New Yorker	11"	3.00"	2.50"	9.31"	11.97"	.19"	.24"
Imperial	11"	3.00"	3.00"	9.31"	11.97"	.19"	.24"
Dodge Dart	9"	2.56"	2.063"	7.63"	9.63"	.19"	.24"
	10"	2.56"	1.406"	8.50"	11.00"	.19"	.24"
Coronet, Charger 6 Cyl.	9"	2.50"	1.75"	8.50"	11.00"	.19"	.24"
426", 440"	10"	3.00"	2.50"	8.50"	11.00"	.19"	.24"
All Others	10"	2.50"	2.50"	8.50"	11.00"	.19"	.24"
Polara, Monaco	11"	2.75" ③	2.00"	9.25"	12.125"	.25"	.25"
Plymouth Valiant, Barracuda							
6 Cyl.	9"	① 2.25"	2.00"	7.66"	9.82"	.19"	.24"
V8	10"	2.25"	1.75"	8.47"	11.06"	.19"	.24"
Fury & VIP	10"						
Ford Thunderbird	11.03"		2.25"	9.34"	12.12"		
Lincoln Continental	11.09"		3.00"	9.39"	12.12"	④	④
Ford & Mercury Wagons	11.03"	3.00"	2.25"	9.34"	12.12"	④	④
427" Engine or Police	11.03"	3.00"	2.25"	9.34"	12.12"	④	④
240" & 289" Taxi	11.03"	3.00"	2.50"	9.34"	12.12"	④	④
All Others	11.03"	2.50"	2.25"	9.34"	12.12"	④	④
Falcon 6 Cyl. Wagon	9"	2.25"	1.50"	7.62"	9.77"	④	④
All Other 6 Cyl.	9"	2.50"	2.00"	8.43"	10.82"	④	④
V8 Wagons	10"	2.50"	2.50"	8.43"	10.82"	④	④
All Other V8	10"	2.25"	1.75"	8.43"	10.82"	④	④
Mustang & Cougar 6 Cyl.	9"	2.25"	1.50"	7.62"	9.77"	④	④
390" V8	10"	2.50"	1.75"	8.43"	10.82"	④	④
All Others	10"	2.25"	1.75"	8.43"	10.82"	④	④
Montego & Fairlane	10"					④	④
200", 289" ⑤	10"	2.25"	1.75"	8.43"	10.82"	④	④
Heavy Duty Taxi	10"	2.50"	2.00"	9.18"	10.82"	④	④
All Others	10"	2.50"	2.00"	9.18"	10.82"	④	④
Rambler American 290"	10"	⑥ 2.25"	2.00"	7.62"	⑦ 9.82"	3/16"	3/16"
199", 232"	9"	2.50"	2.00"	7.69"	9.98"	3/16"	3/16"
Rebel ②	9"	⑥ 2.25"	2.00"	7.62"	⑦ 9.82"	3/16"	3/16"
All Others	10"	2.50"	1.75"	⑧ 8.90"	⑨ 11.06"	3/16"	3/16"

① - 2.50" for secondary. ② - Except Station Wagons. ③ - 3.00" for station wagons or 440" engine. ④ - Wear limit is 1/32" from top of rivets. ⑤ - Except convertible models. ⑥ - 2.50" for secondary. ⑦ - 9.97" for secondary. ⑧ - 8.46" on rear. ⑨ - 10.88" on rear.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1969 BRAKE SYSTEM SPECIFICATIONS				
Car Model	Drum	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
<b>American Motors</b>				
Rambler & Javelin 6 Cyl.	9"	1-1/8"	15/16"	1"
Rebel & Ambassador 6 & V8	10"	1-3/16"	15/16"	1"
Rambler, AMX	10"	1-3/16"	7/8"	1"
Javelin 6 & V8	10"	1-3/16"	7/8"	1"
<b>Chrysler Corp.</b>				
Chrysler & Imperial	11"	1-1/8"	15/16"	1"
Dodge Dart 6 Cyl.	9"	1"	13/16"	1"
Dodge Dart V8	10"	1-1/8"	15/16"	1"
Coronet & Charger	10"	1-1/8"	15/16"	1"
Polara & Monaco	11"	1-1/8"	15/16"	1"
Plymouth All 6 Cyl.	9"	1"	13/16"	1"
Plymouth All V8	10"	1-1/8"	15/16"	1"
<b>Ford Motor Co.</b>				
Ford, Mercury & Meteor	11.030" ①	1.125" ①	0.938" ①	1"
Montego & Fairlane	10"	1.094"	0.875" ②	1" ①
Falcon Passenger	9"	1.062" ④	0.844"	1" ③
Falcon Passenger	10"	1.125"	0.875"	1" ③
Falcon Wagon	10"	1.094"	0.938"	1" ③
Mustang & Cougar 200'	9"	1.062" ④	0.844"	1"
351", 390", 428"	10"	1.094"	0.875"	1"
250", 302"	10"	1.125"	0.875"	1"
Thunderbird	11.030"	N/A	0.938"	1"
Continental Mark III	11.030"	N/A	0.938"	1"
Lincoln Continental	11.090"	N/A	0.938"	1"

① – Taxi & Station Wagon 11" – Front 1.094 – Rear 0.938"

② – Station Wagon & Ranchero 0.938"

③ – Power Brakes 0.9375"

④ – Front Wheel Cylinder cannot be honed on Falcon or Mustang 9" brakes.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1969 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
<b>American Motors</b>							
Rambler & Javelin 6 Cyl.	9"	2.50"	2.00"	7.69"	9.98"	.19"	.190"
Rebel & Amb. 6 & V8	10"	2.50"	1.75"	8.90" ①	11.06" ②	.19"	.190"
Rambler, AMX	10"	2.50"	1.75"	8.90" ③	11.06" ④	.19"	.190"
Javelin V8	10"	2.50"	1.75"	8.90" ⑤	11.06" ⑥	.19"	.190"
<b>Chrysler Corp.</b>							
Chrysler & Imperial	11"	3.00" ⑦	2.50" ⑧	9.25"	12.125"	.19"	.250"
Dodge Dart 6 Cyl.	9"	2.25"	2.00"	7.625"	9.625"	.19"	.250"
Dodge Dart V8	10"	2.50"	1.75"	8.50"	11.00"	.19"	.250"
Coronet & Charger	10"	2.50"	2.50"	8.50"	11.00"	.19"	.250"
Polara & Monaco	11"	2.75"	2.00"	9.25"	12.125"	.25"	.250"
Plymouth All 6 Cyl.	10"	2.50"	1.75"	8.50"	11.00"	.19"	.250"
Plymouth All V8	10"	2.50"	2.50"	8.50"	11.00"	.19"	.250"
<b>Ford Motor Co.</b>							
Ford, Mercury & Meteor	11.030"	2.50" ⑨	2.25"	9.34"	12.12"	.234"	.309"
Montego & Fairlane	10"	2.25" ⑩	2.00" ⑪	8.43"	10.82"	.180"	.250"
Falcon 6 Cyl.	9"	2.25"	1.50"	7.62"	9.77"	.220"	.250"
Falcon V8	10"	2.25" ⑫	2.00"	8.43"	10.82"	.180"	.250"
Mustang & Cougar 6 Cyl.	9"	2.25"	1.50"	7.62"	9.77"	.220"	.250"
Mustang & Cougar V8	10"	2.25" ⑬	1.75" ⑭	8.43"	10.82"	.180"	.250"
Thunderbird & Cont.							
Mark III	11.030"	N/A	2.25"	9.34"	12.12"	.43" ⑮	.43" ⑯
Lincoln Continental	11.090"	N/A	3.00"	9.39"	12.21"	.244"	.306"

- ① - 8.46" on rear wheels.
- ② - 10.88" on rear wheels.
- ③ - 2.75" on Newport.
- ④ - 3.00" on Imperial.
- ⑤ - 3.00" on Taxi, Convertible and Station Wagon models.
- ⑥ - 2.50" front and rear on Station Wagons.
- ⑦ - 2.50" front and 2.00" rear width on cars with 351" and larger engines.
- ⑧ - 2.50" front and 2.00" rear width on cars with 351" and larger engines.
- ⑨ - Rear wheel primary thickness .234"; secondary thickness .309".

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1970 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
<b>American Motors</b> Hornet, Gremlin, Javelin 6 Cyl. All Others	9" 10"	①2.25" 2.50"	2.00" 1.75"	7.66" ③8.91"	9.82" ⑨11.06"	.19" .19"	.19" .19"
<b>Chrysler Corp.</b> Chrysler Newport 300 & New Yorker Imperial	11" 11" 11"	2.75" 3.00" ⑩	2.50" 2.50" 3.00"	9.31" 9.31" 9.31"	11.97" 11.97" 11.97"	.19" .19" .19"	.24" .24" .24"
Dodge Dart 6 Cyl. Dart 8 Cyl. Coronet, Charger, Challenger 6 Cyl. 426", 440" All Others Polara & Monaco	②10" 10" 10" 11" 10" 11"	2.25" 2.25" 2.50" 3.00" 2.50" ③2.75"	2.00" 1.75" 2.50" 2.50" 2.50" ⑥2.00"	②8.46" 8.46" 8.46" 9.31" 8.46" 9.31"	②11.06" 11.06" 11.06" 11.97" 11.06" 11.97"	.19" .19" .19" .19" .19" .19"	.24" .24" .24" .24" .24" .24"
Plymouth Valiant, Duster 6 & 8 Cyl. Barracuda, Belvedere Fury & VIP	⑤10" ⑤10" 11"	①2.25" ③2.50" ③2.75"	1.75" 2.50" ⑥2.00"	8.46" ⑦8.46" 9.31"	11.06" ⑦11.06" 11.97"	.19" .19" .19"	.24" .24" .24"
<b>Ford Motor Co.</b> Falcon, Maverick 6 Cyl. Sedans Other 6 Cyl. V-8 Wagons All Other V-8	9" 9" 10" 10"	2.25" 2.50" 2.50" 2.25"	1.50" 2.00" 2.00" 2.00"	7.62" 8.43" 8.43" 8.43"	9.77" 10.82" 10.75" 10.82"	④ ④ ④ ④	④ ④ ④ ④
Ford & Mercury Wagons 427" & Police 240", 302" Taxi All Others	11" 11" 11" 11"	3.00" 3.00" 3.00" 2.50"	2.25" 2.25" 2.50" 2.25"	9.34" 9.34" 9.34" 9.34"	12.12" 12.12" 12.12" 12.12"	④ ④ ④ ④	④ ④ ④ ④
Lincoln Continental	11.09"	⑩	2.50"	9.34"	12.12"	④	④
Mustang, Cougar 6 Cyl. 390" V-8 All Others	9" 10" 10"	2.25" 2.50" 2.25"	1.50" 2.00" 1.75"	7.62" 8.43" 8.43"	9.77" 10.82" 10.82"	④ ④ ④	④ ④ ④
Montego, Fairlane 200", 302" Station Wagon All Others	10" 10" 10"	2.25" 2.50" 2.50"	2.00" 2.50" 2.00"	8.43" 8.43" 8.43"	10.82" 10.82" 10.82"	④ ④ ④	④ ④ ④
Thunderbird & Mark III Cont.	11"	⑩	2.25"	9.34"	12.12"	④	④

- ① - 2.50" for secondary. ② - 9" drums on rear wheels, with 7.66" primary and 9.82" secondary shoe lengths.  
 ③ - 3.00" for station wagons or 440" engine. ④ - Wear limit is 1/32" from top of rivets. ⑤ - 11" drums on 440" engine. ⑥ - 2.50" for secondary. ⑦ - 9.31" primary and 11.97" secondary on models with 440" engine.  
 ⑧ - 8.46" on rear. ⑨ - 10.88" on rear. ⑩ - Not available on these models since front disc brakes are standard.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1970 BRAKE SYSTEM SPECIFICATIONS				
Car Model	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
<b>American Motors</b>				
Hornet, Gremlin, Javelin 6 Cyl.	9"	1-1/8"	7/8"	1"
Ambassador 6 & V-8	10"	1-3/16"	15/16"	1"
Hornet, AMX, Javelin V-8	10"	1-3/16"	7/8"	1"
<b>Chrysler Corp.</b>				
Chrysler & Imperial	11"	1-1/8"	15/16"	1-1/8"
Dodge Dart 6 Cyl.	ⓐ10"	1"	13/16"	1"
Dodge Dart V-8, Challenger	10"	1-3/16"	15/16"	1"
Coronet & Charger	10"	1-3/16"	15/16"	1"
Polara, Monaco & Challenger Heavy Duty	11"	1-3/16"	15/16"	1"
Plymouth All 6 Cyl.	9"	1"	13/16"	1"
Plymouth All V-8	10"	1-3/16"	15/16"	1"
<b>Ford Motor Co.</b>				
Ford, Mercury & Meteor	11.030"	ⓐ1.125"	ⓐ0.938"	1"
Montego & Fairlane	10"	1.125"	ⓑ0.906"	ⓓ1"
Falcon, Maverick 6 Cyl. Passenger	9"	ⓐ1.062"	0.844"	ⓓ1"
Falcon V-8 Sedan	10"	1.125"	0.875"	ⓓ1"
Falcon Wagon	10"	1.125"	0.968"	ⓓ1"
Mustang & Cougar 200" 351", 390", 428", 250", 302"	9"	ⓐ1.062"	ⓐ0.844"	1"
Thunderbird	11.030"	ⓐ	0.938"	ⓐ
Continental Mark III	11.030"	ⓐ	0.938"	ⓐ
Lincoln Continental	11.090"	ⓐ	0.938"	ⓐ

ⓐ - Taxi & Station Wagon 11" (Front 1.094") (Rear 0.938").

ⓑ - Station Wagon & Ranchero 0.968".

ⓓ - Power Brakes 0.9375".

ⓐ - Front Wheel Cylinder cannot be honed on Falcon or Mustang or Maverick 9" brakes.

ⓐ - 9" drums on rear wheels.

ⓐ - Information not available since these models have disc front brakes as standard equipment.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1971 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
<b>American Motors</b>							
All Models - 9" Brake	9"	2.50"	2.00"	7.69"	9.98"	.190"	.190"
Station Wagons - 10" Brake	10"	2.50"	2.50"	8.94"	11.22"	.190"	.190"
Other Models - 10" Brake	10"	2.50"	1.75"	① 8.94"	① 11.22"	.190"	.190"
<b>Chrysler Corp.</b>							
Imperial	11"	②	3"	9 1/4"	12 1/8"	3/16"	1/4"
300 & New Yorker	11"	②	2 1/2"	9 1/4"	12 1/8"	3/16"	1/4"
Newport	11"	2 3/4"	2 1/2"	9 1/4"	12 1/8"	3/16"	1/4"
Station Wagon & Heavy Duty	11"	3"	2 1/2"	9 1/4"	12 1/8"	3/16"	1/4"
Polara, Monaco, Fury	11"	③ 2 3/4"	④ 2"	9 1/4"	12 1/8"	3/16"	1/4"
Heavy Duty	11"	⑤ 3"	2 1/2"	9 1/4"	12 1/8"	3/16"	1/4"
Dart & Valiant 6 Cyl.	9"	⑥	2"	7 5/8"	9 5/8"	3/16"	1/4"
V-8 & Heavy Duty	10"	2 1/4"	1 3/4"	8 1/2"	11"	3/16"	1/4"
All Other Models 6 Cyl.	10"	2 1/2"	2 1/2"	8 1/2"	11"	3/16"	1/4"
V-8 & Station Wagons	10"	2 1/2"	2 1/2"	⑦ 8 1/4"	⑦ 11"	3/16"	1/4"
Heavy Duty	11"	3"	2 1/2"	9 1/4"	12 1/8"	3/16"	1/4"
<b>Ford Motor Co.</b>							
Maverick & Comet							
200, 250"	9"	2.25"	1.50"	7.62"	9.77"	⑧	⑧
302"	10"	2.25"	1.75"	8.43"	10.82"	⑧	⑧
Pinto	9"	2.00"	1.375"	6.10"	8.63"	⑧	⑧
Mustang & Cougar							
250, 302"	10"	2.25"	2.00"	8.43"	10.82"	⑧	⑧
351", 429"	10"	2.50"	2.00"	8.43"	10.82"	⑧	⑧
Torino & Montego							
250", 302" Sed. & Hardtop	10"	2.25"	2.00"	8.43"	10.82"	⑧	⑧
Montego Police 250", 302";	10"	2.50"	2.00"	9.51"	10.75"	⑧	⑧
351" Max. Wear Resist.	10"	2.50"	2.00"	8.43"	10.82"	⑧	⑧
All Other Models	10"	2.50"	2.00"	8.43"	10.82"	⑧	⑧
Ford-Mercury-Meteor							
Passenger Cars							
351" Monterey & Custom							
240, 302, 351" Ford							
& Meteor							
390", 400" Ford	11"	2.50"	2.25"	9.34"	12.12"	⑧	⑧
Mercury Pol. Intercept 429"	11"	②	2.50"	9.34"	12.12"	⑧	⑧
All Other Models	11"	⑨ 3.00"	2.25"	9.34"	12.12"	⑧	⑧
Lincoln Continental	11"	②	2.50"	9.34"	12.12"	⑧	⑧
Thunderbird & Continental Mark III	11"	②	2.25"	9.34"	12.12"	⑧	⑧
<b>Jeep</b>							
"J" and Jeepster Series	11"	2.00"	2.00"	10.62"	11.94"	.212"	.212"

① Rear lining, 8.50" Primary, 11.03" Secondary.

② Equipped with front disc brakes.

③ Up to, including 360" Engine.

④ Manual Trans. 2 1/2".

⑤ Station wagon - front disc brakes standard.

⑥ Primary 2 1/4", Secondary 2 1/2".

⑦ Rear lining, 8.50" Primary, 11.00" Secondary.

⑧ Wear limit is 1/32" from top of rivets.

⑨ Some models - front disc brakes standard.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1971 BRAKE SYSTEM SPECIFICATIONS				
Car Model	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
<b>American Motors</b>				
6 Cyl. Gremlin, Hornet, Javelin	9"	1.13"	.88"	1"
8 Cyl. Hornet, Javelin	10"	1.19"	.88"	① 1"
6 Cyl. All Models – Matador, Ambassador	10"	1.09"	.94"	1"
8 Cyl. All Models – Matador, Ambassador	10"	1.19"	② .94"	③ 1"
<b>Chrysler Corp.</b>				
Dart & Valiant 6 Cyl.	9"	1"	13/16"	1 1/32"
Other Models – 10" Brake	10"	1 3/16"	15/16"	④ 1 1/32"
Other Models – 11" Brake	11"	1 3/16"	15/16"	④ 1 1/32"
<b>Ford Motor Co.</b>				
Ford-Mercury-Meteor Station Wagon	11.03"	1.093"	.938"	1.000"
All Other Models	11.03"	1.125"	.938"	1.000"
Montego & Torino Station Wagon	10.00"	1.125"	.968"	⑤ .9375"
All Other Models	10.00"	1.125"	.906"	⑤ .9375"
Maverick & Comet 9 Inch Brake	9.00"	⑥ 1.062"	.844"	⑤ .9375"
10 Inch Brake	10.00"	1.125"	.875"	⑤ .9375"
Mustang & Cougar 351", 428", 429	10.00"	1.125"	.906"	1.000"
250", 302"	10.00"	1.125"	.875"	1.000"
Pinto	9.00"	1.00"	.719"	0.938"
Thunderbird	11.03"	⑦	.938"	1.000"
Continental Mark III	11.03"	⑦	.938"	1.000"
Lincoln Continental	11.03"	⑦	.938"	1.000"
<b>Jeep</b>				
"J" and Jeepster Series	11.00"	1.125"	1.00"	1.00"

- ① 1.063", If equipped with non-power disc brakes.
- ② 1.000", Station Wagon only, if equipped with power disc brakes.
- ③ 1.125", If equipped with power disc brakes.
- ④ 1 1/8", Models with 426 Hemi Engine and disc brakes.
- ⑤ 1.000", Models without power brakes.
- ⑥ Front wheel cylinder cannot be honed on Maverick or Mustang with 9" brakes.
- ⑦ Models with disc front brakes as standard equipment.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1972 BRAKE LINING SPECIFICATIONS							
Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
<b>American Motors</b> All Models – 9" Brake Station Wagons – 10" Brake Other Models – 10" Brake	9" 10" 10"	2 1/2" 2 1/2" 2 1/2"	2" 2 1/2" 1 3/4"	7 11/16" 8 15/16" Ⓢ 8 15/16"	10" Ⓢ 11 1/4" Ⓢ 11 1/4"	3/16" 3/16" 3/16"	3/16" 3/16" 3/16"
<b>Chrysler Corp.</b> Chrysler Imperial Dart & Valiant 6 Cyl. V8 & Heavy Duty	11" 11" 9" 10"	Ⓢ Ⓢ Ⓢ 2 1/4"	2 1/2" 3" 2" 1 3/4"	9 1/4" 9 1/4" 7 5/8" 8 1/2"	12 1/8" 12 1/8" 9 5/8" 11"	3/16" 3/16" 3/16" 3/16"	1/4" 1/4" 1/4" 1/4"
Polara & Fury Heavy Duty All Other Models Heavy Duty	11" 11" 10" 11"	2 3/4" 3" 2 1/2" 3"	Ⓢ 2 1/2" 2 1/2" 2 1/2"	9 1/4" 9 1/4" 8 1/2" 9 1/4"	12 1/8" 12 1/8" 11" 12 1/8"	3/16" 3/16" 3/16" 3/16"	1/4" 1/4" 1/4" 1/4"
<b>Ford Motor Co.</b> Maverick & Comet 200", 250" 302", 250" With P70 Tires Pinto	9" 10" 9"	2 1/4" 2 1/4" 2"	1 1/2" 1 3/4" 1 1/16"	7 5/8" 8 7/16" 6 1/8"	9 13/16" 10 13/16" 8 5/8"	Ⓢ Ⓢ Ⓢ	Ⓢ Ⓢ Ⓢ
Mustang & Cougar 250", 302" 351" Torino & Montego	10" 10" 10"	2 1/2" 2 1/2" Ⓢ	1 3/4" 2" 2"	8 7/16" 8 7/16" 8 7/16"	10 13/16" 10 13/16" 10 11/16"	Ⓢ Ⓢ Ⓢ	Ⓢ Ⓢ Ⓢ
Ford, Mercury, Meteor 400" Meteor 302", 351" Station Wagon All Other Models	11" 11" 11"	3" 3" 2 1/2"	2 1/4" 2 1/4" 2 1/4"	9 5/16" 9 5/16" 9 5/16"	12 1/8" 12 1/8" 12 1/8"	Ⓢ Ⓢ Ⓢ	Ⓢ Ⓢ Ⓢ
Lincoln Continental Thunderbird, Continental Mk IV	11" 11"	Ⓢ Ⓢ	2 1/2" 2 1/4"	9 5/16" 9 5/16"	12 1/8" 12 1/8"	Ⓢ Ⓢ	Ⓢ Ⓢ

- Ⓢ – Rear Lining 8 1/2" Primary, 11" Secondary.  
 Ⓢ – Equipped with front disc brakes.  
 Ⓢ – Primary 2 1/4", Secondary 2 1/2".  
 Ⓢ – 2" with Auto. Trans, 2 1/2" with Synchro-mesh.  
 Ⓢ – Wear Limits – Riveted: .031" from top of rivets,  
 Bonded: .030" total lining thickness.

# Brake Systems

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## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1972 BRAKE SYSTEM SPECIFICATIONS				
Car Model	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
<b>American Motors</b>				
6 Cyl. Hornet, Javelin	9"	1.125"	.875"	① 1"
6 Cyl. Gremlin	9"	1.125"	1.188"	① 1"
V8 Hornet, Gremlin, Javelin	10"	1.188"	.875"	① 1"
6 Cyl. Matador, Ambassador	10"	1.094"	.938"	① ② 1"
V8 Matador, Ambassador	10"	1.188"	.938"	① ② 1"
<b>Chrysler Corp.</b>				
All Models – 9" Brake	9"	1.000"	.813"	1.031"
10" Brake	10"	1.188"	.938"	1.031"
11" Brake	11"	1.188"	.938"	1.031"
<b>Ford Motor Co.</b>				
Ford, Mercury, Meteor				
Station Wagon	11.03"	1.093"	.938"	1.000"
All Other Models	11.03"	1.125"	.938"	1.000"
Montego, Torino	10.00"	②	1.000"	1.000"
Pinto	9.00"	1.000"	.719"	.937"
Maverick, Comet – 9" Brake	9.00"	1.062"	.844"	④ 1.000"
10" Brake	10.00"	1.125"	.875"	④ 1.000"
Mustang & Cougar (Exc. 351")	10.00"	1.125"	.875"	1.000"
351" Engine	10.00"	1.125"	.906"	1.000"
Thunderbird & Continental Mk. IV	11.03"	③	1.000"	1.000"
Lincoln Continental	11.03"	③	.938"	1.000"
<b>Jeep</b>				
All Models	11"	1.125"	.938"	1.000"

- ① – 1.062" with non-power disc.
- ② – 1.125" with power disc.
- ③ – Equipped with front disc brakes.
- ④ – .937" with power brakes.

# Brake Systems

## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1973 BRAKE LINING SPECIFICATIONS							
Application	Drum Dia.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
American Motors 6 Cyl. (Exc. Mat. & S/W) V8 & All Mat. (Exc. S/W) Station Wagon	9"	2 1/2"⓪	2"	7 11/16"	10"	3/16"	3/16"
	10"	2 1/2"⓪	1 3/4"	8 15/16"②	11 1/16"③	3/16"	3/16"
	10"	2 1/2"⓪	2 1/2"	8 15/16"②	11 1/16"③	3/16"	3/16"
Chrysler Corp. Dart, Valiant Barr., Chall., Cor., Sat. (Exc.H.D.) Heavy Duty Fury, Polara Chrys., Imperial	9"④	2 1/4"	2"	7 5/8"	9 5/8"	3/16"	1/4"
	10"	⑤	2 1/2"	8 1/2"	11"	3/16"	1/4"
	11"	⑤	2 1/2"	9 1/4"	12 1/8"	3/16"	1/4"
	11"	⑤	2"⑥	9 1/4"	12 1/8"	3/16"	1/4"
	11"	⑤	2 1/2"⓪	9 1/4"	12 1/8"	3/16"	1/4"
Ford Motor Co. Pinto (1600 Sed.) 2000 Sed. & All S/W Must., Coug., Mav., Comet Torino, Montego W/250, 302 (Exc. Police) Torino, Montego (Incl. 250 Police) Ford, Merc., Met. Lincoln Cont. T-Bird, Mark IV	9"	2"	1 1/2"	6 1/8"	8 5/8"	⑧	⑧
	9"	⑤	1 3/4"	6 1/8"	8 5/8"	⑧	⑧
	10"	2 1/2"⓪	2"	8 7/16"⓪	10 13/16"⓪	⑧	⑧
	10"	⑤	2 1/2"	8 7/16"	10 13/16"	⑧	⑧
	11"	⑤	2 1/4"	8 7/16"	10 13/16"	⑧	⑧
	11"	⑤	2 1/2"	9 3/8"	12 1/8"	⑧	⑧
	11"	⑤	2 1/2"	10 1/2"	12 1/8"	⑧	⑧
	11"	⑤	2 1/2"	9 3/8"	12 1/8"	⑧	⑧

- ⓪ — Exc. Front Disc Equipped.  
 ① — Front Primary, 8 15/16"; Rear Primary, 8 1/2".  
 ② — Front Secondary, 11 1/16"; Rear Secondary, 10 7/8".  
 ③ — Primary, 2 1/4"; Secondary, 2 1/2". Valiant W/ 10" Ft. Drum, 2 1/2".  
 ④ — Equipped W/ Front Disc.  
 ⑤ — Auto. Trans., 2"; Man. Trans. & Heavy Duty, 2 1/2".  
 ⑥ — Chrysler, 2 1/2"; Imperial, 3".  
 ⑧ — Wear Limits — Riveted: .031" From Top of Rivets.  
 Bonded: .030" Total Lining Thickness.

# Brake Systems

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## 1965-73 BENDIX SINGLE ANCHOR AUTO. ADJUSTER (Cont.)

1973 BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
American Motors Hornet & Jav. (6 Cyl.)	9"	1 1/8"	7/8" ①	1" ②
Gremlin (6 Cyl.)	9"	1 1/8"	13/16" ①	1" ②
All V8 (Exc. Mat.)	10"	1 3/16"	7/8" ①	1" ②
Matador (All)	10"	1 3/32"	15/16" ①	1" ①②
Chrysler Corp. Dart, Val. Barr., Sat., Cor., Chall. ③	9" 10" 11"	1 1/16" ④ ⑤ ⑤	13/16" ⑤ 15/16" 15/16"	15/16" ⑥ 1 1/32" ⑦ 1 1/32"
Ford Motor Co. Pinto Mav., Comet, Must., Cougar Mont., Tor. ⑩	9" 10" 10"	1" 1 1/8" ⑧	23/32" ⑩ 7/8" 1"	15/16" 1" ① 1" ①
Ford, Merc., Meteor T-Bird, Cont, Mk IV	11" 11"	1 1/8" ⑧	1" 1"	1" ① 1"

① - Incl. Front Disc Equipped.

② - 1", All Std. Drum, Power Drum; Matador, Javelin Power Disc.

③ - 1 1/8", Matador, Ambassador Power Disc.

④ - 1 1/8", Valiant With 10" Front Drum.

⑤ - 13/16", 9" Rear Drum; 15/16", 10" Rear Drum.

⑥ - 15/16", Drum Brakes, Power Disc; 1 1/32", Man. Disc.

⑦ - Incl. 11" Heavy Duty

⑧ - Front Disc Equipped.

⑨ - 1 1/32", Power Disc; 1", Man. Disc.

⑩ - Station Wagon, 7/8".

⑪ - Torino, Montego With 351, 400, 429 Sta. Wgn. & Police Same As Ford.