1971-73 VEGA AUTOMATIC ADJUSTER

Vega (1971-73)

DESCRIPTION

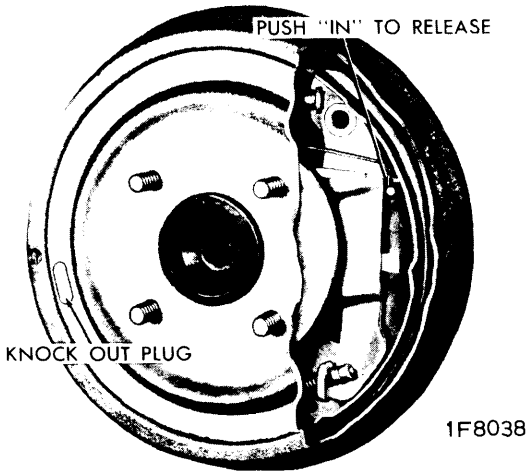
Brakes are leading-trailing shoe design, a retainer spring at bottom holds shoes against anchor pivot and a pull back spring at top holds shoes against wheel cylinder links. Adjusting mechanism consists of a new design strut and rod assembly actuated by the parking brake.

OPERATION

Adjustment takes place, if needed, when parking brake is applied. Parking brake strut is pushed against front shoe and rod is pulled against rear shoe. As shoes spread, a spring lock within strut and rod assembly allows assembly to lengthen. When parking brake is released, the rod connected to rear shoe, is relaxed and brake shoe pressure on drum is released providing running clearance. (Running clearance is obtained by difference in diameter of rod and diameter of hole in rear shoe.) If clearance between shoe anddrum(before brake application) was sufficient to allow strut and rod to slip on strut, they cannot return to their original length because the lock engages rod assembly and holds the new length.

ADJUSTMENT

Adjustment should be required only after shoe relining or replacement, or when length of adjuster has been changed. Set and release parking brake handle several times to adjust brake.



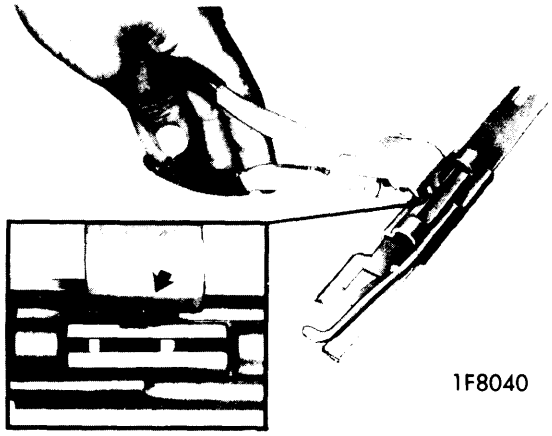
BRAKE DRUM RELEASE PROVISION

SERVICING

SHOE & LINING REPLACEMENT

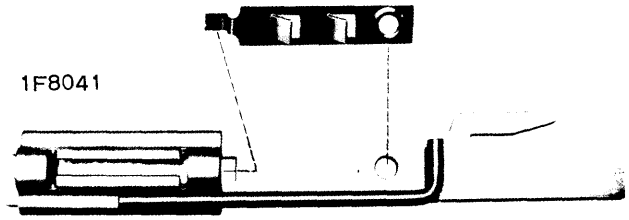
Removal – *NOTE: If brake drum cannot be removed, knock out lanced area in web of brake drum using chisel or similar tool. Release rod assembly from trailing shoe by pushing in on rod until it is clear of shoe. Shoes will then move toward each other and drum may be removed. Clean any metal chips from inside drum area and install new metal hole cover.* After removing drum, release all tension from parking brake equalizer and remove cable from parking brake lever. *NOTE: Do not allow lever to swing forward as movement would "adjust" brakes.* Remove pull back spring, pull shoes from under hold down clips and remove brakes. *NOTE: Do not remove hold down clips unless broken or worn.*

Adjuster Disassembly – Press down on adjuster locks with tool (J-23730 or equivalent), and work rod assembly free of adjuster locks. When both adjuster tangs are clear of rod assembly; slide rod off lever.

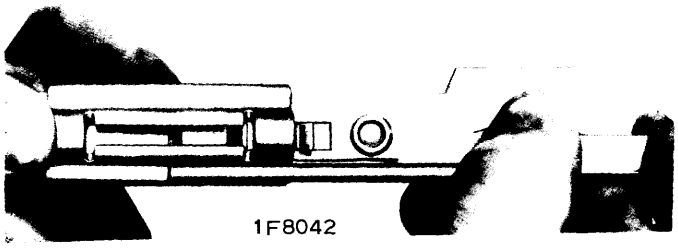


RELEASING ADJUSTER LOCKS

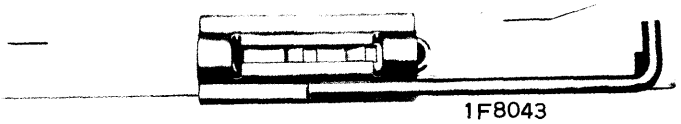
Adjuster Reassembly – Sub-assemble rod assembly to strut with index hole lined up and seated. Slide rod assembly over adjuster locks. *NOTE: Rod assembly is installed so lock index hole is about half covered.*



POSITIONING ADJUSTER ASSEMBLY



STARTING ADJUSTER INTO POSITION



ADJUSTER POSITION FOR NEW SHOES

Installation – Install parking brake lever and strut and adjuster assembly to trailing shoe. *NOTE: Trailing shoe will have a hole to accept parking brake lever and a ob-*

1971-73 VEGA AUTOMATIC ADJUSTER (Cont.)

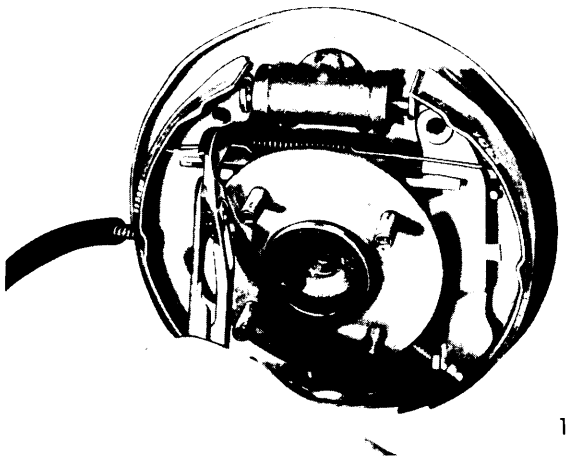
long hole to accept the adjuster rod. Connect shoes together with lower spring. Install shoes on backing plate with lower spring under shoe anchor, and shoe webs under hold down clips. Guide lever and adjuster assembly into position, and install pull back spring. *NOTE: Pull back spring must be installed in a position that is over the parking brake lever and engaging the trailing shoe.* Connect brake cable to parking brake lever. *CAUTION: Do not move adjuster locks from their "installation" position.*

Install drums, wheels and tires and adjust parking brake equalizer. Set and release parking brake handle two or three times to adjust parking brake.

DRUM BRAKE SPECIFICATIONS

Drum Diameter	①② 9"
Wheel Cylinder	3/4"
Master Cylinder Bore	3/4"
Brake Lining Length	9 3/16"
Brake Lining Width	
1971	1 1/4"
1972-73	1 1/8"
Brake Lining Thickness	13/16"

① – Disregard diameter cast into drum.
② – Maximum diameter after refinishing 9.030".



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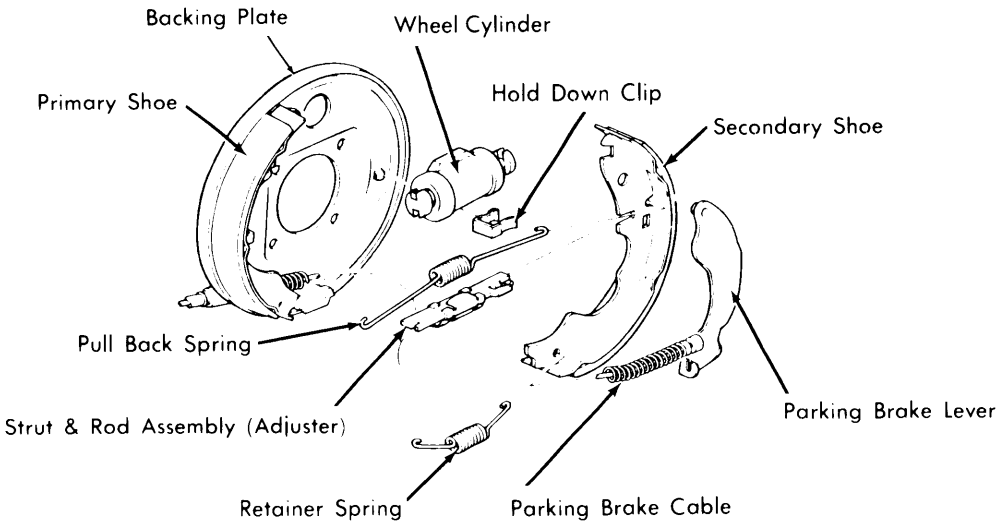
PULL BACK SPRING POSITION



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VEGA REAR BRAKE ASSEMBLY