

# Whippet

Four and Six Cylinder Models (2 Shoe Bendix Front Brakes)

Move hand brake lever forward as far as possible, make sure that there is no slack in overrunning joints, and that both front and rear cross shafts are tight against cross shaft stops.

A. Turn front rod adjusting nuts (2, Fig. 2) until center line of ball on lever is  $\frac{1}{4}$  in. to  $\frac{5}{16}$  in. back of center line of steering king pin with brake pedal and hand brake lever in released position.

B. Loosen lock nut on crank lever button adjustment (1, Fig. 2), and turn slot to left with screw driver until brake shoes are free.

C. Loosen eccentric adjustment lock nut (3) and turn eccentric in same direction in which wheel revolves when car moves forward, until brake is tight against drum, then back off gradually until wheel is just free. Hold eccentric and tighten lock nut.

D. Turn crank lever button adjustment (1) to the right until brake binds, then back it off until wheel is just free. Tighten lock nut.

Disconnect rear pull rods and set rear cross shaft levers against their stops. Adjust length of rear pull rods so that the center of the hole in the upper band clip at "J" is  $\frac{3}{8}$  in. from the center of the pull rod clevis pin on each wheel. See Fig. 1. Lining to drum clearance of rear brakes should be .010-.015 at anchor and .020 to .030 at other points.

## Equalizing Brakes

E. Push pedal down until the tightest wheel car just be turned by hand. Slack off tight wheel, a half turn at a time on the rod adjustment nut (2), until both front wheels are the same.

Do not try to balance front wheels with the rear wheels or rear wheels with the front wheels. This is taken care of by the Compensator (6 Fig. 1).

## Major Adjustments

Major adjustment of the front Bendix brake is made at the anchors by following the instructions in the Bendix section of this manual.

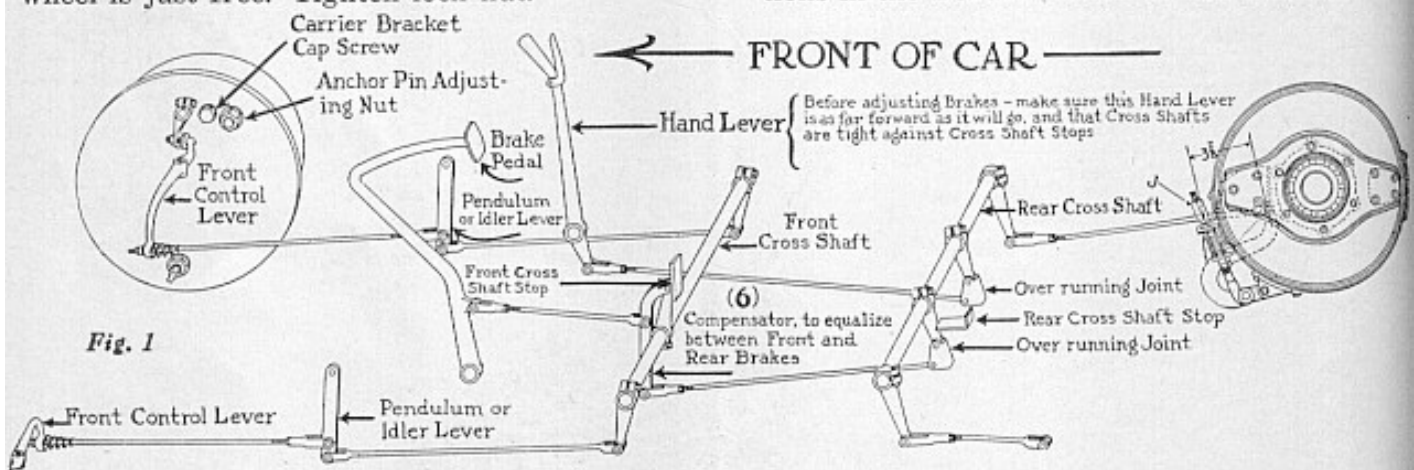


Fig. 1

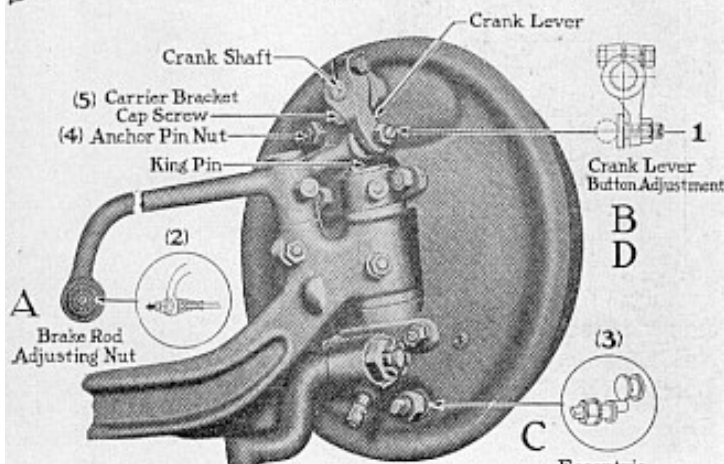


Fig. 2—Frame side of left hand front brake

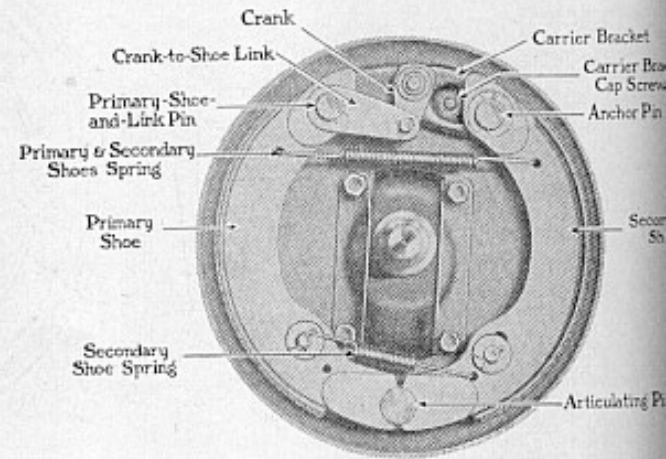


Fig. 3—Wheel side of left hand front brake. Note the two-shoe construction