

Bendix Three-Shoe Brakes

Characteristics of Construction

Bendix 3 shoe brakes are mechanically operated internal expanding type. The brake assembly for each wheel comprises three shoes (primary, secondary and auxiliary) so constructed and actuated as to give a servo or self-energizing action. One end of the **primary shoe** bears against the operating cam. The other end is connected to the **secondary shoe** by means of an **articulating pin**. This articulating pin engages (but is not rigidly fastened thereto) an **eccentric pin** attached to the **backing plate** in such a way as to form an adjustment to compensate for secondary shoe lining wear. The secondary shoe is hinged at one end to the primary shoe as shown in Fig. N1, and is anchored to the backing plate at its other end. Acting independently of these two shoes, the **auxiliary shoe** on brakes over 11 in. diameter is anchored at one end to the backing plate while the other end

bears against the operating cam. The primary and auxiliary shoes are both held against the operating cam by means of a tension spring known as the P & A spring.

When the brake is applied the operating cam pushes the primary and auxiliary shoes against the drum. The primary not being anchored is free to move and is **dragged** by the contact with drum in the direction of the drum or wheel rotation. This movement of the primary shoe forces

both itself and the secondary shoe more tightly against the drum and thus increases the pressure by supplying a self-energizing action. Actually the pressure on the drum caused by this energizing action is much greater than could be exerted by hand or foot through the levers and cams.

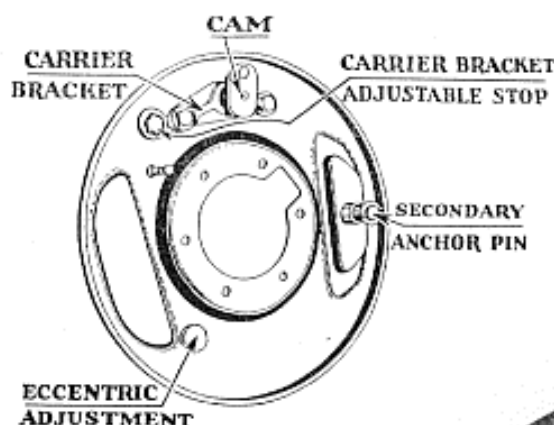


Fig. N2. Wheel side of the same backing plate as shown in Fig. N3. Note single anchor pin

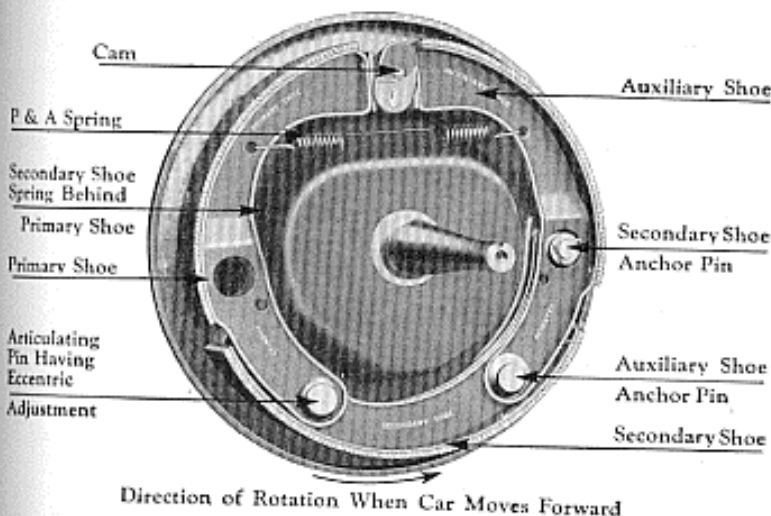


Fig. N1. A Left Front Bendix 3-Shoe Brake Installation. Note this model has two anchor pins

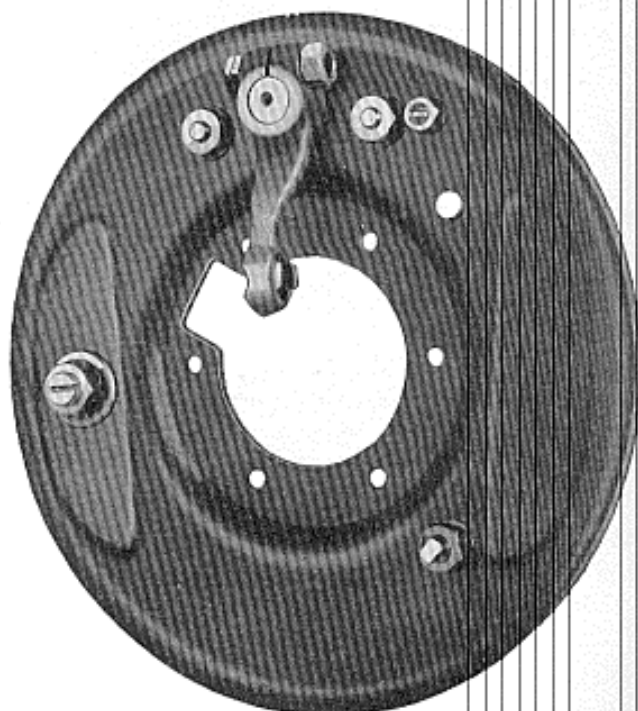


Fig. N3. Frame side of the backing plate for same model brake as shown in Fig. N2

On some Bendix installations the primary and auxiliary shoes are **exactly alike** and **interchangeable**. Exceptions to this rule are the **Super-Servo** and some **special designs**. On the Super-Servo the anchor pins are located **nearer** the center of the backing plate to give additional self-energiza-

Four Adjustments on 3 Shoe Models

There are four points of adjustment on the 3 shoe brake. One of these is the **eccentric** which functions as an adjustment for re-centering of the shoes to compensate for normal lining wear. It is mounted

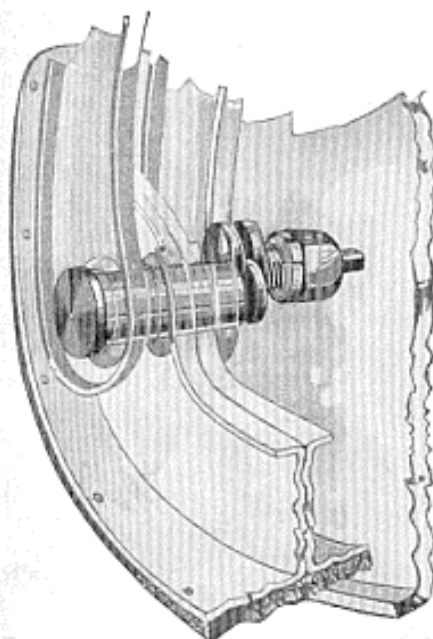


Fig. N4. Phantom view of the eccentric or clearance adjustment used on most models

on the backing plate behind the articulating pin. Control of the eccentric adjustment which is illustrated in Fig. N4 is from the **frame side** of the backing plate.

The second adjustment is the **anchor**, which is the most important of all, since it controls the major or basic centering of the shoes and the effectiveness of the eccentric adjustment.

Most of the 3 shoe models are provided with two anchors although some of the smaller sizes have only one. The anchor pin adjustment which controls shoe centering on the Bendix brakes is fully described under "Major Adjustment."

On the wheel side of the backing plate is the **cam support**, which is also known as the **carrier bracket**. On most Bendix installations except the Super-Servo the carrier bracket is attached to the backing plate by two bolts which pass through slots in the plate as shown in Fig. N5. Because of these slotted holes it is possible for the carrier bracket to be moved endwise and this forms the **third point of adjustment**. The carrier bracket is bolted to the backing plate sufficiently tight to prevent a movement of the bracket on the backing plate by hand, but **not** so tight but that a tap of a

hammer will not move it. The object of this construction is to allow the operating cam to **automatically** center itself between the primary and auxiliary shoes.

All parts of the Bendix wheel brake assemblies are mounted on a circular steel disk known as the backing plate shown in Fig. N2 and Fig. N3. Control of all adjustments is from the **frame side** of the backing plate.

An exception to the usual design is the incorporation of a small **cam** that forms a **stop** to prevent the carrier bracket moving too far. See Fig. N2 and Fig. N14, Page 49.

On those installations where carrier brackets are **not** incorporated, such as the Super-Servo, Fig. N6 the cam itself is slotted so that it can move or "float" slightly. When the self-aligning cam is used the cam ends of shoes are fitted with rollers, as in Fig. N-6.

The fourth point of adjustment controls the angle of the cam operating lever.

On the older models with Lever control the adjustment for angle is by means of a worm mount-

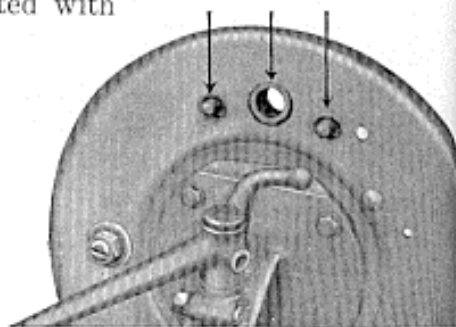


Fig. N5. End arrows show slotted holes which permit centering of the operating cam

ing of the operating lever called the **worm screw adjustment**, as shown in Fig. N9, Page 48. However, on some of the later Lever type Bendix installations the camshaft operating lever angle is controlled by means of a **threaded button or tapping screw**, as shown in Fig. N10, Page 48. On Per-

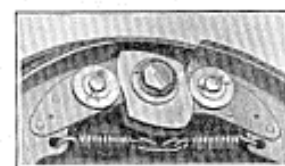


Fig. N6. On self-aligning cam models such as this there is no carrier bracket

control installations adjustment of the camshaft levers, front and rear, is by means of serrations or notches on the camshaft. The serration method of adjusting the operating cam levers is sometimes used on the Lever type controls, but at the rear wheels only

Three Shoe Lever Control Adjustment Procedure

In the Bendix lever control, the brake cam is actuated by a control lever attached to the axle of the vehicle. One end of this control lever is ball shaped and bears against a small lever attached to the camshaft, as shown in Fig. N7. The other end of the control is operated by the brake pull rod.

This provides a very simple means of actuating the front brakes without interfering with the movement of the wheels in steering. When the wheels are turned, the flat end of the small lever

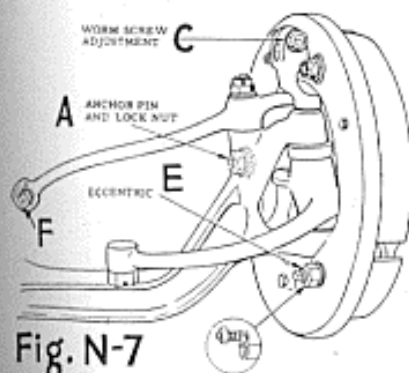


Fig. N7. Lever control front brake with worm screw type adjustment

slides over the ball and the relationship between the two remains approximately the same.

As adjusted at the factory, the center of the ball is about $\frac{1}{4}$ to $\frac{5}{16}$ in. behind the center of the steering king pin, when the brakes are released. As the brake lining wears, the center of the ball moves slightly forward. Any serious variation from these dimensions will cause the brake to be applied when the car turns a corner. With the ball ends in the correct position the outer brake is released when the car is turning a corner.

Minor adjustment is made as outlined in paragraphs 1 to 7 inclusive.

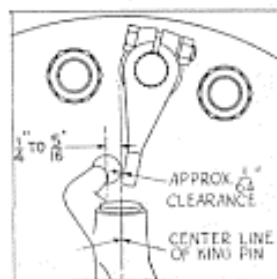
Front Wheels

1. With all wheels jacked up turn the nuts (F, Fig. N-7-A) on ends of front pull rods until center line of ball on operating lever is $\frac{1}{4}$ in. to $\frac{5}{16}$ in. back of the center line of the steering king pin, with brakes in released position. See Figs. N7 and N8.
2. Next loosen lock nut on the cam lever worm-screw ("C," Fig. N-7) or the button adjustment

("B," Fig. N-7A) and turn slotted screw until brake shoes are free.

3. Loosen eccentric adjustment locknut (E, Figs. N-7 & N-7-A) and then turn eccentric adjustment screw in same direction as wheel revolves when car moves forward, until shoes are tight

Fig. N8. Center line of ball should be $\frac{1}{4}$ - $\frac{5}{16}$ in. back of center line of king pin with brakes RELEASED



against drum. Now back off gradually on eccentric until wheel just turns freely. Hold eccentric adjusting screw and tighten locknut.

4. Now turn the cam lever wormscrew "C," Fig. N7) or button adjustment ("B," Fig. N7A) until wheel binds, then back off until wheel just turns freely. Tighten locknut. Do operations described in paragraphs 2, 3 and 4 to the other front wheel.

Note: Nearly all of the later three-shoe lever-control brakes carried the button type of adjustment instead of the wormscrew. See Fig. N10, Page 48.

Fig. N7A. Lever control brake with button type adjustment

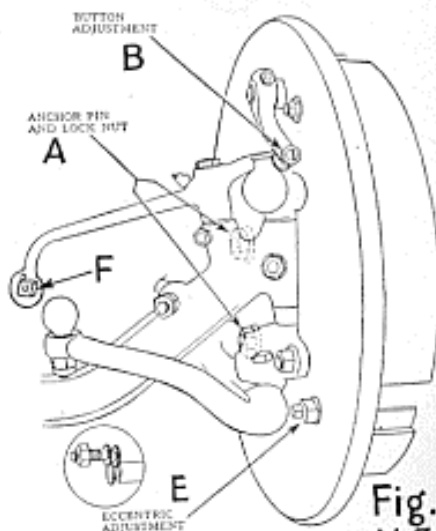


Fig. N-7-A
Front Brake

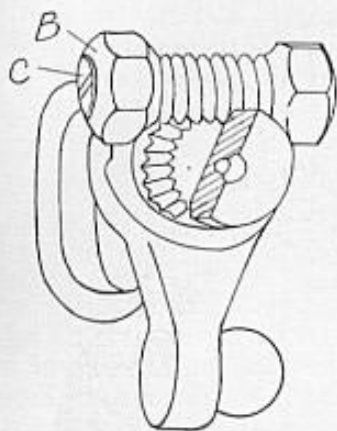


Fig. N9. Section through wormscrew cam lever adjustment used on early lever type control

Rear Wheels

5. If rear brakes are Bendix, **back off** on rear pull rod nut until wheel turns freely. Now loosen eccentric adjustment lock nut and turn eccentric adjustment screw (E Fig. N12) in same direction as wheel revolves when car moves forward until wheel drags, then **back off** until wheel is just free.

Tighten eccentric

adjustment lock nut. Tighten rear pull rod ball nut until wheel drags then **back off** until wheel is just free. Repeat this procedure on the other rear brake.

Cam lever at rear brakes should stand at 65 degrees brakes released, as shown in Fig. N12, or just less than perpendicular, brakes applied. To change angle of levers, **back off** on pull rod nut and lever clamping bolt then move lever forward or backward on its serrations, as shown in Fig. N21, Page 51.

Equalizing

6. Equalize as follows: Apply brakes by use of pedal depressor until the tightest wheel can just be turned by hand. Slack off on pull rod nut of tight rear wheel and button or worm-screw adjustment at tight front wheel until all four brakes are the same.
7. Remove depressor tool from pedal and see that all wheels are free. Make final equalization on testing machine or road, backing off at "tight" wheel as in paragraph 6.

Some cars have been built with wormscrew adjustments on the rear brakes. In these cases the adjustment procedure is the same as for the fronts as outlined in paragraphs 2, 3 and 4.

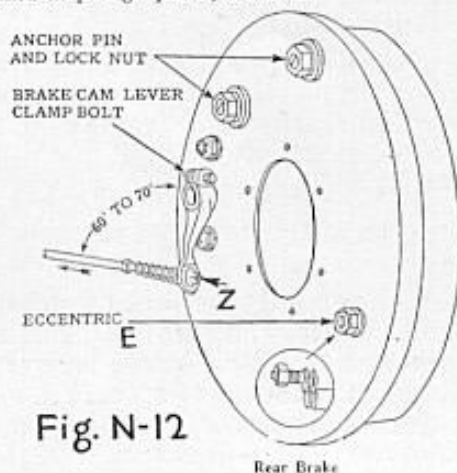


Fig. N-12

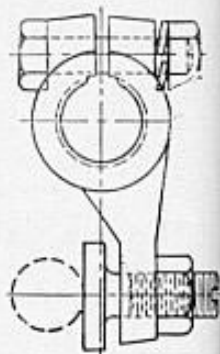
Rear Brake

Anchor Adjustment

Anchor pins should be adjusted—

- (a) When fitting new lined shoes.
 - (b) When anchor pin nuts are found loose.
 - (c) When other adjustments fail to give satisfactory results.
8. To adjust anchors: Turn eccentric adjustment (See Fig. N7, Page 47) away from articulating pin and leave loose. Slacken off on anchor pin nuts (Fig. N12), then tap both anchors

Fig. N10. Button type cam lever adjustment used on some lever control installations instead of the wormscrew



out toward edge of drum. Hold brake on tight by 100-pound load on the end of a 10-in. length monkey wrench applied to control lever. Tap anchor pins on end and try to turn wheel forward with brake applied. Still holding brake on tighten both nuts as tight as possible with a 16-in. wrench. Release brake and readjust clearances as outlined in paragraphs 1 to 7 inclusive.

— OR —

- 8x. Drums with inspection ports permit a more satisfactory anchor adjustment as follows:

(a) **Slack off** eccentric adjustment and slightly **loosen** both anchors. Apply brake by hand and tap anchor nuts lightly.

(b) Using a feeler, adjust upper anchor to give .005 in. clearance at the heel (anchored) end of the secondary shoe and lower anchor to get .005 in. clearance at heel of auxiliary shoe. See Fig. N21a, Page 52.

(c) Using a feeler, adjust eccentric to get .01 in. clearance at toe end (end that is hinged to primary shoe) of secondary shoe.

(d) Now insert .010 in. feeler blade in drum hole and, while turning drum, check clearance over remaining length of primary and auxiliary shoe lining. The clearance should be approximately uniform full length. If not, balance by tapping carrier bracket slightly one way or the other. Recheck all clearances, making sure that toe of secondary shoe has **twice** as much clearance as heel, then lock all anchors with 16 in. wrench.

For data on models having only one anchor see next page.

Models With Single Anchor Pin

On the cam and plate type eleven-inch diameter brake there is only one adjustable anchor pin. This is the secondary anchor pin—the auxiliary pin stopping short of the backing plate and not being attached thereto. In this case the auxiliary pin forms an articulating joint between the secondary and auxiliary shoes. Shoe anchor pin construction of the eleven-inch brake is shown in Figs. N7, Page 47, and N13.

To adjust the secondary anchor pin on this type assembly proceed as follows:

- Loosen anchor nut A (Fig. N7, Page 47) about one turn. **Do the same to other 3 wheels.**
- Turn eccentric adjustment (Fig. N7, Page 47) away from articulating pin (by turning it in opposite direction to that in which wheel revolves when car moves forward) until wheel spins freely. **Do the same to other 3 wheels.**
- Spin the wheel rapidly or drive the car in a forward direction and apply the brake with considerable force. While the brake is still applied, tap each anchor pin on its end and outwardly, not less than three times, with a lead hammer to assist its movement.
- Tighten the 4 anchor nuts firmly with a 16-inch wrench and readjust eccentric at each brake.

If Bendix brakes do not give satisfactory performance after making these adjustments, check carrier brackets and operating cams, as outlined below.

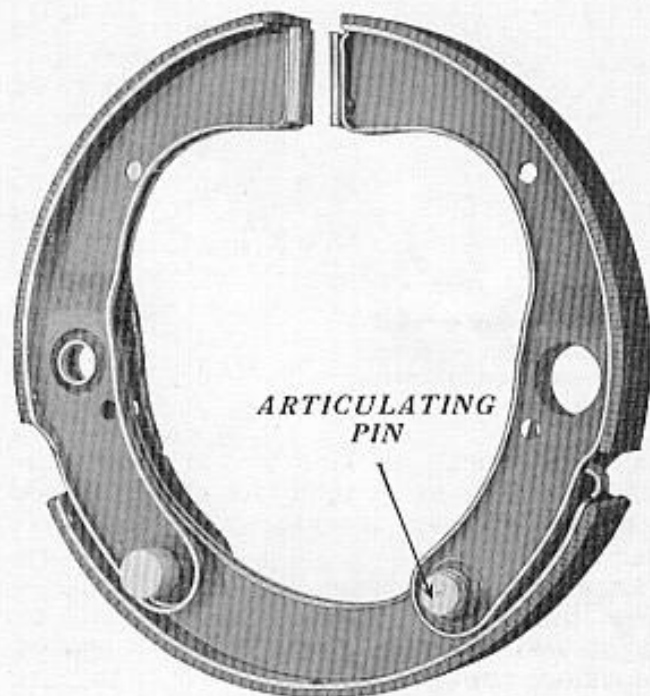


Fig. N13. Eleven-inch type Bendix shoe assembly which has only one adjustable anchor pin. Note stub auxiliary shoe pin

Adjustment of Cam Carrier Brackets

Adjustment of the brake operating cams and their carrier brackets should be made whenever the shoe assemblies are removed and also on all major adjustments.

As already explained the carrier bracket bolts pass through slotted holes so that the bracket can move endwise a little. This end movement allows the cam to center itself between the primary and auxiliary shoes. If the plain washer is bent or the carrier bracket is held too tightly against the backing plate thereby preventing the end movement above referred to, the automatic centering

of cam and bracket will not take place and poor brake action will result. Too loose a carrier bracket on the other hand will cause grabby brakes.

The carrier bracket may be considered in correct adjustment when it is bolted to the backing plate tightly enough to resist movement by hand but loose enough to be readily moved when tapped with a hammer. Examine and make sure that the plain washer is not bent. Make sure that the lock washer is not broken.

On some models a special cam shaped stop is fitted to control the position of the carrier bracket. This construction is shown in Fig. N14. To adjust this type proceed as follows:

- Turn each stop away from bracket.
- Drive car short distance and apply brakes violently.
- Turn stops until they touch bracket, then back off slightly and tighten. This should give about 1/32 in. clearance between stop and bracket. The carrier bracket nuts on this type construction should have same tightness as those without the stop.

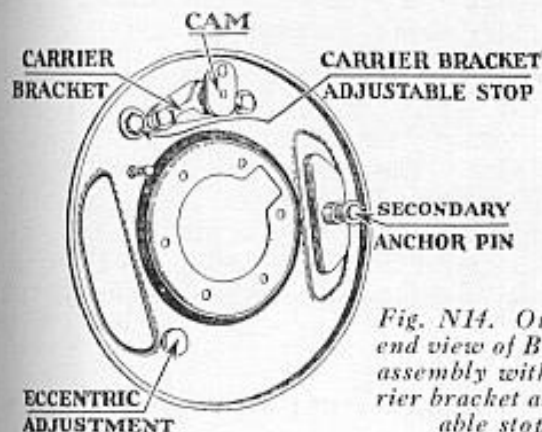
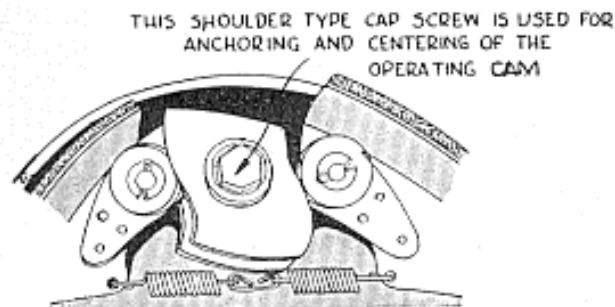


Fig. N14. Outside end view of Bendix assembly with carrier bracket adjustable stop

Self Aligning Cams

Some Bendix installations make use of a self-aligning shoe cam as shown at Fig. N15 instead of the usual carrier bracket. On these installations the cam itself is slotted so that it can move



THIS SHOULDER TYPE CAP SCREW IS USED FOR ANCHORING AND CENTERING OF THE OPERATING CAM

Fig. N15. Self-centering cam assembly as used on some Bendix installations

back and forth on the operating shaft. The cam retaining cap screw has a shoulder which functions as a stop. If it has not been altered or substitution made, the cam should be tight to the hand but loose enough to be moved by a hammer tap when cap screw is turned all the way in.

Removal of Shoe Assemblies

To remove Bendix shoe assemblies proceed as shown in Fig. N16.

Shoe return springs should have 35 to 50 lb tension at installed length. Removal and reinstallation of these springs can be easily and quickly done by using Bendix spring tongs #1008 and #10089.

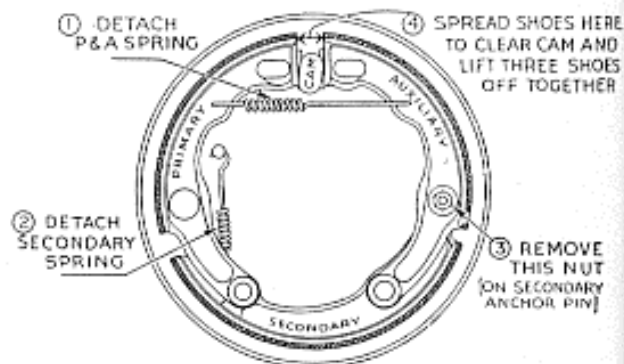


Fig. N16. Shoe assemblies are removed from axle by following above operations in numerical order