

Tighten the adjusting nut (see Fig. G11) until drag between the plates can just be felt on rocking the servo. Unscrew the adjusting nut two flats ($\frac{1}{3}$ of a turn) to free the servo. Apply the pedal once to ensure that the outer servo lever has followed the backward turn of the adjusting nut. Hold the adjusting nut and tighten the lock-nut.

Servo 'On-stop' Adjustment

It is essential when fitting the servo 'on-stop' bracket to ensure that it is correctly adjusted (see 'Basic Adjustment of Brake Rods and Linkages — S1 and S2 cars').

SECTION G5

BRAKE SHOES, DRUMS AND EXPANDER MECHANISM

Special tools required:

RH.627 — Trammel

Spring balance — 30 lb. (14 kg.) reading

Replacement shoe and lining assemblies are available and should always be fitted when re-lining is necessary. The front shoe operating fork of the dual master cylinder system has a larger jaw than that of the single master cylinder system in order to accommodate the stiffened web of the later pattern shoe. Shoes are only interchangeable if the operating forks are interchangeable.

When renewing the brake linings due to wear, it is recommended that the following operations are carried out:

1. Fit service replacement shoes.
2. Overhaul the wheel cylinders and fit new rubber seals.
3. Overhaul the master cylinders and fit new rubber seals.
4. Dismantle, clean and grease the rear adjusters.
5. Renew the flexible brake hoses. In the interest of safety it is recommended that these hoses be renewed every 40,000 miles (64,000 kilometres).

Front Brakes — to dismantle

The procedure for the removal of the front shoes **on the S2 Continental** differs from that for the remaining **S2 and all S1 cars**.

Action after removal is common to **all S1 and S2 cars**.

Raise the front of the car using a hydraulic jack.

Remove the wheel and brake drum; if the drum is tight, screw two $\frac{1}{4}$ in. U.N.F. bolts into the tapped extraction holes provided.

Withdraw the shoes from the steady posts and from the wheel cylinder rubbers. Withdraw the shoes from the anchor slots in the rear of the wheel cylinders.

Unhook the pull-off springs and remove the shoes.

It is possible to extract the internal parts of the wheel cylinders, including the rubber seals, without removing the wheel cylinder from the carrier plate (see Fig. G22).

Renew the paper gaskets and locking strips if removed.

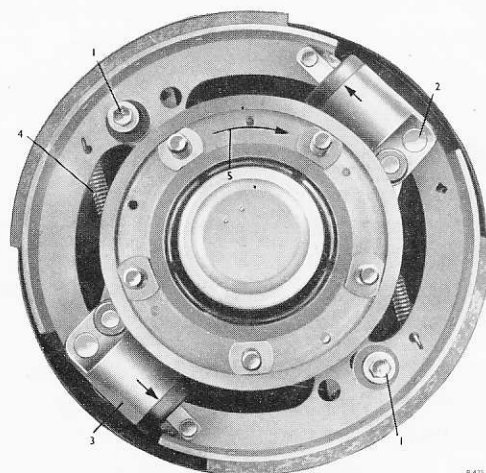


Fig. G19 Front brake — two shoe system — drum removed

- | | |
|--------------------|---------------------------|
| 1. SHAKE-BACK STOP | 4. RETURN SPRING |
| 2. SHOE PIVOT | 5. FORWARD WHEEL ROTATION |
| 3. WHEEL CYLINDER | |