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PLE588

Land Rover Series II, IIA, III, 88 And 109"

Replacement Brake Adjuster Kit Fitting Instructions

Please read through instructions before commencing work on vehicle. Always use the correct spanners, otherwise 'rounding off' of the adjuster peg will result.

Required Tools:

- 1/4 square brake adjusting spanner • Hammer • Small sharp chisel • Electric drill with 1/4 and 3/4 dia drills (sharp)
- 9/16 A/ F combination spanner • Centre punch • Hacksaw • Wheel nut spanner • Posidrive screwdriver
- Ramps or jacks • Wheel chocks • Vacuum cleaner • Small brush • Clean wiper

MPK 1, 2, 3 & 4

Instructions (Eccentric type only)

1. 'On the vehicle' repairs can be best attempted by tilting the front wheels as high as possible before removing road wheels and brake drums. This initial positioning of the vehicle will eliminate unnecessary cramped working conditions and allow accurate adjuster replacement.
2. After ensuring that vehicle is properly supported, handbrake and wheel chocks applied, remove road wheel(s) and brake drum(s).
3. Carefully remove brake shoes and springs (noting the relative position of all items removed to aid reassembly) and wire up brake cylinder pistons.
4. Use small brush and vacuum cleaner to remove asbestos dust from all areas of backplate.

WARNING:

DO NOT ATTEMPT TO BLOW DUST OFF BACKPLATE, INHALED ASBESTOS DUST CAN BE HARMFUL TO HEALTH.

GAUGING

- 8a. Using up to a maximum of three shim washers (4) space the lock ring through the backplate (3) so that the inside face of the lock ring (5) is flush or slightly below the inside of the inside face of the backplate (3).

N.B. It may only be necessary to use two shim washers (4) although, dependant on backplate (3) thickness, it is possible for no shim washers (4) to be required at all at this stage.

IMPORTANT

- 8b. If when using the maximum of three shim washers (4) the inside face of the lock ring (5) is still proud of the backplate (3) it will be necessary to file off any excess from the face of the lock ring (5) (with the three shim washers in position) until the flush condition is achieved.
9. When the correct number of shim washers has been determined (this may differ between adjusters on the same backplate) **ADD ONE MORE SHIM WASHER** to this number and loosely assemble the complete adjuster through the backplate.
10. Ensure that the Belleville washer (2) is assembled. Place a 1/4 square brake adjuster spanner on the new peg, and ensuring that the lock ring (5) has entered cleanly through the shim washers (4) and the hole in the backplate (3) begin to tighten the lock nut (6) with 9/16 A/ F spanner. This will drive the lock ring onto the splines of the brake adjustor body and flatten the Belleville washer against the backplate.

N.B. There may be some instances where it is difficult to use the spanners as directed above. If so, it is permissible to grip the adjustor body (not the peg) on the brake drum side to prevent turning whilst tightening the locknut.

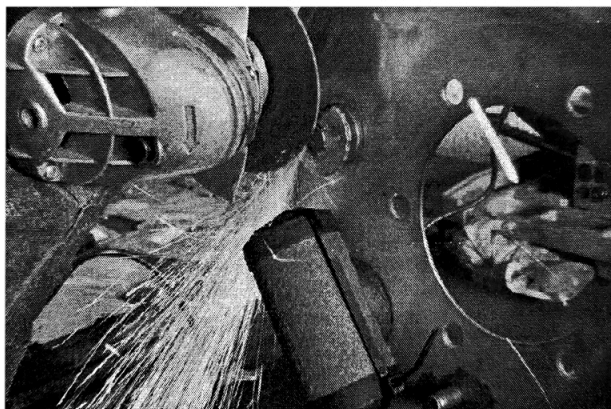
IMPORTANT

- Make sure the brake adjuster body is clear of turning stop in the backplate when tightening lock-nut.
11. Continue to tighten locknut until a stiffness of 2-3 lb ft torque is required to turn new brake adjuster, smoothly, in backplate with a 1/4 square brake adjusting spanner. 2-3 lb ft torque is approx, equivalent to a spring balance reading of between 4 and 6 lb when hooked through the loose end of brake adjuster spanner. New brake adjuster is now fitted.
12. Repeat operations on remaining adjusters.
13. Reassemble brake shoes and springs (remembering to remove lock wire from, brake cylinder pistons) and replace brake drums. Adjust brakes.
14. Replace road wheels and road test. Make further adjustments as necessary.

This kit services front and rear on all short wheel base models and either front or rear on all long wheel base models.

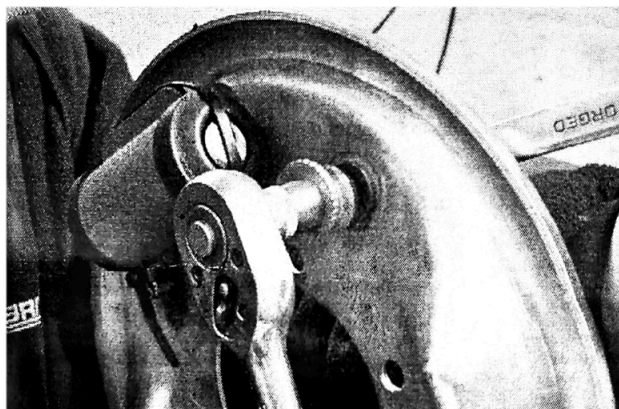
1. Fitting Instructions - All models

Remove brake drum, shoes and springs, wire up brake cylinder pistons. Lever, saw, chisel or grind or drill off existing adjuster.



2. Fitting Instructions - All models

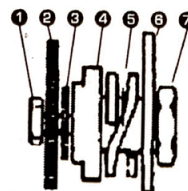
Fix replacement brake adjuster in place. See figures 1 to 4 below for the correct configuration.



Important: Do not exceed 10 ft/ lbs to locate cam against shoulder. Normal hand tightening with a 5 inch ring spanner will avoid stripping or breakage.

FIGURE 1 - Short wheel base models front and rear adjusters

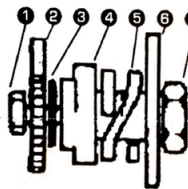
Smear some grease on splines and shoulder of new pin. Then insert through hole in backplate. Slide on spring, silver spacer with undercut facing outwards and yellow washer. Using two suitable spanners locate the back cam onto the hardened splines using the self locking bolt provided.



1. Bolt
2. Black Cam
3. Yellow Washer
4. Silver Spacer
5. Spring
6. Backplate
7. Adjusting Pin

Figure 2 - Long Wheel base 4 cyl petrol and diesel front adjusters with 2 1/4" wide shoes

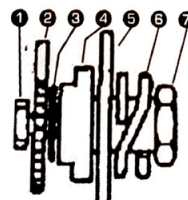
Smear some grease on splines and shoulder of new pin. Then insert through hole in backplate. Slide on spring and silver spacer with undercut facing outwards and black washer. Using two suitable spanners locate the silver cam onto the hardened splines using the self locking bolt provided.



1. Bolt
2. Silver Cam
3. Black Washer
4. Silver Spacer
5. Spring
6. Backplate
7. Adjusting Pin

Figure 3 - Long Wheel base 6 cyl petrol and diesel front adjuster with 3" wide shoes

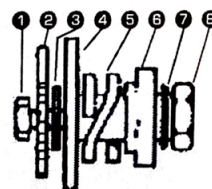
Smear some grease on splines and shoulder of new pin. Then slide on spring and insert through hole in backplate. Slide on silver spacer with undercut facing forwards and black washer. Using two suitable spanners locate the silver cam onto the hardened splines using the self locking bolt provided.



1. Bolt
2. Silver Cam
3. Black Washer
4. Silver Spacer
5. Backplate
6. Spring
7. Adjusting Pin

Figure 4 - Long Wheel base models - rear

Smear some grease on splines and shoulder of new pin. Then insert through hole in backplate. Slide on spring, silver spacer with undercut facing outwards and yellow washer. Using two suitable spanners locate the back cam onto the hardened splines using the self locking bolt provided.



1. Bolt
2. Silver Cam
3. Yellow Washer
4. Backplate
5. Spring
6. Silver Spacer
7. Black Washer
8. Adjusting Pin

IMPORTANT

- 1 On all applications check to ensure clearance between head of bolt and the brake shoe. It may be necessary to file the bolt head slightly in order to obtain this clearance.
2. Ensure that grease is smeared on the splines and shoulder of splined pin prior to assembly.
3. Check that the hole in cam is aligned with splines during tightening. Do not use more than 12ft lb to locate cam against shoulder. Normal hand tightening with a 5" ring spanner will avoid stripping threads.

