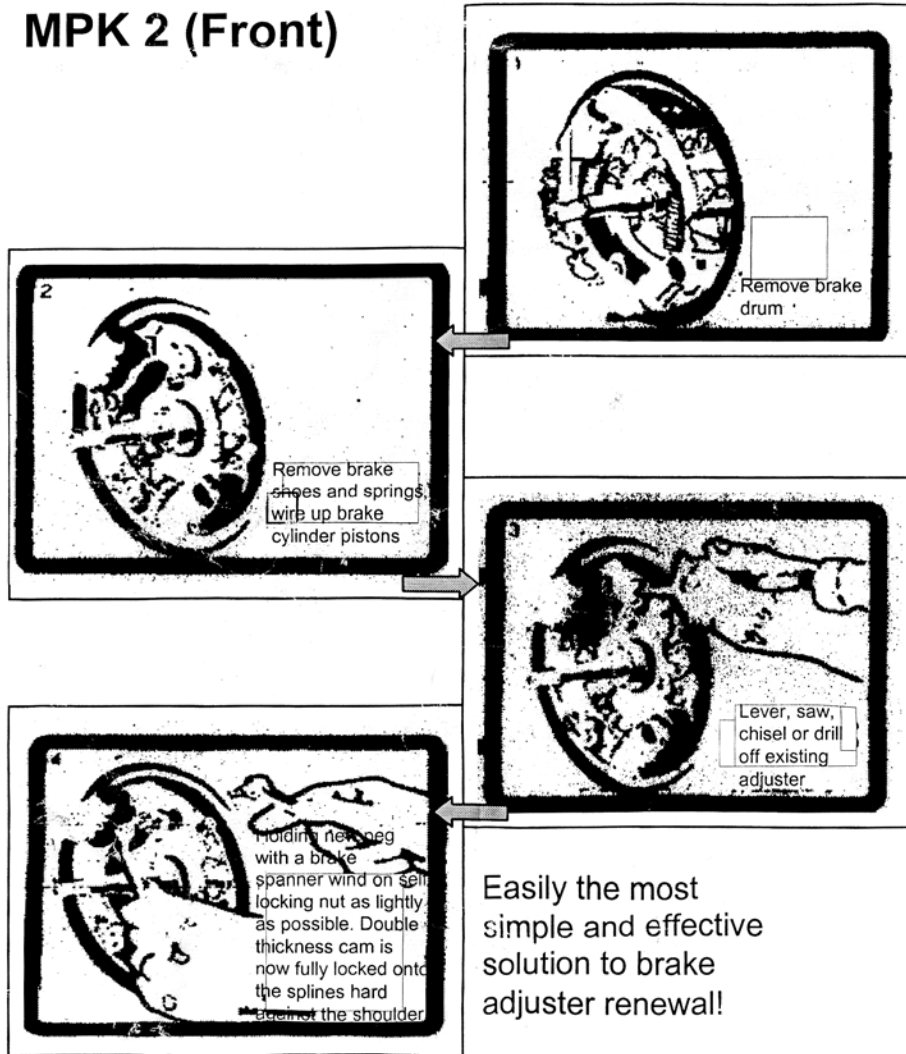


DRIVE FIT DOUBLE THICKNESS ADJUSTER CAM

Instantly fitted – once the double-thickness cam is locked on to the hardened adjuster peg, it provides positive grip to give non-slip adjustment

MPK 2 (Front)

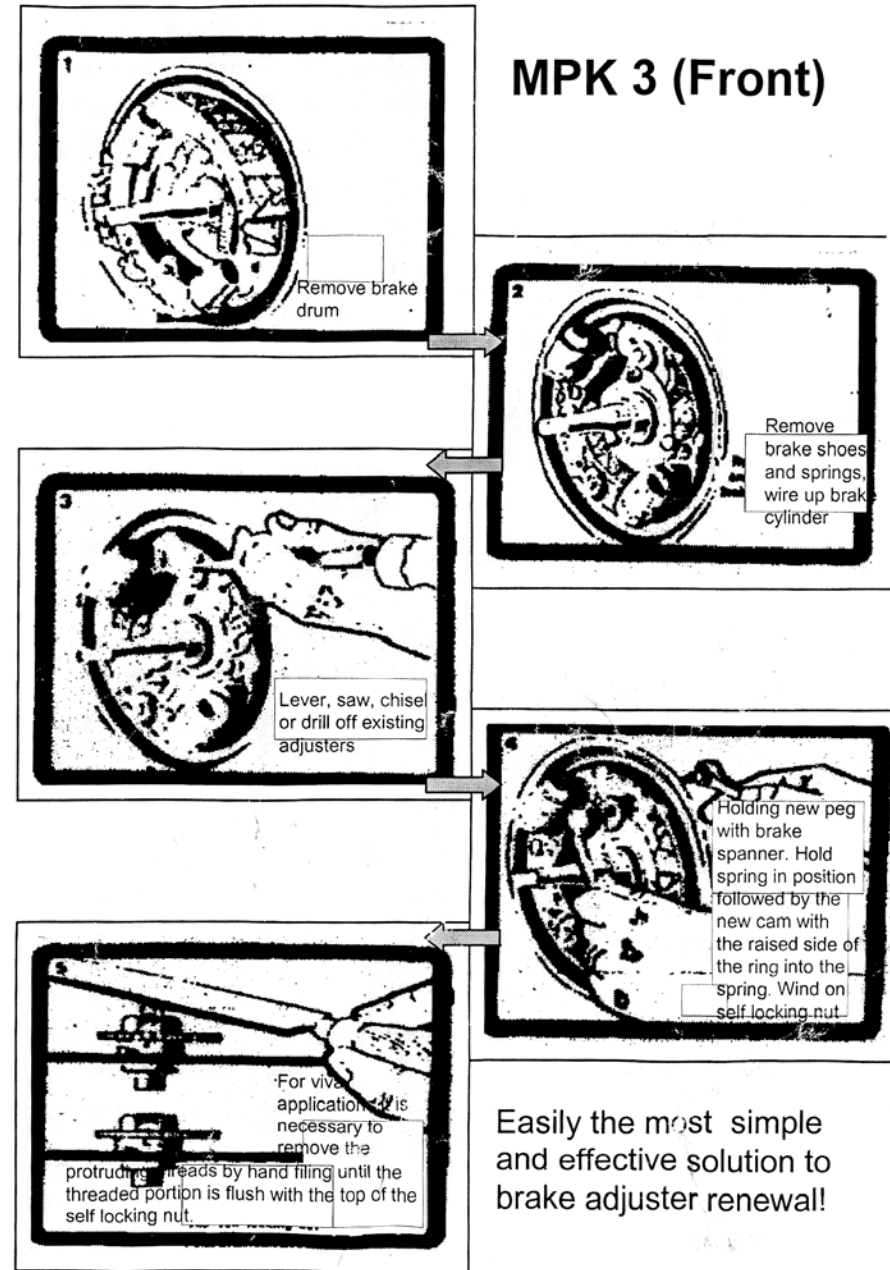


IMPORTANT INSTRUCTION 4

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

INSTRUCTION 5: Check to ensure clearance between the head of the nut and brake shoe.

MPK 3 (Front)



IMPORTANT

INSTRUCTION 4: Do not exceed 10ft/lbs to locate cam against shoulder. Normal hand tightening with a 5 inch ring spanner will avoid stripping or breakage.

LAND ROVER

PART No. MPK 4

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 drill off existing adjuster.

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.

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.

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

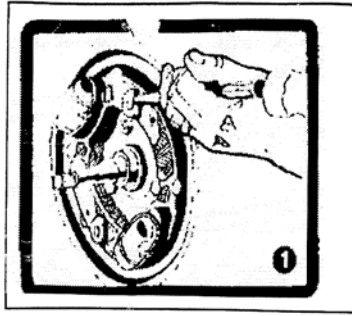
Smear some grease on splines and shoulder of new pin. Then slide on spring and insert through hole in backplate. Slide on silver spacer with undercut facing forwards and black washer. Using two suitable spanners locate the silver cam onto the hardened splines using the self locking bolt provided.

Long Wheel base models – rear

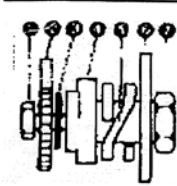
Smear some grease on splines and shoulder of new pin. Slide on black washer, silver spacer and spring, then insert through hole in backplate. Slide on yellow washer and using two suitable spanners locate the silver cam onto the hardened splines using the self locking bolt provided.

IMPORTANT

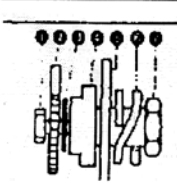
1. On all applications check to ensure clearance between head of bolt and the brake shoe. It may be necessary to file the bolt head slightly in order to obtain this clearance.
2. Ensure that grease is smeared on the splines and shoulder of splined pin prior to assembly.
3. Check that the hole in cam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



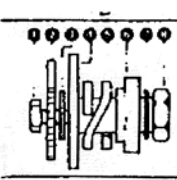
1. Bolt
2. Black Cam
3. Yellow Washer
4. Silver Spacer
5. Spring
6. Backplate
7. Adjusting Pin



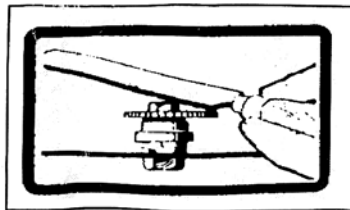
1. Bolt
2. Silver Cam
3. Black Washer
4. Silver Spacer
5. Spring
6. Backplate
7. Adjusting Pin



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



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



Replacement Brake Adjuster Kits

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

List of items required:

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

MPK 1

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 re assembly) 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

5. Hacksaw off as much of the old adjuster as possible, taking care not to damage the backplate or wheel cylinders in the process.

6. Using a centrepunch, mark the precise centre of the remaining part of the adjuster and drill through using 1/4 and 3/4 dia drills taking care not to damage the backplate. Finally remove the old adjusters with a sharp chisel.

7. After removal of the old adjusters, clean areas around holes in backplate on both sides, removing all traces of corrosion and any burred edges so that the backplate is smooth and flat. Make sure that the backplate is also free from saw and drill swarf. THE BACKPLATE IS NOW READY FOR INSERTION OF THE NEW ADJUSTERS.

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 adjuster body and flatten the Belleville washer against the backplate.

N.B. When the job is being tackled 'on the vehicle' there may be some instances where it is difficult to use the spanners as directed above. In these cases it is permissible to grip the adjuster 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