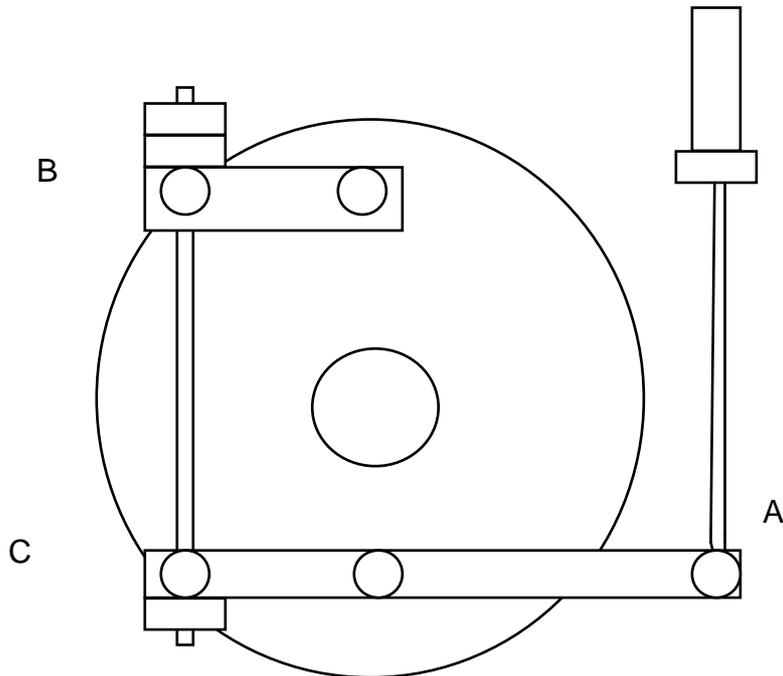


Cleaning, Repair and Setting of Twin leading shoe drum brake



Description

The Bullet front brake is of the cable operated twin leading shoe type with external operating levers. The wheel hub acts as the drum. Inside, mounted on the wheel spindle and restrained by cast features on the left hand fork leg is a back plate holding two shoes and two cams. Each shoe is held against a lug at one end and a cam at the other, springs between the two holding the assembly together and

acting as return springs in addition. Turning each cam results in one shoe touching on to the drum and thus creating friction which slows the wheel.

Strip down and repair

- Undo the lock nut and retaining nut of the brake linkage at the top lever (A).
- Undo the left handed lock nut from the bottom lever.
- Turn the linkage bar (left hand thread) so it can be slid out of both top and bottom levers.
- Take care to retain the loose barrel nuts from both levers.
- Remove the large nut and spring washer and slide the bottom lever off its spline.
- Free the brake cable from the lever and secure.
- Remove the securing nut, spring washer and top lever.
- Undo and secure the speedo drive cable.
- Secure the bike on the centre stand and place a car jack or similar under the sump frame to raise the front wheel.
- Remove the 4 nuts and washers on the lower fork legs and remove the holding blocks, wheel, brake and spindle.
- Working at the speedo drive side, remove the large central nut.
- The speedo drive and its washers can now be slid off the spindle.
- Push the wheel spindle from the brake lever side and the brake back plate can be removed from the drum.
- Wearing suitable protective clothing and brake cleaner to wet the surfaces, clean all brake dust (hazardous) from the drum, shoes, backing plate etc,
- Use a screwdriver as a lever and push one shoe clear of its cam. Slide the cam through the back plate and remove.
- Repeat for the other shoe and remove the shoes and springs.
- Inspect all items and replace as required.
- Grease the heel pin for each shoe and put in place with the springs.
- Grease each cam spindle and cam and using the screw driver to hold the springs, replace each cam in turn.
- Check there is no grease on the rubbing surfaces of the brake.
- Check and grease the front wheel bearings, one on the brake plate, the other inside the hub.
- Reintroduce the spindle to the hub and pull into place using the nut without the speedo drive if required.
- Replace the speedo drive and nut.
- The wheel must spin freely. If it does not, it is because the bearings have not reseated correctly. Remove the spindle from the hub and check/move as required.
- Grease the wheel spindle and refit to the forks.
- Grease the speedo cable and refit to the drive.
- Lubricate the brake cable.
- Refit the lower lever to the cable and then to its spline. When the cable is tight, it should make a right angle with the lever. If not, move the lever on its spline and adjust the cable via the nut on the back of the fork.
- Refit the upper lever.
- Refit the brake linkage by passing through the top lever and screwing (left handed) into the bottom lever.
- Carry out the adjustment procedure.

Adjustment

- If not already done, remove both lock nuts from the brake linkage and the adjuster nut from the upper lever.
- With the wheel raised off the ground turn the brake cable adjuster until the wheel can no longer be turned by hand. Turn the adjuster back until the wheel only just turns freely again.
- Pull the brake lever until the bottom lever is just braking and secure in this position using a bungee or similar.
- Refit the top lever nut and screw on until the brake begins to apply.
- Release the lever and wind back the top adjuster until the wheel is just free to turn.
- Refit both lock nuts.

Carry out a road test.