

# SERVICE

## SHOP DOPE

No. 337

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### INSTALLING "K" MODEL BRAKE LININGS (Catalog No. 44433-52)

Brake linings used in "K" model beginning with later 1952 production are somewhat longer than linings used in earlier "K" models and this change necessitated changing the location of the end rivet holes. The purpose of the longer linings is to prevent the brake squeaking.

Only the longer linings are furnished on parts order and these are supplied only in sets under Catalog No. 44433-52. Same number applies to front and rear brake liners. When installing liners on earlier "K" model brake shoes, new end holes in shoes will have to be drilled to match holes in linings.

Place the lining on shoe and insert rivets temporarily in the three holes that match in lining and shoe. Hold one end of lining centered with, and tight against shoe and scribe shoe for the two holes to be drilled -- then follow the same procedure with other end of lining. Remove lining, center punch the scribed marks and drill the shoe with a 5/32" drill.

After the four end holes have been drilled, remove lining and chamfer the holes at inner face of shoe with a 1/4" drill, making the chamfer deep enough to allow rivets to protrude far enough to securely rivet lining to shoe.

After lining has been securely riveted to shoe, both ends of lining should be beveled to prevent possible chatter. The bevel should be made about 1/2" long with extreme ends about 1/16" thick.

### ADJUSTING BRAKES

Brake shoes are aluminum and expand more than iron shoes when hot; therefore, it is important that brake controls be adjusted with the full amount of free motion before brake takes effect, as specified in "Rider's Handbook". After controls are correctly adjusted, spin wheel to be sure there is no drag due to shoes being incorrectly centered.

If brake controls are adjusted too tight, or shoes are not centered, the heat generated when brakes are applied may expand the shoes enough to develop a continuous drag resulting in burned out brake linings.

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