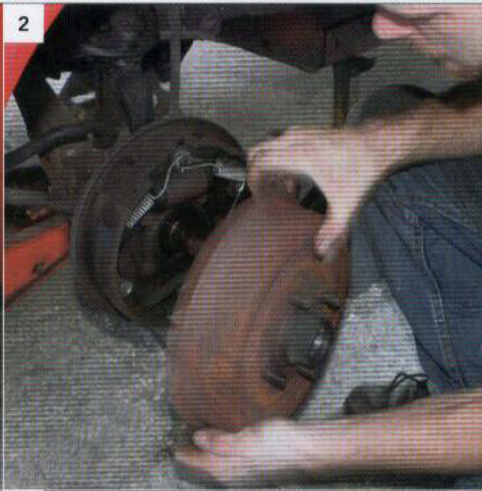


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1. Our in-house '66 lived up to its nickname "Collateral Damage," as there's always something else wrong. This month's episode was the wheel locks, apparently torqued down by Charles Atlas and requiring a torch to get three of the four off. The last one (isn't there one in every job?) wouldn't budge without the torch and a big hammer and chisel.

2. With the wheels off and the car supported at all four corners by jackstands, remove the drums by first taking off the wheel bearing cotter pin, nut, and washer.

3. Disassembly begins by removing the hold-down springs (one on each side). Hold the pin from turning from the rear of the backing plate, push the retainer down slightly, and rotate 90 degrees. Pliers will work, or you can buy a specific tool inexpensively at most auto parts stores. Next, remove the big springs up top from the anchor pin with Vise-Grips (hillbilly style) or a specific brake tool (pro style). With the springs off, remove the self-adjusting cable from the anchor pin, too. Spread the shoes at the top, and they'll come off. Remove the two bolts on the wheel cylinder, and it drops off.

4. The car is getting new hoses and lines, too, so the old parts are removed with a tubing wrench.

5. The rear brakes were a worst-case disaster. They wore off all the shoe lining and ate away so much of the drum that the wheel cylinders expanded to the point of blowing the pistons right out the end. This kind of neglect is dumb and irresponsible.

6. What's left of the rear brakes is removed along with the wheel cylinder. Next, the lines and hoses are removed from the axle. The junction/hose bolt is removed (arrow), then the hose is removed from the line (circle). Hoses can break down inside and look fine outside. Steel tubing is prone to corrosion after all these years, so if your parts look iffy, it's a good idea to replace them all.

7. Install the new rear hose/junction and the tubes. To prevent dirt getting into the system, leave the plastic caps on the ends of the tubes until you're ready to hook them up.

8. The objective at this point is to run all of the lines to the master cylinder's location. The long line from the master cylinder to the rear axle unfolds with a gentle bend in its center. Unbend it to its full length, then hook it up to the rear hose/junction. These tube fittings are particular about the angle at which they can be connected. Gently bend them to the exact position that allows the nut to thread, but be extra careful not to cross-thread them. Snug them up with a tubing wrench but don't overtighten.