

CITROEN CARS LIMITED,
TRADING ESTATE,
SLOUGH, BUCKS.
ENGLAND.

TECHNICAL NOTE NO. 589.

OCTOBER 1953

15 H.P. AND 6 CYLINDER MODELS

BRAKE DRUMS.

We have improved the efficiency and progressiveness of the brakes on our cars by modifying the brake drums.

Six Cylinder cars being delivered now are modified. You can effect this improvement on cars already delivered which may not be giving satisfaction.

This modification is equally applicable to our 15 h.p. cars of all types.

The modification entails the reduction of the collar of the **four drums** to the dimensions given on the sketch attached.

This operation is carried out on a lathe.

To obtain the best results it is necessary to follow the following instructions:

- (1). Fix the drum on a mandrel taking the place of the stub axle or the bearing. We remind you of the dimension of these tools which are also shown in the various Service Manuals.

Fig. 1 shows the turning of a front hub on 15 h.p. cars all types.

Fig. 2 shows the turning of a rear hub on 15 h.p. cars all types and on 6 Cylinder cars.

Fig. 3 shows the turning of a front hub on 6 Cylinder cars.

The use of these tools is essential, in order to ensure concentricity **of the collar after machining and of the braking surface of the drum.**

- (2). Reduce the collar to the dimensions indicated. To prevent the drum chattering during the operation use a lathe tool, making successive cuts.
- (3). Use a dial gauge to check the eccentricity of the braking surface of the drum. If the eccentricity exceeds .0016" (0.04mm) take a very light cut on this surface for preference without removing the drum from the mandrel.
- (4). When reassembling on the car, centre the brake lining carefully, using the fixture provided.

For 15 h.p. cars, all types, front hub	Tool No. 2100-T
For 6 Cylinder cars, front hub	Tool No. 2105-T
For 15 h.p. and 6 Cylinder cars, rear hubs	Tool No. 2103-T

NOTE

In order that the work done shall be satisfactory we would remind you that it is necessary for the wheel centre pressing to be flat.

The bearing faces of the wheel on the hub must be flat to within .016" (0.4mm.)

Fig. 1

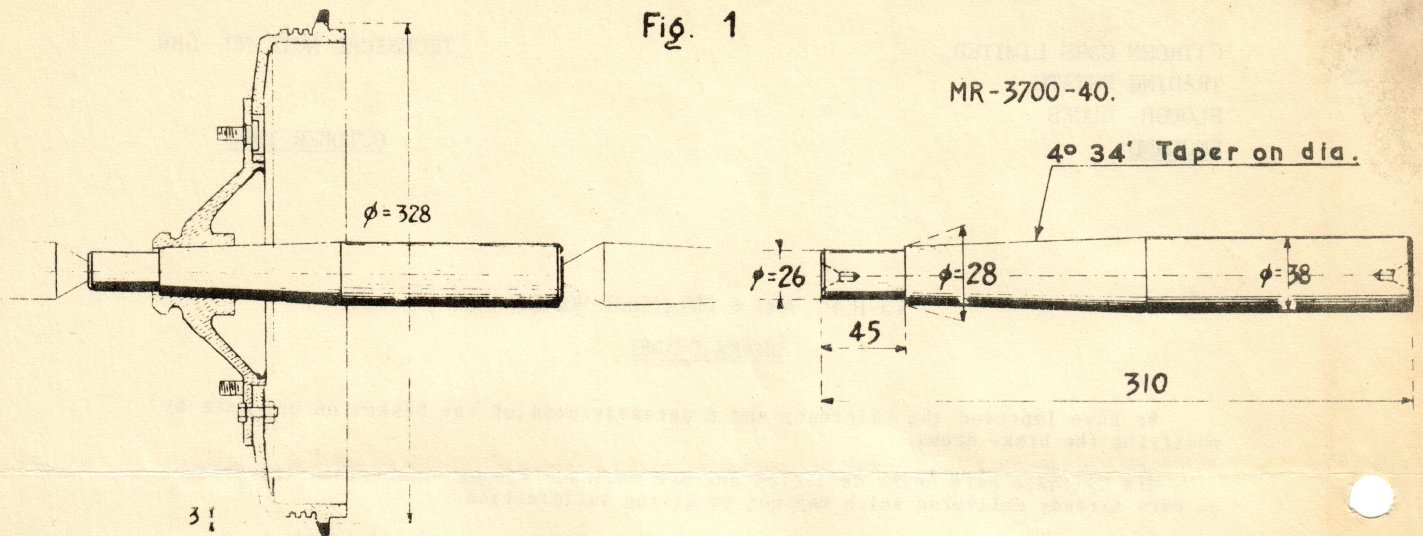


Fig. 2

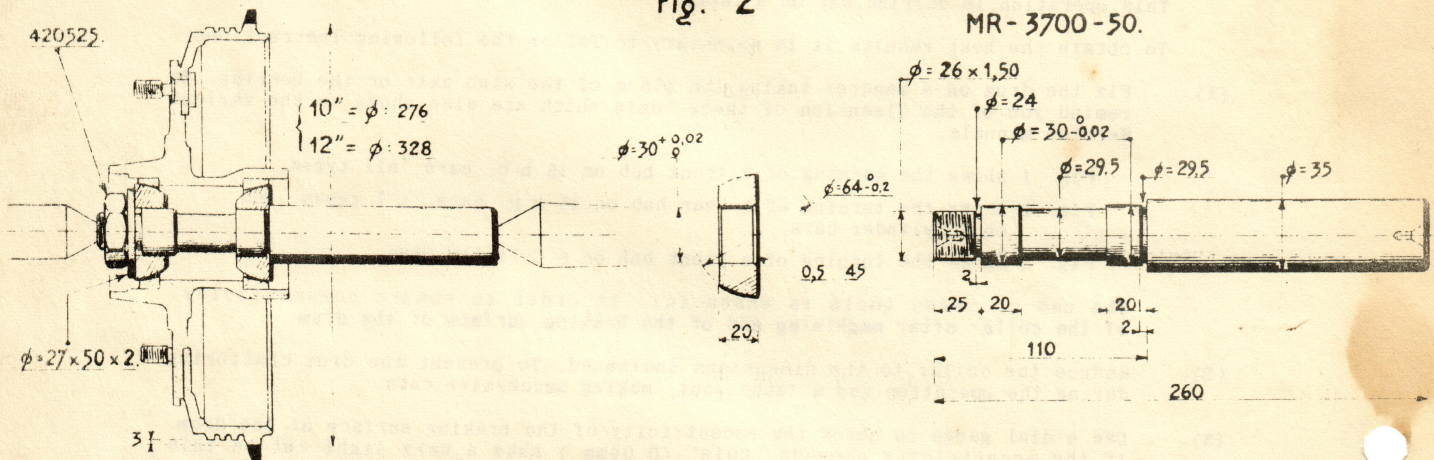


Fig. 3

