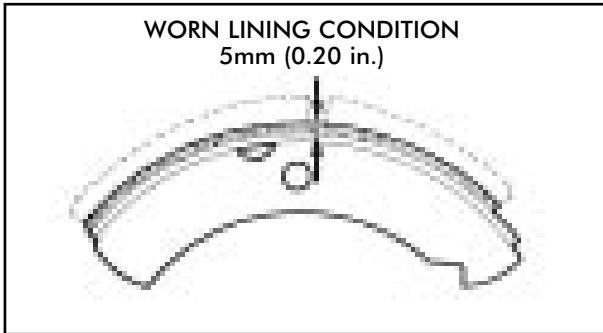
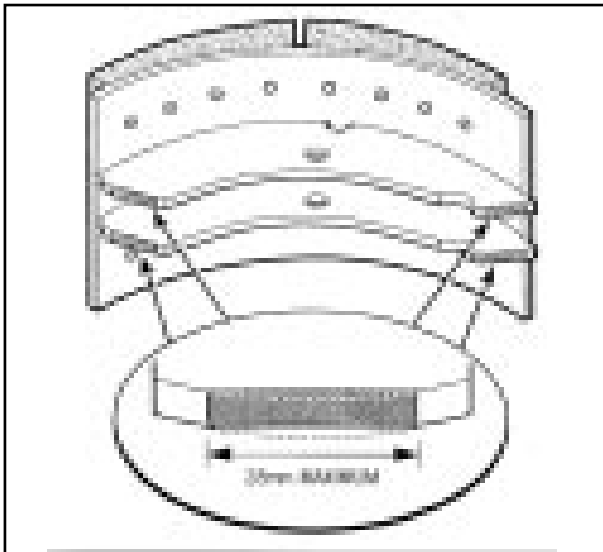


SHOE/LINING REPLACEMENT

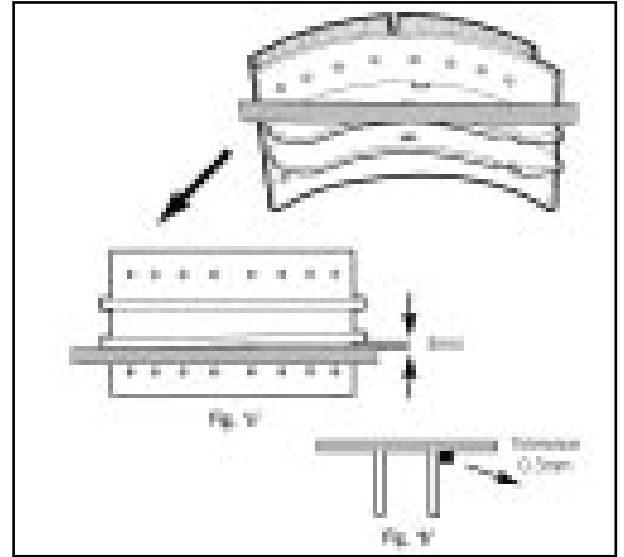
Linings should be replaced when worn to a minimum thickness of 5mm (0.20 in.).



Shoe tips should be inspected and cleaned at this time. If the flat length exceeds 28mm (1.10 in.), the shoes should be replaced.



Shoe webs should not be distorted beyond 3mm max (see Fig. a) and should be square to the platform (see Fig. b).

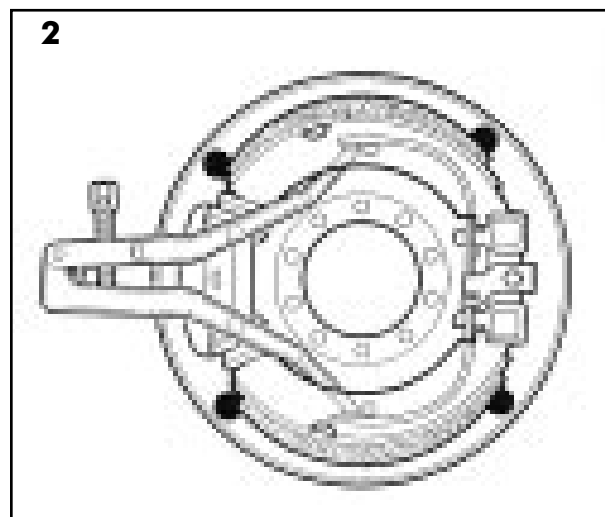
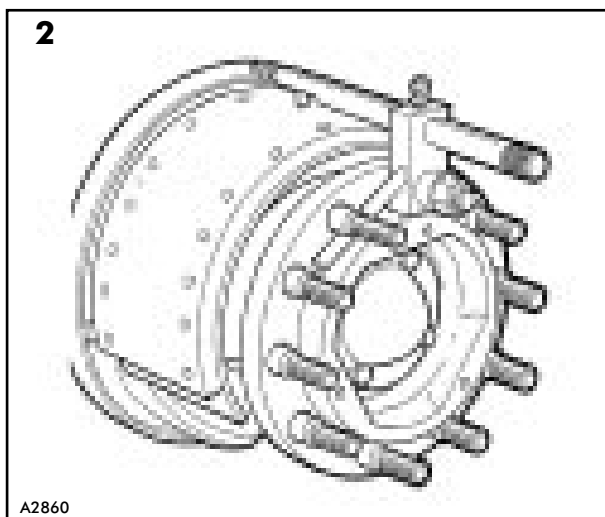
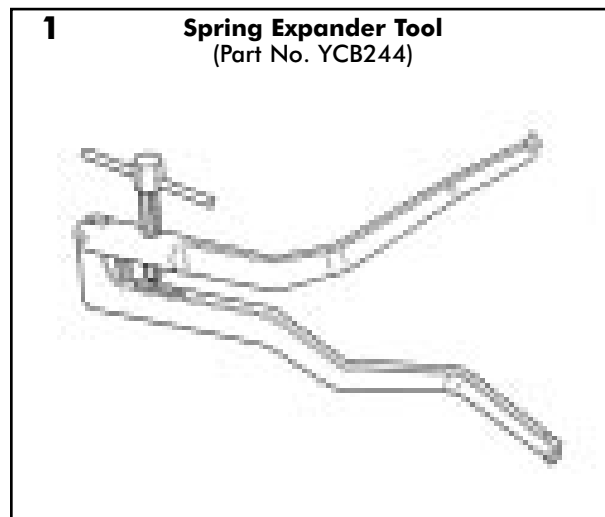
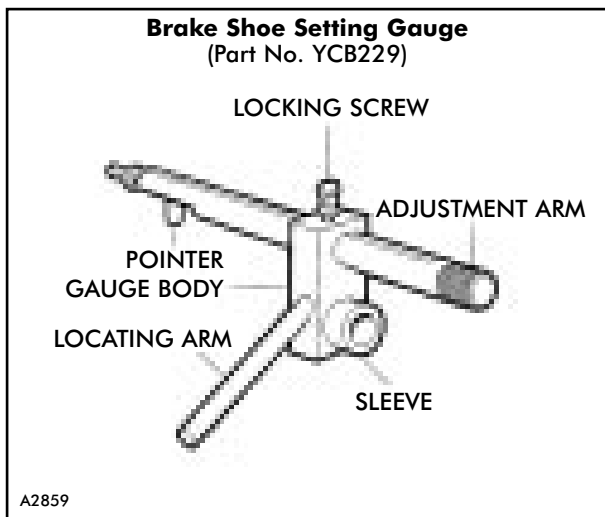


UNLINED SHOE PART NUMBERS

SHOE WIDTH	PART NO.		LINING REF.	LEADING/TRAILING
125	68370729	68371520*	VL85	L
	68370730	68371521*	VL85	T
150	68370731	68371522*	VL86	L
	68370732	68371523*	VL86	T
175	68370733	68371524*	VL87	L
	68370734	68371525*	VL87	T
200	68370735	68371526*	VL88	L
	68370736	68371527*	VL88	T
225	68370737	68371528*	VL89	L
	68370738	68371529*	VL89	T

*Thick rimmed shoes.

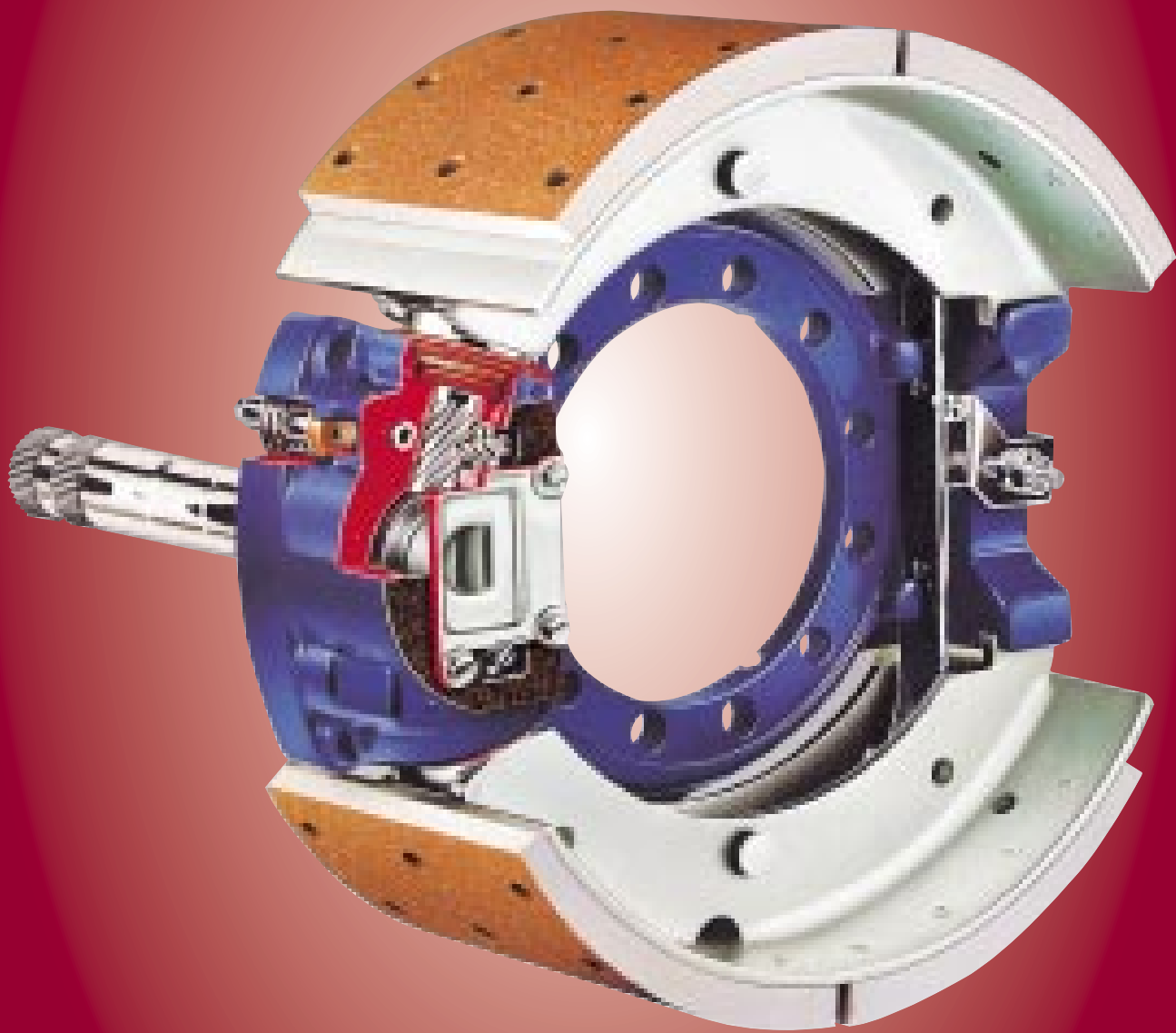
VEHICLE MANUFACTURERS CROSS REFERENCE					
PART NO.	ERF	SEDDON	VOLVO	DENNIS SV	DENNIS EAGLE
64225252	024303	0016352S1	1696446	608893-35	613859-9
68191510	135088-4	3346448R91	169924	653996-25	613859-29
68191511	135089-0	3346449R91	169925	653997-5	613860-6
68192115	139802-3	3346437R1	3097092	653996-19	613859-19
68192410	142734-0	3346430R91	3090954	653996-14	613859-10
SP7984	137691-6	3346442R91	272904	-	-
SP8540	142282-9	3346443R91	272910	653996-21	613859-7
ST1033	144935-0	-	276096	-	-
ST1034	-	-	276099	-	-
ST1035	134182-9	3346439R91	276100	653996-15	613859-15
ST1036	133676-2	3346440R91	276097	653996-17	613859-28
ST1037	138609-9	3346441R91	276098	653997-17	613860-4
ST1053	142283-5	3346444R91	-	653996-22	-
ST4013	147280-9	3348784R91	8550977	653996-12	613859-11
ST4014	149405-5	3348783R91	-	653996-13	613859-13



The Brake Shoe Setting Gauge is an essential tool for checking and setting the brake shoes on the F.C.S.S. and F.C.S.S.A. brakes. Its correct use ensures that the trailing shoe contacts the drum marginally before the leading shoe thereby avoiding differential braking across the axle.

The Meritor Spring Expander Tool (Fig. 1) is designed to permit the removal of the brake shoes from the F.C.S.S.A (S.A.C) type brake without the need to remove the brake hub or disturb the in-axle setting of the A.B.S. sensing mechanism.

Making light work of Heavy Duty brake servicing.



FCSSA DRUM BRAKE (SIMPLEX AIR CAM OR Z CAM)

As there have been a number of modifications to the above brake since its introduction, this information note attempts to clarify the main kits required for servicing:-

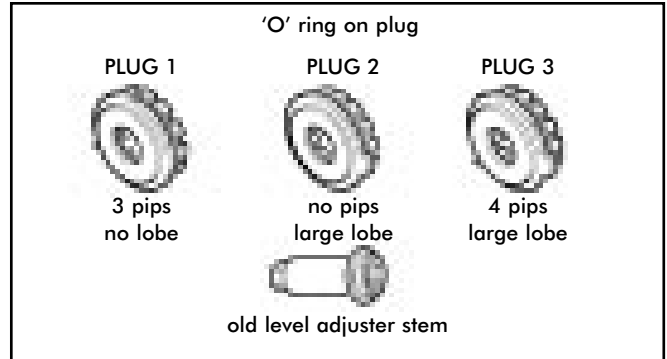
	TRUCK	BUS
① PINION	LH68191510 RH68191511	LH68191510 RH68191511
② CROSS SHAFT KIT	SP8540	ST4018
③ STRUT	64225252	64225252
④ DIRT EXCLUDER	68192410	68192410
⑤ 'C' SPRING	68192115	68192115
⑥ TAPPET COVER KIT	SP7984	ST4019
⑦ ADJUSTER LOCK KIT	LH ST1036 (Red Spring) RH ST1037 (Green Spring)	ST4021 ST4020
⑧ SEAL KIT	ST1053	ST4025
⑨ ADJUSTER KIT	LH Thread ST4014 (was SP 8536 & ST1222) RH Thread ST4013 (was SP8535 & ST1221)	ST4023 ST4024
⑩ MANUAL OVERRIDE STEM KIT	ST1033* ST1034* ST1035*	ST1033* ST1034* ST4022*
⑪ COVERPLATE	68191065	68191065
⑫ SET SCREW (was 68130017 & washer 68140008)	68130091	68130091
⑬ 'C' SPRING HOLDDOWN CLIP	68192612	68192505
⑭ 'C' SPRING BOLT (was 68130037)	68130087	68130087

These clips were originally 'handed' but can now be replaced by the above single clips.

*The main changes that have occurred are in the area of the plug and the kits required are summarised opposite.

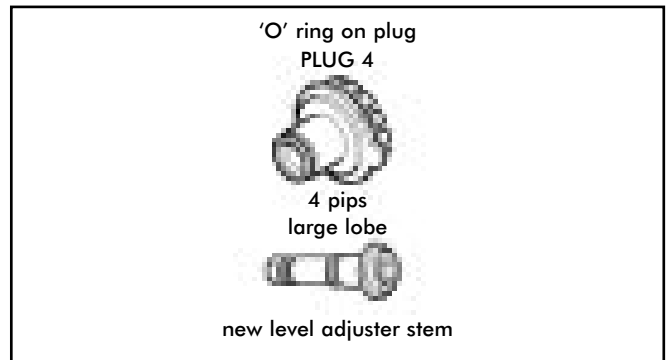
KIT ST1033

Plug 3 as contained in kit ST1033 can be used to replace any earlier level plug without a turret but in certain instances the single large lobe may need to be removed.



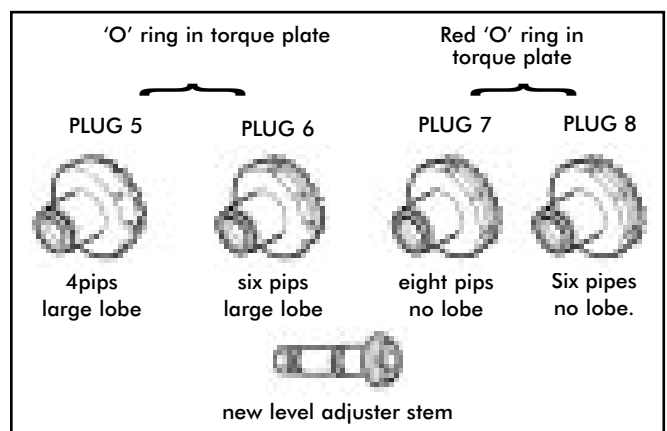
KIT ST1034

Plug 4 as contained in kit ST1034, if already fitted, must be replaced with the same level.

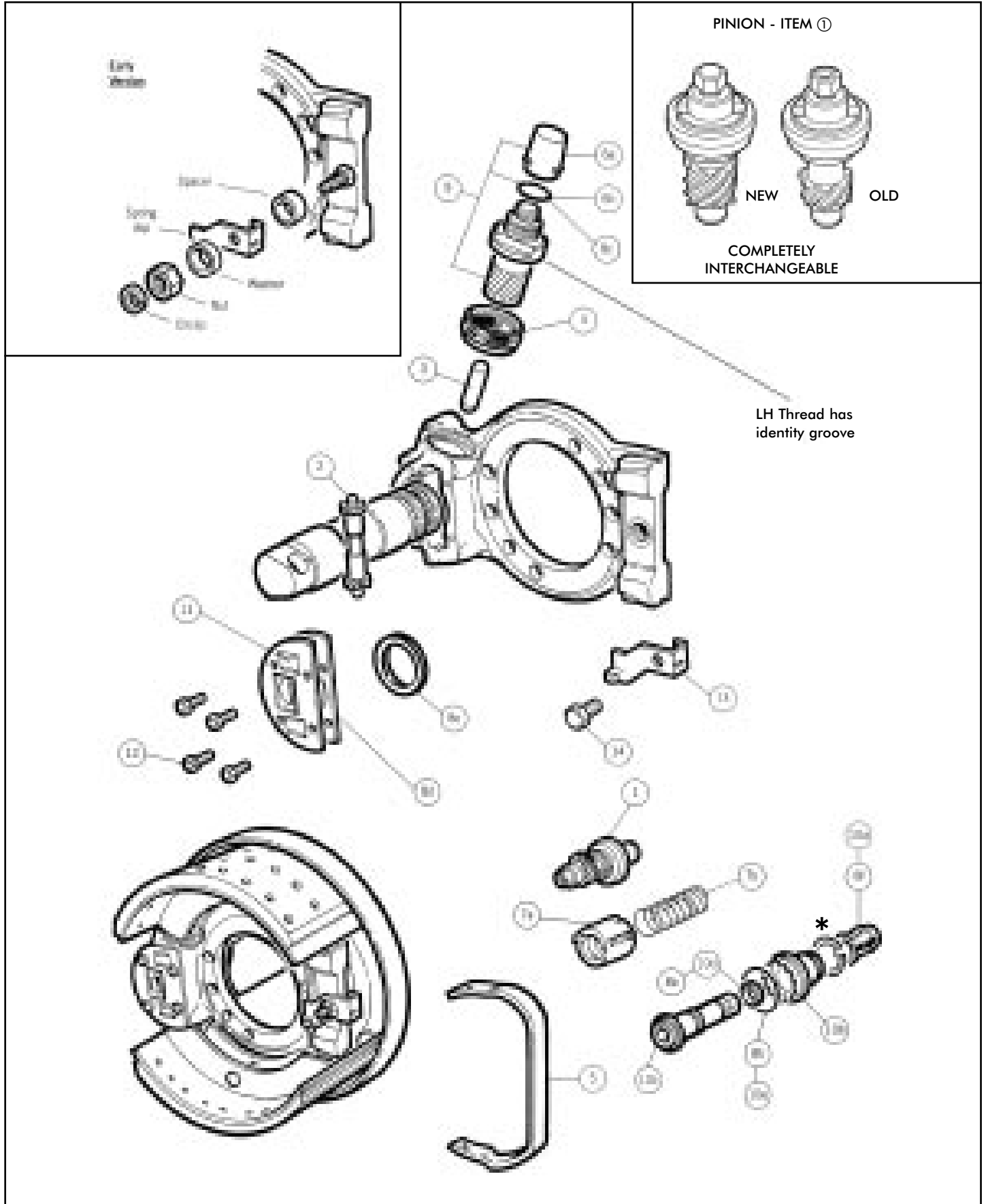


KIT ST1035/ST4022

Plug 8 as contained in kit ST1035 and ST4022 may be used to replace plugs 5, 6 and 7, however the red 'O' ring must be utilised. There is no interchangeability with earlier levels 1-4 as the 'O' ring has been moved from the plug into the torque plate.



FCSSA/DRUM BRAKE (SIMPLEX AIR CAM OR Z CAM)



*Not fitted to later brakes. If a circlip was originally fitted to retain the adjuster, it is not essential to refit it, although it may help to ease the re-build.

LEADING AND TRAILING SHOES

It is critical that the leading and trailing shoes are fitted as shown and are not reversed.

