



#### TECHNICAL TOPICS.

A special word this month for 27-28 Hudson and 28 Essex owners, about brakes. Many owners have commented on the fact that they can't get satisfactory brakes. Don't despair. It took me 8 years to learn how to do mine. Some have said they would try and convert to hydraulics. Don't.

These brakes are extremely efficient once they are set up right, and because of the unusually large lining area are fade-free and long lasting.

The starting point is to set the actuating arm  $\frac{1}{2}$ " behind the centre-line of the king pin. This is to give full movement to the cam lever.

Next, remove the cam lever from the cam spline, and loosen the nuts of the anchor pins just free of the lock washers, no more. Now with a pair of large pliers or vice grips rotate the cam shaft hard on, and holding in this position tap the anchor pins in an outward direction, then tighten the nuts fully, as hard as you can.

Now loosen the eccentric post nut and rotate the eccentric in the direction of <sup>wheel</sup> rotation until the wheel binds, then back off until just free. Tighten eccentric lock nut.

Re-install cam lever so it is just contacting the actuating arm, then adjust the screw in the cam lever, turning in until the wheel binds, and backing off slightly. This adjustment will have to be refined to get even braking on all wheels. The illustration is for the front wheel, but the only difference is in the cam lever on the rear wheel and is done the same.

I'm not familiar with the Perrot-type linkage of the 27-28 H front brakes, but the adjustments are basically the same, the difference being in the method of altering the cam position.

That's all for this month. *Hudson*,  
Geoff Clark, Secretary.