The brakes of the front and rear wheels are provided with mechanical drive and have the following similar components: shoes in assembly, springs, and tappets.

Front Brake

The two-cam brake is provided with two active shoes. It differs from the previous models both in design and higher efficiency.

The design of the brake is illustrated in Fig. 27.

Brake shoes *1* rest with their spherical nests against the heads of tappets *5*, and with their pressure pads, against cams *3* fitted in disk *4*. Driving and driven disks *7* and *8* respectively are tooth connected to the cams. The levers are located on the face side of the brake disk.

The levers are interconnected by rod *2* adjustable in length.

The driving lever is connected with the brake lever on the motorcycle handlebar by means of a rope. When the hand lever is being depressed the rope actuates the driving lever and both levers simultaneously turn the cams which makes the shoes to go apart and press to the brake drum of the wheel. Acted by two springs *6* the shoes return to the initial position.

Special devices serve to compensate the wear of the brake shoes. Initially the compensation of wear is performed by tightening the rope sheath which is done by turning out adjusting union *11*. Further on, when the adjustment by means of the union becomes impossible it is required to fully unscrew the union, remove both levers (driving and driven ones) from the cams and fit the former into a new position having turned them through 10° counterclockwise (by one tooth) with respect to the cams.

This done, adjust the brakes by turning out the union. When in the process of operation and further wear of the linings the length of the union becomes insufficient for adjustment, it is required to disassemble the brake and rotate the cams through 180° around their axis.

Now, due to the asymmetry of the cam with respect to its pin axis the brake shoes occupy the position at which the diametrical wear of the linings is compensated by 3 mm.

If the wear is less than abovementioned the turning of the cam is premature and it can result in that the shoes in the assembled brake will fail to enter the wheel brake drum.

There may be some cases when the turning of the cam through 180° can be possible without preliminary rearrangement of the levers.

The additional compensation of lining wear, if required, may be performed by putting adjusting washers of similar thickness between

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