

### BRAKE DRUM MOUNTING PROBLEMS

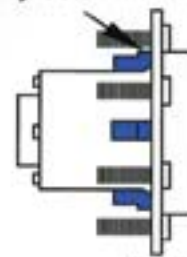
FOR PROPER BRAKE DRUM MOUNTING PROCEDURES, PLEASE REFER TO TECH DATA #TD4.

There are several causes of improper brake drum mounting. We will show you what the most common conditions are, how to identify them, and how to avoid problems.

1. The most common cause of improper brake drum mounting is not locating one hub pilot pad at the twelve o'clock position when mounting the drum. This causes the brake drum to be slightly cocked, and may not be noticeable to the naked eye. Sometimes this condition is confused with the brake drum being out of round, when in fact it is not, it has only been mismounted.



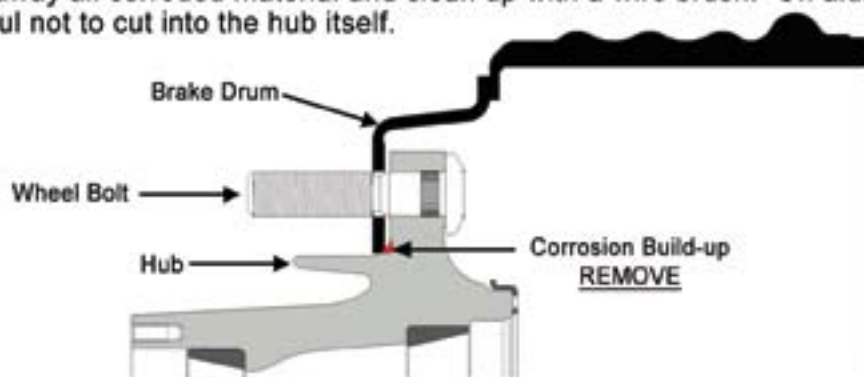
In this improper mounting, the hub's pilot pad cuts into the drum back pilot diameter, causing a "burr" to appear as shown above.



For proper mounting, locate one hub pilot pad at twelve o'clock position, making sure drum is properly positioned on raised step of pilot pad.

2. Corrosion can build up at the brake drum pilots, in the corner between the pilot step and the hub face. This corrosion can prevent a drum from seating completely against the hub, resulting in drum runout or a cracked drum when the wheel is torqued up.

If there is corrosion at the area shown, it must be removed before the drum is installed. Scrape away all corroded material and clean up with a wire brush. On aluminum hubs, be careful not to cut into the hub itself.



3. Dirt, debris, or rust on the hub mounting face can also keep the drum from mating solidly against the hub. If not corrected, this condition can lead to problems such as wheel nut torque loss or drum runout.

All foreign material should be removed from mating surfaces before the drum is installed. Normally a wire brush is suitable for cleaning the face hub. Be sure to look for any buildup around the wheel bolts. If a used drum is to be re-installed, both sides of its mounting face also need to be free of foreign matter.