

REPUBLIC AVIATION CORPORATION  
FARMINGDALE, LONG ISLAND, NEW YORK  
• • • SERVICE DEPARTMENT • • •

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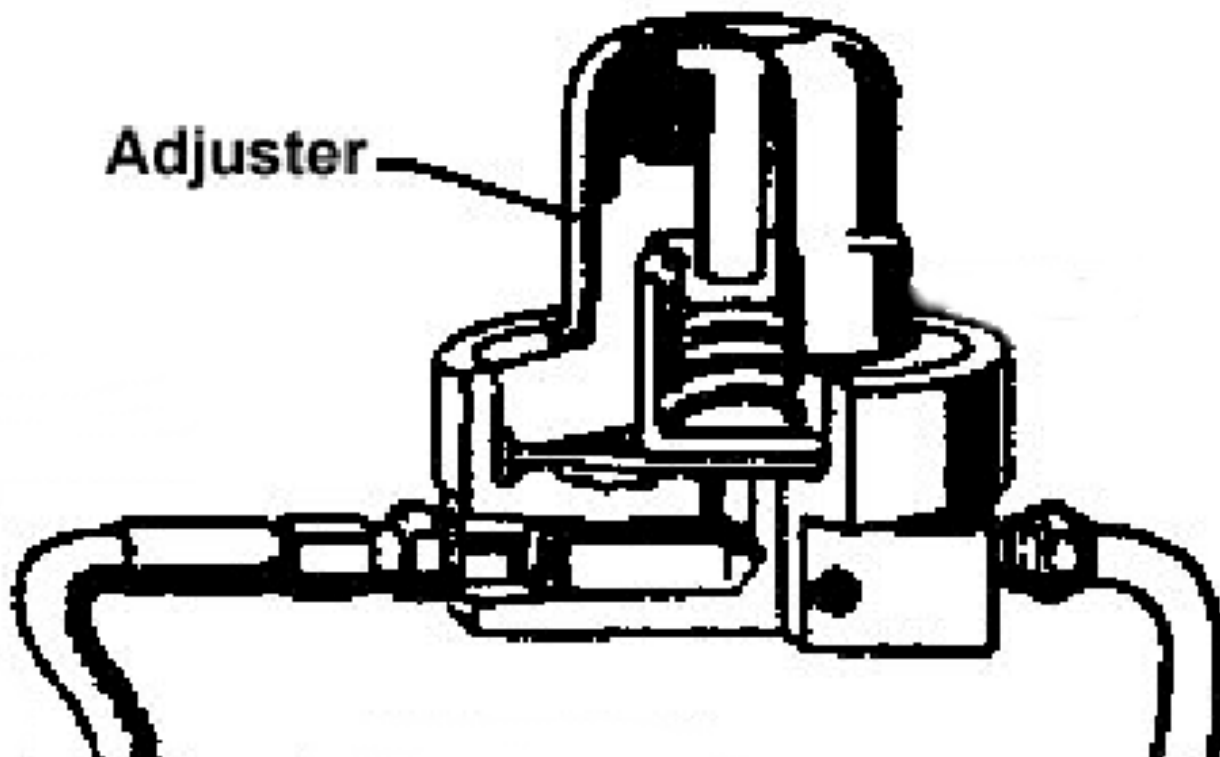
No. 14

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### BRAKE COMPENSATOR

On some of the earlier Seabees, uses of heavy-duty adjustment springs on the brake system compensator valves has resulted in excessive lining wear and, in a few cases, brake seizure. Satisfactory brake adjustment on these airplanes often proves difficult because the compensator knurled screws can not be backed off far enough to relax the springs and allow fluid to flow from the expansion tubes. Thus, some brake action is effective at all times.

Investigation of this condition revealed that proper operation of the compensator valves can be achieved by reducing the overall length of the adjustment spring to 5/8". Experience at the factory with this corrective action indicates that springs reduced to 5/8" will provide ample range to adjust for efficient braking throughout the normal life of the lining.



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Removal of the springs is simple and, if done carefully, will not necessitate bleeding the system.

The entire top section of the valve is threaded into its base (see figure) and may be removed in one piece to reach the adjustment spring. After the reworked spring is replaced however, it will be necessary to expose the knurled screw on top of the valve and adjust for proper brake action.

To adjust the compensator, jack up the wheel, screw in the compensator adjustment screw for that brake and apply full brake with the pedal. Release the pedal and try turning the wheel by hand. If the brake is locked, the adjustment screw has been turned in too far. Back out the screw until the wheel will turn with a slightly noticeable drag. Re-apply the brake, release the pedal and recheck the wheel for drag. It may be necessary to readjust the compensator a second time to obtain the brake desired.

After adjusting the brakes, re-fill the brake master cylinder to the high-level hole.

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