

SHOP NOTES King Midget Maintenance and Restoration

D-18 *Advisory Panel: M2 Brake Cables*

Dan Harms is working on restoring a Model 2 and asked what was the correct E-brake configuration.

- 1) How are the cables routed; same as a Model 3 or different?
- 2) Are both rear brakes used by the E-brake cable or cables?
- 3) Are the cables attached to the arms that turn the square to engage the brake?

The parking brake cable only works on the driver's side rear wheel, not both. The cable used is a smaller cable than the main brake cable. 1/8", like the M3 cable. The cable has a ball-end swaged on the end that goes toward the arm. The parking brake cable attaches to the same brake arm that turns the square inside for expanding the brake band, but hooks to a different place on the arm. I've seen a few that have a little L shaped piece welded to the arm with a hole that the cable passes through. I thought maybe this was a home made fix but have run into the same setup on other M2s. The cable passes through the same pieces of tubing on the frame as the main brake cable on the driver's side of the frame. **John White**

E-brake is left wheel only; does not share any configuration with Model 3 E-brake cable and is 1/8 inch. Main cable is one 1/4 inch cable run from left rear wheel thru left roller on brake arm to right roller then to right rear wheel. There is a turnbuckle on one rear wheel for adjustment. **Paul Gerhardt**

The main cable was 3/16". Needs to be a flexible cable to conform around the pulleys on the brake pedal assembly. Each end of the cable had a 5/16" threaded end that the clevis screwed onto for each rear wheel. **John White**

Randy Chesnutt's three pictures at right should help in the understanding of the above comments. At top are the internal expanding brake shoes that go into the drums welded to the rear wheels and the brake arms with springs. The brake arms pivot on the axle flanges shown center, spreading the shoes with the square bar. The brake cable wraps around the two pulleys on the floorboard and attaches to the top of each arm. The E-brake's ball end is inserted through the hole in the C-shaped bracket and runs through the guide tubes to the left side of the driver, where it is actuated by flipping over center, as with the Model 3. The springs shown retract the brake arms when pressure is released.

