



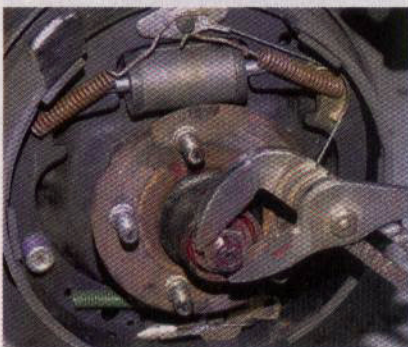
10 The primary brake shoe was next, along with the Heavier Trick Spring and retainer. Parry then installed the star, or adjuster wheel, and brake-lever spring. This is all-new hardware provided in the kit. He finished this side by hooking the lever spring to the adjuster lever.



13 The procedure for the rear brakes is similar to that done on the front. Rear drum disassembly began with the removal of the OE secondary return spring, followed by the primary retainer and spring, then the primary brake shoe. Once the primary shoe was off, the secondary shoe and strut rod came off. Parry then moved around to the back side of the backing plate to remove the rear hard line.



15 As with the front brake assembly, Parry mounted the high-volume wheel cylinder using the new bolts provided in the kit; installed the cylinder plungers (using plenty of antiseize); mounted the adjuster cable tab onto the secondary rear shoe; and then mounted the shoe itself. The anchor plate was installed, followed by the Heavier Trick Spring for the secondary shoe. The star wheel was assembled, then Parry hooked the overload spring to the primary shoe. Once the primary shoe was in place, its Heavier Trick Spring was installed.



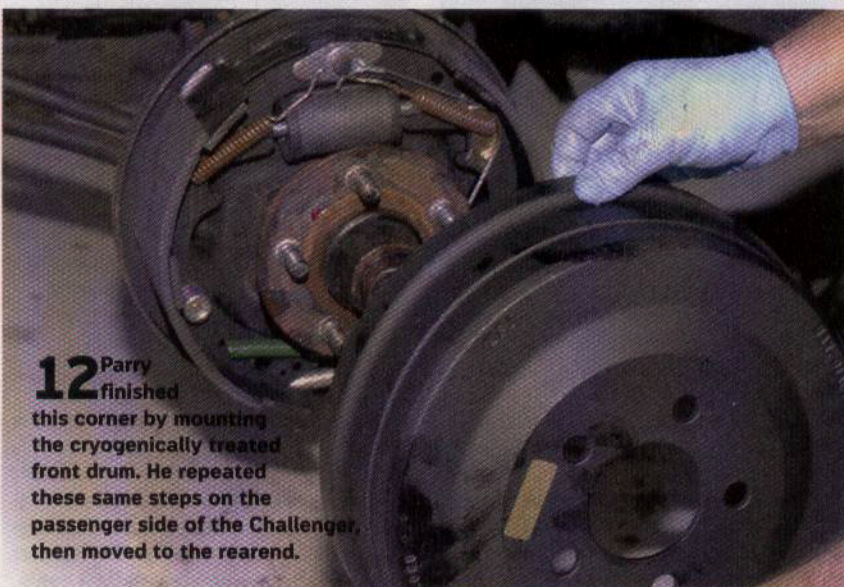
11 Next on the agenda was the installation of the front hub. Parry greased the front wheel bearings, installed a new seal in the front hub and then put the hub on the car. The hub is now technically "free-floating."



14 Prepping the rear backing plate was a two-step process. First, Parry sprayed liberal amounts of brake cleaner on the plate to get rid of accumulated brake dust. Then he buffed the contact areas on the plate using a small grinder, and followed that step with liberal amounts of antiseize.



16 Here you can see the completed adjuster wheel, lever spring and adjuster overload spring assemblies in place. The shoe installation was done.



12 Parry finished this corner by mounting the cryogenically treated front drum. He repeated these same steps on the passenger side of the Challenger, then moved to the rearend.



17 The finished driver-side rear brake looked like this after Parry put on the cryogenically treated brake drum.