

## **ADJUSTING THE FRONT WHEELS.**

The splaying of the front wheels is  $4^\circ$ ; in front they should close about 6 mm. If it is noticed that they open towards the front, the joints should be seen to and the levers and cross bar examined to see whether they have not been strained by a shock.

## **BRAKES.**

As brake adjustment is a question of safety, the greatest care should be taken with it.

It is particularly recommended that the brakes should be tested when turning a car to make sure that they act.

### **1<sup>st</sup>. Side Brake**

The brake is applied by pulling the lever towards you. If this brake is properly adjusted, the control lever should only travel half the course of the quadrant K (fig. 4). As and when the brake shoes wear out, this course lengthens; it is sufficient to shorten the working length of the rods O (figs. 3 and 4) which command the mechanism of the brake drums L (fig. 4). This is done by turning in a suitable direction the nuts M (figs. 3 and 4) which regulate the position of the levers N (figs. 3 and 4), on the rods O. Always be careful to lock these nuts after adjustment by means of their lock-nuts.

### **2nd. Foot-brake.**

This brake is operated by the right side pedal E (fig. 4). There should always be a minimum space of about  $\frac{3}{4}$ , between the pedal and the foot board when the brake is fully applied. When this margin of safety decreases, the brake must be adjusted.

For that purpose it is sufficient to shorten the rod P (figs. 3 and 4) which connects the crank Z (fig. 3 and 4) keyed on the pedal spindle, to the crank Q (fig. 4) controlling the levers N by means of the tube R (fig. 4). This can be done by turning the hexagonal piece S (fig. 3 and 4) in the proper direction.

In any case it is better to replace the brake shoes before they are quite worn out. Always see that they apply equally to both wheels to prevent skidding.

## **PEUGEOT SHOCK ABSORBERS (fig. 9).**

These friction shock absorbers consist of a piece of leather C fixed between two pieces of steel A and B, one solid with the axle, and the other with the frame, by means of a laminated spring the threaded rod D allows of tightening the leather. The joints of the brackets connecting the body of the shock absorber to the frame or to the axle are likewise furnished with easily adjustable friction leathers.