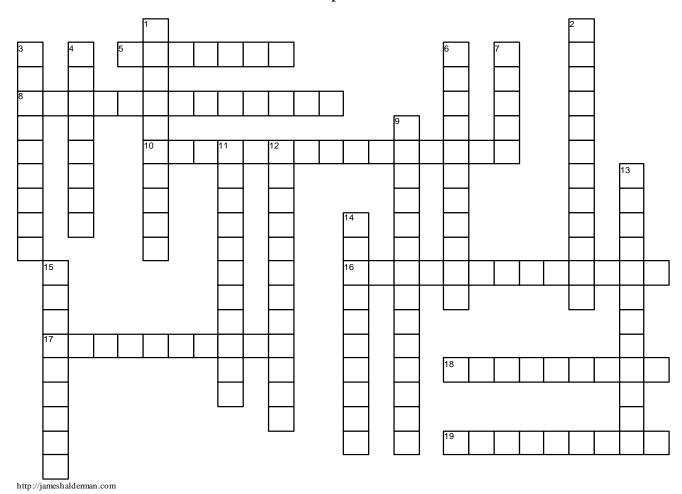
Machining Brake Drums And Rotors Chapter 15



ACROSS

5	is an extreme form of drum and rotor wear
	consisting of scratches, deep grooves, and a generally
	rough finish on the friction surface.
8	is side-to-side wobble of the rotor as it
	rotates on the spindle.
10	use a steel center section with a cast
	iron wear surface.
16	Metal clips called are installed at the
	factory to keep the brake drums from falling off during
	vehicle assembly.
17	Heat is absorbed by the drum or rotor and travels from the
	friction surface as the remainder of the drum or rotor by hea
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18	distortion exists when the geometric center of
	the circle described by the brake drum friction surface is
	other than the center of the axle or the bolt circle of the
	drum web.
19	If brake temperatures become too great, localized impurities
	in the metal can be burned away, altering the structure of
	the metal and causing to appear.

DOWN

1	A is when you advance the tool bit manually
	until it just contacts the drum.
2	A lesser form of drum and rotor cracking is called
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3	When an open edge of a brake drum friction surface has a
	larger diameter than the closed edge, the drum is suffering
	from distortion.
4	are another name for hard spots.
6	Surface finish is measured in units called
7	is another name for rotors.
9	runout is another name for lateral runout.
11	Lack of is a variation in the thickness of the
	rotor when it is measured at several places around its
	circumference.
12	Use aspacer to be assured of even force
	being applied to the drum by the spindle nut.
13	When the brakes are applied harder to compensate for the
	fade, the shoes distort the open edge of the drum so far
	outward that the of its metal is exceeded.
14	Uneven heat distribution can sometimes cause
	distortion in which the drum radius varies when
	measured at different points around its circumference.
15	variation is another name for lack of parallelism.

