WHY AMERICAN BRAKEBLOK

MODERN BRAKES REQUIRE STOPPING POWER THAT MATCHES GO-POWER
Today's high horsepower engines mean traffic moves faster . . . and increased traffic congestion causes frequent "stop and go" driving. Brakes are required, in emergencies, to work ten times as hard to bring the car to a safe stop as the engine did accelerating to speed. Higher speeds coupled with frequent stops demand better brake lining . . . and American Brakeblok lining exceeds today's braking requirements. Vehicle owners demand better performance, greater dependability and longer service. American Brakeblok has engineered, developed and thoroughly tested linings for all types of brakes. Quality in design, ingredients, workmanship and performance has been and continues to be paramount. That's why brake shoes lined with American Brakeblok lining answers modern day demands . . . check these points of superiority:

- Smooth safe stopping
- Longer service life
- Minimum drum score
- Rapid recovery from water submersion
- Ground to factory specifications
- Correct lining for each type brake
- Original equipment on many vehicles
- Frictioneered for power or standard brakes
- Fewer call backs
- Full obsolescence
- Aggressively advertised
- Greater customer acceptance

For the best in quality . . . the best in performance . . . the best in service . . . insist upon American Brakeblok. Today more and more Garages and Dealers are stocking and installing American Brakeblok Brake Shoe Exchange. Complete coverage through the NAPA Jobber.

RECOMMENDED APPLICATION OF BONDED BRAKE SHOE SETS

Each brake shoe set listed in this catalog has been specifically designed and manufactured for the vehicle specified. To complete their satisfactory installation, follow these helpful tips:

FOR BRAKE DRUMS UP to .030" OVER DIAMETER, USE STANDARD SIZE BRAKE SHOE SETS. FOR BRAKE DRUMS .030" TO .060" OVER DIAMETER, USE .030" OVERSIZE BRAKE SHOE SETS. DO NOT ALTER THE FACTORY FINISH GRIND PATTERN ON ANY BRAKE SHOE SET. Do not resize drums more than .060" larger than standard diameter. Reface both drums per axle to the same diameter, otherwise an unbalanced brake condition will result.

Front and rear brakes should always be relined at the same time. If just one axle is relined, a greater "work load" is placed on the new installation causing an unbalanced brake condition and resultant shorter lining life.

Relined brakes require the same attention of mechanic and owner as do new car brakes. Initial adjustment following brake reline should provide more clearance, with final adjustment being made after 500 miles of normal driving to assure the new linings have burnished properly to the drum surface. *Consult the instruction sheet inside the brake shoe set for recommended installation and adjustment procedures . . . or follow vehicle manufacturer recommendations.*