

BRAKE SERVICE RECOMMENDATIONS

BE THOROUGH

Always reline the complete vehicle to assure proper distribution of the brake load. When replacing brake shoes, completely inspect the entire brake system. Every part must function properly for best brake lining performance. If only one axle is relined, the brake on that particular axle will absorb more than its designed share of the work.

BRAKE DRUMS

Drums play a major part in satisfactory brake performance. Check the condition of each drum before installation of new lining.

A brake drum micrometer is essential in determining the size of drums.

Following are the oversize limits recommended by drum manufacturers. Re-machined drums should not be turned in excess of the following dimensions:

.060" over original diameter of drums of 9", 10", 11", 12" and 14" used on passenger cars and trucks; except

.030" over the original diameter on Lincoln and Mercury prior to 1952, Ford cars prior to 1949, and Ford and Mercury cars 1961-62.

.120" over the original diameter for 15" and 16" drums.

Drums over recommended maximum tolerances, do not have sufficient drum wall thickness to effectively handle braking heats. For best results turn or grind every drum. Resize drums in axle pairs, that is, drums on the same axle should be the same diameter.

OVERSIZE LINING

For brake drums up to .030" over standard diameter, use standard size brake shoe sets. For brake drums from .031" to .060" over standard diameter, use .030" oversize sets. Oversize sets are made with .030" thicker lining on each segment. This means that there is .060" more lining thickness in each wheel. Proper grinding of the lining and brake adjustment makes it possible to use this extra thickness.

FIELD GRINDING

Those equipped with shoe grinding equipment should use the .030" oversize set and tailor the grind to the particular drum diameter. This affords a

better initial brake pedal feel. Our grinding specifications are:

.040" under drum diameter for all Bendix Duo-Servo brakes.

.020" under drum diameter for all other brakes.

FINAL ADJUSTMENT

All newly relined brakes, whether of the manual or self-adjusting type, must be physically adjusted at the time of reline. The manual Bendix Duo-Servo type calls for backing off 14 notches from a one hand drag. The self-adjusting Bendix Duo-Servo type calls for backing off a complete revolution of the star wheel from a locked wheel. For all other brake types see the American Brakeblok Brake Service Guide.

The use of American Brakeblok's self-adjusting gauge will assure an accurate and time saving adjustment.

The vehicle should be road tested, making several stops (12 or more) under 30 m.p.h. before it is released to the customer.

Under no conditions should the vehicle be released to the customer with any evidence of brake drag.

BREAK-IN PERIOD

For the first 500 miles of service, sudden or panic stops, particularly from high speeds should be avoided wherever possible. Brake linings will seat more uniformly under slow and gradual stops. Abusive braking during the wearing-in stage, will impair the friction material.

LINING CHOICES

Four distinct types of linings are available from your NAPA jobber:

AMERICAN BRAKEBLOK: for general usage

ABEX: moderate driving

SPECIAL SERVICE:* frequent stops when wear is the problem, (taxis, rural mail carriers, etc.)

INTERCEPTOR:* frequent high speed stops where fade is the problem, (police cars, ambulances, etc.)

*These specialized friction materials should not be used for normal service. When they are used it is absolutely necessary they be installed on all four brakes as they are not compatible with any other linings on the market.