

the brake assembly and go from the shoes to the adjusting screw bracket with the red spring on the primary shoe and the black spring on the secondary shoe.

The two long brake shoe return springs are attached at the bottom of the brake assembly and go from the shoes to the eccentric anchor pin with the orange spring on the primary shoe and the green spring on the secondary shoe.

The primary shoe is the first shoe we come to after leaving the anchor pin and traveling in the direction of forward drum rotation. Thus we see that starting at the anchor pin and moving in the direction of forward drum rotation the order of the brake shoe return springs is ORANGE, RED, BLACK, GREEN.

Then there are two short black hold-down springs, one going to each shoe.

The last spring is a long, small diameter, black spring which is attached to the operating return lever.

The 1937-1938 Ford brakes have a certain amount of transfer of force from one shoe to the other. If the springs are not correctly installed, this transfer of force will not take place and the brake will be ineffective.

Another cause of hard pedal through reduction in force transfer on 1937 Ford brakes is due to improper setting of the adjusting wedge mechanism. The adjusting wedge is covered by a small metal disc as shown in Figure 16. On the early 1937 models when the shoes were not in place it was possible to turn

the adjusting nut and destroy the setting of the adjusting mechanism. On these cars, the adjusting nut should not be turned unless the shoes are in place. In case of doubt regarding the correct setting of the adjusting mechanism, it is necessary to remove the metal disc covering the adjusting wedge. The ends of adjustment pins A and B (Fig. 16) fit into half-round depressions in the adjusting wedge mechanism. The adjustment pin A (front shoe) should always fit into the smallest depression with the rear shoe adjusting pin B fitting into the larger depression. This allows both pins to protrude an equal amount from the adjusting wedge housing when the springs are correctly installed.

It is especially important to have 1937-38 Ford brakes well lubricated and properly adjusted with all slack removed from the brake pedal in order to eliminate hard pedal complaints.

When the eccentric anchor pin needs adjusting it is best to do this by using a dummy drum or brake shoe concentricity gauge.

With the dummy drum or concentricity gauge installed, the adjusting screw and the eccentric anchor pin should be set to obtain .005" clearance at the upper and lower ends of both brake shoes.

American Brakeblok furnishes special material in boxed car sets for 1937 and 1938 Ford brakes, but Standard American Brakeblok roll material may be used if desired.