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March 6, 1981

Mr. Paul LeCour, Product Eng.
Rayloc
P. O. Box 43146
Atlanta, GA 30378

Dear Paul:

This is to confirm our phone conversation of 3/5/81 concerning lining thicknesses of our "new dimension" program, specifically in the area of foreign car applications, which generally are equipped with non-servo brakes.

We have all experienced in the recent past, through feed-back from our Jobbers, that some of the shoe sets are oversized to the point that it is virtually impossible to get them in the drums. We agreed that we are not really interested in the decisions that brought about this condition, nor who made them, but that it is a "now" problem and should be dealt with ASAP. With this thought in mind, we will submit the following recommendations to our respective Companies.

1. All shoe sets in the above category should be considered instead of waiting for complaints on a number by number basis. At present, this involves 117 sets.
2. The Rebuilders will run a test to determine how much lining can be removed from a shoe 2-1/4" wide with "one pass". This is the widest set in the 117 sets, with the exception of two numbers, which are 2-1/2" wide. The vast majority are two inches and under in width.
3. When the results of the above tests are known, (hopefully removal of .030" will not present a problem), American Brakeblok should furnish the Rebuilders with an unfinished lining .030" thicker than standard F.M.S.I. thickness for a given part. This should enable the Rebuilders to grind to standard thickness with "one pass" and also retain their flexibility of producing an over-size set.

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