

WE ALSO HAVE TO RECOGNIZE THERE IS A LOT OF DO-IT-YOURSELF CAR MAINTENANCE DONE AND IT CANNOT BE GUARANTEED THAT PROPER MATCHING OF FRONT DISCS AND REAR DRUM LININGS TAKES PLACE. SO THAT THE REAR BRAKES DO NOT TAKE OVER FROM AN INFERIOR FRONT BRAKE, NA27 CONTAINS SOME DEGREE OF BUILT-IN FADE.

NA27 HAS ALL INDICATIONS OF BEING A GOOD WEARING MATERIAL; BUT MORE OF THAT LATER.

HISTORY TELLS US TO HAVE DIFFERENT CHARACTERISTICS BETWEEN PRIMARY AND SECONDARY SHOES. HISTORY ALSO TELLS US THAT PRIMARIES SHOULD BE LIGHT COLOR AND SECONDARIES DARK. HOWEVER, THERE IS ALSO ENOUGH HISTORY TO TELL US THERE ARE DEVIATIONS -- AND HAVE BEEN DEVIATIONS FOR SEVERAL DECADES.

CURRENT O.E. AT FORD USES SINGLE FRICTION PRIMARY AND SECONDARY -- THE ONLY DIFFERENCE BETWEEN THE LININGS ON THE TWO SHOES IS DIMENSIONAL. TRYING TO JUSTIFY DUAL FRICTION BECOMES MORE DIFFICULT WITH THE TREND TO FRONT-WHEEL DRIVE, FRONT DISCS AND SO ON.

OUR PROPOSALS ARE FOR A SINGLE FRICTION SET.

THE OPPORTUNITY HAS BEEN TAKEN TO INTRODUCE MANY FEATURES WHICH HAVE BEEN ON OUR WISH LIST FOR AS LONG AS CAN BE REMEMBERED.

THERE HAS ALWAYS BEEN A NEED FOR A FULLY FLEXIBLE MATERIAL FOR SEVERAL REASONS: