The shoe roller pins should always be placed with the cotter pin end away from the backing plate.

If the levers on front wheel brakes pull past their centers with the brakes applied, the push rod should be lengthened by placing a shim or the head of a 3/16 inch stove bolt in the hole of the wedge applying cam, between the push rod and the wedge cam.

On early 1933 Fords a softer pedal may be obtained by replacing the cross shaft lever with a 1934 assembly which has two pedal lever holes. The top hole should be used when a softer pedal is desired.

Figure 14 shows the recommended brake lining when material cut from roll stock is used.

American Brakeblok also furnishes brake lining segments in boxed car sets especially prepared for Ford cars.

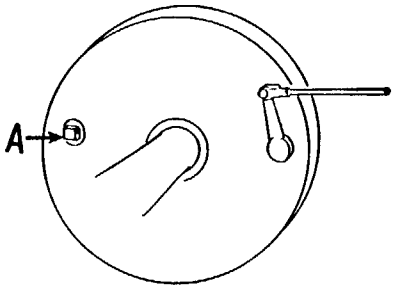

Figure 13
View from Backing Plate Side of Left Rear Ford Brake

FORD Brakes—1935-36
(MECHANICAL)

MINOR ADJUSTMENT

To avoid a false adjustment when drums are expanded by heat, adjustment should only be attempted when the brakes and drums are cold.

1. Raise car so that all 4 wheels are free.

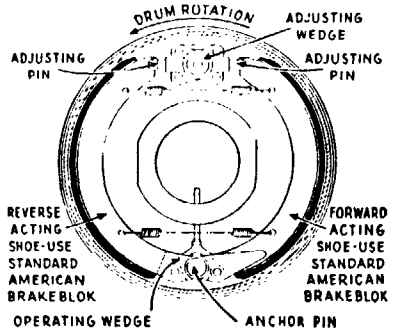

Figure 14
Ford Brake (1935-36)—Left Front

2. Adjust lining-to-drum clearance by screwing in the adjusting screw A (Fig. 15) until brake drags, then back off until wheel is free.

3. Test brakes for equalization and back off on tight wheel.

MAJOR ADJUSTMENT

1. Set hand lever in full release position, making sure that the brakes are fully released with hand lever in this position.

2. Raise car so that all 4 wheels are free.

3. Test front wheel and spindle pin bearings for excessive looseness.

4. Examine spring shackle studs, shock absorber links, and front radius rod mountings for looseness.

5. Disconnect brake rods at wheel end on all four wheels.

6. Screw in the brake adjusting screw until brake drags, then back off enough to free each wheel.

7. Adjust length of brake rods so that they are 1/32 inch short when all backlash has been taken out, and install clevis pins and cotters.

8. Equalize by backing off adjusting screw on tight wheel.

SERVICE HELPS

The most frequent complaint on these models is hard pedal. Pedal travel is also a frequent complaint. Adjustment will help both complaints to a certain degree, i.e., the lining-to-drum clearance and taking up slack in rods.

In any number of 1935 and 1936 Fords, the pedal can be pushed to the floor when the car is standing still, even when an adjustment has been made. This is due to the rods stretching and also distortion of the drums, and cannot be helped very much unless integral parts of the brake system are replaced.

Improper shoe centralization also frequently causes brake noises on the 1935-36 Ford brakes. The remedies described on page 17 under Service Helps for 1932-33-34 Ford brakes are also useful in eliminating brake noises on 1935-36 Ford brakes.

There are also several types of replacement adjustment pins and wedges on the market for 1935 and 1936 Fords which allow better centralization of the shoes. When the floating adjusting pins are used the brakes become similar to 1937-1938 Ford brakes and the 1937-38 friction material should be used.

It is also especially important to make sure that the brake rods are not binding in the anti-rattle devices.

Figure 14 shows the recommended brake lining when material cut from roll stock is used.

American Brakeblok also furnishes brake lining segments in boxed car sets especially prepared for Ford cars and it is particularly recommended that these car sets be used on 1935 and 1936 models.

FORD Brakes—1937-38
(MECHANICAL)

MINOR ADJUSTMENT

To avoid a false adjustment when drums are expanded by heat, adjustment should only be attempted when the brakes and drums are cold.

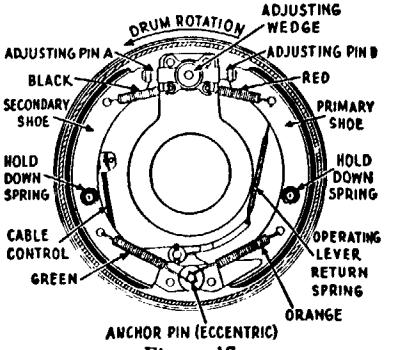

Figure 15
Ford Brake (1937)—Left Front

1. Raise car so that all 4 wheels are free.

2. Adjust lining-to-drum clearance by screwing in the adjusting screw until brake drags, then back off until wheel is free.

3. Test brakes for equalization and back off on tight wheel.

MAJOR ADJUSTMENT

1. Set hand lever in full release position, making sure that the brakes are fully released with hand lever in this position.

2. Raise car so that all 4 wheels are free.

3. Test front wheel and spindle pin bearings for excessive looseness.

4. Examine spring shackle studs, shock absorber links, and front radius rod mountings for looseness.